APPENDIX B

Traffic and Transportation Data

APPLICABLE GOALS, POLICIES, AND ACTIONS OF THE 2035 SACOG METROPOLITAN TRANSPORTATION PLAN		
Goals	**Policies**	**Strategy / Actions**
	1 SACOG intends to provide information, tools, incentives and encouragement to local governments that have been chosen to grow consistent with Blueprint principles.	1.1 Develop a form-based code handbook designed for local jurisdictions in this region.
		1.2 Invest in the Community Design Funding Program, an incentive program for local governments that provides transportation funding for smart growth developments that promote walking, bicycling and transit use.
		1.3 Pursue regulatory reform at the national, state and local levels to encourage Blueprint style growth.
		1.4 Support incentive programs that make infill development more attractive and lucrative.
		1.5 Create and invest in a rural strategy and program to improve transportation systems that affect the economic viability of rural areas located in jurisdictions that implement good growth patterns, consistent with the Blueprint Principles, the Rural – Urban Connections Strategy, or other rural initiatives.
	2 SACOG intends to educate and provide information to policymakers and the public about the mutually supportive relationship between smart-growth development and transportation.	2.1 Provide computer software and technical assistance to local governments.
		2.2 Monitor and report on the transportation and air quality impacts of development patterns and their relationships to Blueprint growth principles.
		2.3 Monitor and report commute patterns, traffic levels and transit use compared with projections in this MTP.
		2.4 Develop educational materials to inform local discussions, particularly in infill areas, about neighborhood traffic behavior and the effects of higher density on traffic, transit, walking and bicycling.
		2.5 During the design phase, review transportation projects to asses whether they foster transportation choices, improve local community circulation, or divide communities, and either avoid or mitigate negative impacts (including those to public health, safety, air quality and the environment).
	3 SACOG will encourage local jurisdictions in developing community activity centers well-suited for high-capacity transit service.	3.1 Encourage development proposals that are well-suited and located to support high capacity transit use.
		3.2 Identify appropriate "best practices" for complete streets, and initiate a technical assistance program to help local agencies develop street designs that are sensitive to their surroundings and context.
		3.3 Establish regional guidance for high-capacity transit station area planning.
		3.4 Support efforts by transit agencies and

		local governments to site and design transit centers and stations close to economic centers and neighborhoods and to expand park-and-ride facilities at a few key stations.
		3.5 Encourage local agencies to develop an interconnected system of streets, bikeways, and walkways that supports a more compact development form; avoid building new circulation barriers; accommodate safe travel for all users ; and provide connections through existing gated communities, walls and cul-de-sacs to access schools, activity centers and transit stops.
		3.6 Encourage development patterns that provide safe and efficient pedestrian and bicycle access to trunk commuter transit lines.
	4 SACOG encourages every local jurisdiction to pursue housing in all price ranges, to meet the housing needs of the local workforce and population, and forestall pressure for long, external commuting.	4.1 Develop the required Regional Housing Needs Plan to guide local agencies assessments of housing supply and price ranges.
		4.2Encourage adequate supply of housing at a variety of price ranges in the region, to prevent the export of housing to adjacent regions.
	5 SACOG should seek to develop and inform local governments and businesses about regional strategy for siting industry and warehousing that need good freight access.	5.1 Work to identify and preserve land uses to meet goods movement needs of local customers.
		5.2 Study and consider the need for land for suppliers, distributers, and other businesses with regional clientele that may prefer to be near the center of the region with good freeway access, but do not need high-cost center-city sites.
		5.3 Study and consider the needs of the agricultural industry for refrigeration and consolidation units, warehousing, processing plants and other facilities near transportation access.
	6 SACOG encourages local governments to direct Greenfield developments to areas immediately adjacent to the existing urban edge through the provision of information, incentives and pursuit of regulatory reform for cities and counties.	6.1 Minimize the urban growth footprint of the region by improving interior circulation and access instead of access to and beyond the urban edge.
		6.2Provide incentives and invest in alternative modes to serve infill and more compact development.
		6.3 Consider funding to acquire conservation easements accompanying specific regional connector road projects, to protect land from development in areas that are not intended or zoned for development.
		6.4 Continue to pursue regulatory reform at the state and national levels to remove barriers to environmentally sensitive developments, when appropriate, at the edges of existing urbanization.
	7 SACOG intends to develop	7.1 Use research, data and modeling to

	a Rural-Urban Connection Strategy (RUCS) for ensuring good urban-rural connections and promoting the economic viability of rural lands while also protecting open space resources to expand and support the implementation of the Blueprint growth strategy and the MTP.	inform a public participation process to conceptualize approaches to sustainable rural land use policies encompassing at a minimum, issues such as agricultural practices (including energy production), natural resource protection, rural development practices (including methods to encourage job-housing balances) and infrastructure needs.
		7.2 Ensure consistency between the RUCS and local Habitat Conservation Plans and Natural Communities Conservation Plans.
		7.3 Ensure that the RUCS is coordinated with Blueprint and MTP to support each of these planning efforts individually, as well as collectively.
		7.4 Conduct analysis on how various rural land use strategies effect vehicle miles of travel and air emissions, as well as rural economic viability and environmental sustainability.
		7.5 Develop sustainable rural land use policies through a public process that encompasses, at a minimum, issues such as agricultural economic development (including energy production), natural resource protection and agricultural land conservation, rural development (including job-housing balances), and infrastructure needs.
		7.6 Invest in transportation projects that help implement the RUCS recommendations. Investment recommendations mat include agritourism, goods movement and funding rural road improvements between cities when the county implements growth patters consistent with Blueprint.
	8 SACOG intends to support and invest in strategies to reduce vehicle emissions that can be shown as cost effective to help attain and maintain clean air and better public health.	8.1 Continue and increase the region's previous commitment to TDM programs as strategy for education and promotion of alternative travel modes for all types of trips toward reducing vehicle miles traveled. (VMT) by 10 percent.
		8.2 Continue and increase the region's previous commitment to funding the Sacramento Emergency Clean Air and Transportation program.
		8.3 Set aside funding for the annual Spare the Air campaign, a summer program operated by the Sacramento Metropolitan Air Quality Management District that informs the public about days when the ozone danger is high and encourages the public to use non-polluting alternatives to driving.
		8.4 Help air districts and local agencies study localized air pollution impacts on health and the environment, including air toxins,

		providing analysis and information from SACOG's planning work. Support public information efforts to raise awareness on these connections.
	9 SACOG intends to use the best information available to implement strategies and projects that lead to reduced greenhouse gas (GHG) emissions.	9.1 Adopt a transportation pricing policy, adopt a Safe Routes to School policy and implement a pilot program, expand public access to travel information through the 511 program, and adopt a "Complete Streets" policy.
		9.2 Comply with the Federal Clean Air Act by recommending selected MTP2035 projects as draft transportation control measures to help reduce GHG emissions and identify transportation emission control measures.
		9.3 Create an alternative fuel vehicle and infrastructure toolkit for local governments, create a public education program on individual transportation behavior and climate change, and create a regional open space strategy.
		9.4 Develop a regional climate change action plan, and develop and implement a construction energy conservation plan.
		9.5 Enhance I-PLACE'S model to asses greenhouse gas impacts.
	10 SACOG should consider strategies to green the system, such as quieter pavements, cleaner vehicles, and lower energy equipment, where cost effective, and consider regional funding contributions to help cover the incremental cost.	10.1 Examine public policy seeking to reduce the cost of or influence the trade-offs between operating efficiency and environmental impact.
		10.2 Encourage and make available a choice of efficient modes to move freight.
		10.3 Promote early investment in 2007-complaint diesel engines.
		10.4 Support equipment retrofits under the Carl Moyer program.
		10.5 Expand use of natural gas or hybrid delivery vehicles and handling equipment.
		10.6 Increase recycling of materials, such as tires and lubricants, and improve handling of wastewater and chemical residues.
		10.7 Explore and publicize energy conservation at freight terminals.
		10.8 Encourage goods movement driver training programs that encourage fuel conservation, trip reductions and safety.
	11 SACOG intends to pursue and support enactment of sustainable funding sources adequate for maintenance and rehabilitation of highways, streets and roads, and operations and maintenance of transit services.	11.1 Continue to pursue new and reformed transportation funding methods and sources to implement MTP2035 that are stable, predictable, flexible, adjustable and adequate in the whole to operate and expand the system.
		11.2 Strive to simplify and add flexibility to the overall funding structure when putting new financing tools or changes to the financing structure in place.

		11.3 Promote competition in the delivery of services, to foster greater efficiency, innovation and diversity of options, including consideration of revised public agency arrangements, public-private partnerships or contracting out.
	12 SACOG should support authority for local option funding sources to allow local areas to customize transportation funding and investment for maintenance and operation of the existing system and expansion to meet future needs.	12.1 Seek authority to set up funding sources for transit operations and road maintenance that can be controlled and adjusted at the local level, so that local agencies can consider using them when needed to support and continue existing transit services and keep the existing road system in a state of good repair.
		12.2 Seek funding sources that are indexed to growth and inflation to pay for basic maintenance and operations.
		12.3 Support the Sacramento Transportation Authority's intent to pursue a supplemental transportation funding program equivalent in revenue to one-half percent countywide sales tax. This revenue would be expended approximately equally for enhanced public transit and local street and road maintenance in Sacramento County and take effect no later than 2012.
	13 SACOG invests federal and state funds that come to SACOG to achieve regional policies and priorities, as described in more detail in the sections that follow.	13.1 Seek adequate funding so local agencies can maintain and rehabilitate streets and roads to a good state of repair into the future, encompassing more adequate state funding and local option funding authority to preserve regional funding for improvement and expansion of the trunk highway and road system.
		13.2 Support new or increased funding resources for local agencies to enable operation of existing and expanded transit services, including and replacement of equipment and facilities including local-option funding sources adequate to preserve regional funding for service expansion.
		13.3 Encourage cities and counties to collect development-based fees or funding sufficient for both local road improvements and regional-scale road and transit improvements, since SACOG's regional funding can meet only 25-30 percent of regional project costs in this MTP, so that regional-scale improvements can be built in a timely way; offer technical or coordination assistance from SACOG as needed.
		13.4 Encourage local agencies to fund local arterial access and traffic capacity projects with local development-based fees supplemented with other local funds as appropriate.
		13.5 Study, coordinate discussions, and

		explore options for establishing a region-wide program dedicated to funding the growing need for roadway improvements and reconstruction and mitigation of community impacts on designated arterial truck routes and arterial roads that large trucks commonly use.
	14 SACOG should look for specialized funding programs at the state or federal level, and work with local agencies to bring in such funds to start innovative projects or advance specific projects that are well-matched to program goals.	14.1 Keep apprised of federal and state program funding cycles and specific funding opportunities, advise local agencies about them in a timely way, and help to zero in on projects that fit program requirements particularly well and are far enough along in the delivery to maximize chances for success at bringing federal or state discretionary funds into the region.
		14.2 Help coordinate multi-agency packages of projects for federal and state discretionary programs and grants, where a regional strategy seems likely to improve the chances of success.
		14.3 Fund some project development specifically to create a list of key hard-to-implement projects ready for ad hoc funding opportunities.
		14.4 Help local agencies get funding from specific safety programs for safety and security improvements.
	15 SACOG should seek to manage state and federal funding that comes into the region so as to simplify and expedite project delivery, including working out ways to exchange various types of funds among local agencies and projects.	15.1 Seek to pool funds and programs wherever reasonable and feasible, to increase flexibility in the use of funds and delivery projects.
		15.2 Use available funding to ensure timely construction of currently delivered projects, to the greatest reasonable extent, and substitute future funding commitments onto projects that will be delivered in the future.
		15.3 Seek to concentrate federal funds on a limited number of projects that must be federalized, so that many other projects can avoid federal requirements and processes.
		15.4 Support judicious use of bonding and other financial tools to enable earlier construction of projects, and consider use of regional funds to supplement or enhance revenue bonding tools when appropriate.
	16 SACOG should study ways to use pricing more effectively in funding of transportation.	16.1 Study ways that parking pricing can help achieve objectives of this MTP, including garages to support more intense land uses; revenue for alternative modes and surcharges for policy purposes; and encouragement of walking, bicycling, transit use and carpooling.
		16.2 Consider seeking a federal Value Pricing Pilot Program grant from the Federal Highways Administration to examine road and auto pricing options, such as high

		occupancy toll lanes or bridges, pay-at-the-pump auto insurance, or auto loans, at an appropriate opportunity.
	17 SACOG acknowledges and supports preservation of the existing road and highway systems as the top priority for local public works agencies and Caltrans, and expects to help them secure adequate funding sources for the necessary work.	17.1 Encourage and support Caltrans in seeking traffic management and safety improvements along with highway rehabilitation projects from the State Highway Operations and Protection Program. Ensure that both urban and rural needs are targeted.
		17.2 Consider public-private partnerships and competitive service contracts for maintenance and operations, for a more efficient system.
		17.3 Expect local agencies to examine and consider traffic operational strategies and investments as temporary improvements to buy time or develop lower cost ultimate alternatives for capital projects for road expansion with SACOG to consider such projects as high priorities for regional funding.
	18 SACOG supports the development and implementation of corridor system management plans (CSMP) as a method of integrating transportation system operational management and regional planning so as to maximize system efficiency and effectiveness.	18.1 Participate in the development and implementation of corridor system management plans for the following corridors: • I-80: State Route 113 to Sierra College Boulevard • U.S. 50: I-80 to Camino • State Route 99: San Joaquin County line to U.S. 50, I-5 to State Route 20 • I-5: Hood-Franklin Road to Metro Airport • State Route 65: I-80 to State Route 70
		18.2 Encourage all stake-holders to actively participate in the development and implementation of each CSMP.
		18.3 Coordinate SACOG transportation modeling and data collection activities with the travel forecasting and analysis activities associated with each CSMP.
	19 SACOG intends to ensure coordination among all forms of existing and expanded transit services, including those provided by social services agencies, for a more effective system.	19.1 Use timely updates of short-range transit plans, the regional human services transportation coordination plan, and periodic performance audits to provide guidance on priorities and estimates of funding needs and shortfalls.
		19.2 Seek a more seamless trip through better travel information for trip planning, reliable schedules, coordination between operators for transfers, service changes, complementary services, a universal fare card and information available at transit stops.
	20 SACOG should work with transit operators to pursue improvements to	20.1 Increase public perception of the value, benefits and use of transit and rideshare services, via activities such as image and

	transit access, security, comfort, schedules and information whenever opportunities arise.	product specific advertising, promotion of new and restructured services the regional emergency ride home program, outreach for special events, and education for those unfamiliar with how to use transit effectively.
		20.2 Seek to improve transit access via safe and pleasant sidewalks and walkways around transit stops, accessibility for the disabled, on-board bike racks, better signs for transit access, shelters, improved transfer points and secure park-and-ride locations.
		20.3 Improve transit and supplemental transportation services for medical appointments, including escort services at medical offices for patients needing extra assistance, priority parking for dial-a-ride and social service transit vehicles.
		20.4 Take steps to improve safety and security at crosswalks, transit stops, and along main access route to transit, with higher priority for low-income, minority, and high crime areas.
		20.5 Improve connections among all forms of transit service by seeking better coordinated schedules among operators, more convenient and comfortable transfer locations, notice and coordination of schedule changes, next-bus signs at high use stops, and better trip planning tools and public communications.
	21 SACOG should develop guidelines for rural transit services, as a lifeline for non-drivers and park and ride services for commuters.	21.1 Preserve existing rural transit and para-transit service levels, but examine them periodically to ensure effectiveness for transit-dependant residents.
		21.2 Consider specialty transit services for agricultural areas seasonally, and for tourist attraction and events.
	22 SACOG in partnership with community and employer organizations, intends to support proactive and innovative transportation demand management programs covering all parts of the urbanized area, to offer a variety of choices to driving alone.	22.1 Expand transportation management organizations and outreach partners to provide education and advocacy programs across the regions six-county area, with broader focus on alternative travel choices for all trip types.
		22.2 Assist transportation management organizations to broaden and update rideshare databases offer incentives for taking alternative modes or telecommuting, offer specialty services such as vanpooling, carsharing, or subscription bus here feasible, expand promotional campaigns, and reach out to the public with personalized alternative trip planning and instant ride matching.
	23 SACOG expects operators to plan for service to transit-dependent populations – disabled, low-income, seniors, youth – within a context of service to	23.1 Improve transit services and options for people with physical, cognitive and mental health disabilities, by ensuring all vehicles and facilities are safe and accessible, access routes to transit stops are safe and accessible where feasible, drivers are trained about

	attract riders who now drive.	regulations and good practices, and transfers are convenient and usable.
		23.2 Prepare for a large increase in senior population by using universal design features, such as low-floor vehicles, automatic doorways, flatter walkways and curb ramps, and handrails, to enable seniors to safely use regular transit services and preserve limited paratransit resources for those who cannot travel without direct assistance.
	24 SACOG intends to strive to ensure community outreach to low-income and minority communities whose needs and concerns otherwise might be overlooked.	24.1 Ensure transportation system improvements provide equitable and adequate access by road and transit to low-income and minority communities.
		24.2 Ensure that projects to serve those communities with greater transit needs gets explicitly considered in the MTP and when programming funds, pursue specific federal or state funding grants available for this purpose, and seek better coordination of all types of transit services and connections for these communities.
		24.3 Examine commute pattern travel needs of those in job placement programs, such as CalWORKs, and reverse commute flows as a guide to transit and supplemental travel service improvements.
		24.4 Seek to deploy supplemental transportation options, including shared-ride arrangements, volunteer drivers, taxi vouchers, community travel companions, cost-and fare-sharing, and mobility training on transit, bicycle and pedestrian options, to complement regular and social service transit service.
		24.5 Ensure through examination, context-sensitive design, and mitigation of transportation systems impacts wherever feasible, particularly localized air quality and noise impacts, when building improvements through or near low income and minority communities which are often found adjacent to freeway and railroad corridors.
	25 SACOG should study, consult with, and help coordinate local agency activities to provide for a smoother movement of trucks through and throughout the region.	25.1 Improve SACOG's regional freight forecasting tools, including a periodically updated commodity flow survey that includes both consumer goods and agricultural products, an upgraded economic model, shipping and trucking industry contacts to spot and verify trends, ability to estimate up or down from limited data points, and annual truck counts at key locations.
		25.2 Maintain a goods movement advisory group to share information about evolving freight patterns, technologies and shipping needs, and identify, examine and coordinate

		government policies activities and improvement projects that can make goods movement more efficient and reduce impacts in both urban and rural areas.
		25.3 Collect sound information about urban and rural impacts of the logistics industry and the customers it serves, pertaining to infrastructure demands and safety, emissions, noise and traffic impacts from trucks, and review the implications for nearby and downstream communities when local agencies consider permits for commercial and industrial businesses that involve significant amounts of truck traffic.
		25.4 Identify and reconsider regulatory and institutional barriers that hamper efficient travel patterns for trucks, identify an adequate number of preferred truck routes for efficient truck access into and across jurisdictions within the region, actively seek solutions to accommodate truck access and traffic with community concerns on all main arterial routs.
		25.5 Consider adding or changing features of projects to facilitate truck travel.
		25.6 Identify and consider projects that could expand the market for shipping freight by rail or merchant ship, to offer and alternative for trucking for more kinds of freight shipments, such as deeper port channel rail intermodal transfer points, and better truck intermodal connections for "last mile" delivery.
	26 SACOG intends to preserve some capacity on major freeways within the region for freight within the region for freight and other interregional traffic by providing additional capacity for local and regional traffic on major arterials running parallel to the major freeways. The complementary arterial and freeway expansions are intended to better separate local and interregional traffic, but no lane restrictions (e.g. , truck-only lanes) to the freeways are proposed. Under current state program structure, SACOG expects to carry the main responsibility, shared with Caltrans, to fund interregional projects at the edge of the region when	26.1 Seek to coordinate regional truck routes for large trucks, and expect local agencies to include truck access policy and strategies in mixed use and large commercial or industrial developments.
		26.2 Support rail and highway investments that route freight around, not through a region.
		26.3 Open up interregional highway capacity only when goods movement and non-commute traffic warrants it. Evidence of this need can also occur when local roadways bear the burden of goods movement diverted from congested highways.

	growing demand for traffic to, from, and through the region warrants expansion of interregional routes.	
	27 Support road and transit expansion investments that are supportive of 2035 MTP land-use patterns.	27.1 Focus on ensuring the arterial system performs well for the increased number of local trips, to support infill and compact development from smarter land uses without pushing it outward because of overly congested conditions, providing a strong grid network (which offers alternative routes) wherever land use and other barriers allow.
		27.2 Support corridor mobility investments along major arterials that serve multiple modes of travel through combining road capacity improvements to support smart growth. Supportive investments include enhancements for high capacity transit, technology development and safer intersections.
	28 Prioritize transit investments that result in an effective transit system that serves both transit-dependant and choice riders.	28.1 Transit expansion should be targeted at land use patterns that will generate transit ridership and improve the cost recovery rates for transit service.
		28.2 Pursue transit expansion using a wide spectrum of services; each best suited to particular travel markets, considering but not limited to light rail, streetcar, express bus, bus rapid transit, local service bus, neighborhood shuttle bus, dial-a-ride, assisted paratransit for the disabled, subscription bus and jitney.
		28.3 Consider the full life-cycle cost of transit options covering both equipment and operations, the relative value of broader area coverage versus high capacity for a limited corridor, and more routes versus higher frequency, for each situation.
		28.4 Develop truck transit corridors between communities, and local transit circulation within communities, to attract riders both for commuting and local activities.
		28.5 Develop local transit services that serve local travel patterns and connect with high capacity trunk transit lines with timed transfers.
		28.6 Design commute transit as a door-to-door system, with full or limited express routes, short waits at transfers, and walk access or good distribution at each end.
		28.7 Develop a bus and carpool lane system for key commuter corridors and expand transit service to use it.
		28.8 Address commute congestion with transit first/carpool second strategies for downtown Sacramento, and carpool first/ transit second strategies for suburban job

		centers until employment density indicates a shift, to switch drivers into empty seats in both transit and autos.
		28.9 Seek to build good bus transit service with heavy, established ridership as a precursor to investment in rail transit, to ensure return on the high capital investment for rail.
		28.10 Factor in the benefit of rail transit as a permanent investment, with stronger ability to attract transit oriented development plans around it, where local smart growth planning and the real estate market already promise development dense enough to support rail investment.
		28.11 When a transit route or service fills to capacity, examine complementary service of another type as an alternate simply to adding capacity to the route that is full.
		28.12 When planning high-capacity transit corridors, consider expanding support facilities, such as access sidewalks and walkways, passenger shelters, transfer stations, next-bus notifications signs, signal preemption and route park-and-ride lots, as part of development along the route.
	29 SACOG encourages locally determined developments consistent with Blueprint principles and local circulation plans to be designed with pedestrian, bicycle and transit as primary transportation considerations.	29.1 Implement the Regional Bicycle, Pedestrian and Trails Master Plan, going after 126 high priority improvements first.
		29.2 Invest in safe bicycle and pedestrian routes that improve connectivity and access to common destinations, such as connections between residential areas and schools, work sites, neighborhood shopping, and transit stops and stations. Also invest in routes to and around schools so trips can be made by bicycling and walking.
		29.3 Invest towards the eventual creation of a regional bicycle and pedestrian network, connecting first those communities that already have good local circulation networks in place.
		29.4 Coordinate information sharing between jurisdictions, to ensure connected routes, sharing of effective of ideas, and more complete public information.
	30 SACOG also gives primary priority to selective road expansion, to support infill development and forestall midday congestion.	30.1 Pursue strategic road expansion that improves congestion and supports effective transit services.
		30.2 Expect that feasibility and corridor studies, project study reports and environmental studies will consider high-capacity transit investments when examining how to provide additional capacity on main highway or bridge corridors.
		30.3 Pursue strategic road expansion that reduces congestion on access routes to areas

		with significant infill development.
		30.4 Give priority for roadway and intersection expansion to routes where midday demand approaches existing capacity or excessive peak period demand threatens to spill over into midday, so no part of the system fails to function continuously for much of the day.
		30.5 Support expansion of trunk arterials that provide access to job centers and freeway interchanges to provide enough capacity to forestall traffic diversion through neighborhood streets.
		30.6 Provide technical guidance to local agencies and invest regional funds to build complete streets projects through designated and planned community activity centers, to ensure bicycles, pedestrians and transit can share the road safely and compatibly with autos.
	31SACOG intends to invest funds that are at SACOG's discretion, as long as the existing funding and program structure remains essentially as it is today, following these policy guidelines.	31.1 Continue to use funds coming through SACOG to fund regional objectives for air quality, community design, transportation demand management, and bicycle and pedestrian programs. The funding level should be proportionally at least as great as programming levels since the regional programs began in 2003.
		31.2 Continue to help fund regional-scale investments that include local projects, with the priorities identified below. The funding level should be consistent proportionately with programming levels since the regional programs began in 2003. • Main state highways and key trunk arterials that access them, including bus and carpool lanes; rail and bus transit running with 15 minutes or shorter peak frequency, also including express commuter services; traffic operations strategies; crossing of rivers and other barriers; and complete streets in community activity centers; completion of freeway segments (or gap closure) including freeway-to-freeway connectors; • Other key arterial connections, transit dependant services, interchange capacity, transit walk access, bike and sidewalk connections, and port, airport and rail access; • Other major arterials, other transit services, improvements to designated freight routes,

		jurisdictional equity, and retrofit programs; • Invest in all three priorities over the life of the plan, considering funding levels available, delivery of projects, and opportunities for funding leverage; and; • While investing regional funds for regional objectives, set aside a small proportional share of available money for equity (using local priorities) and secondary goals (such as a retrofit program).
		31.3 Equity funding to allow local agencies to fund road maintenance and rehabilitation or safety projects with regional funds in lieu of a capacity project. • Expect to maintain approximate equity among cities and counties, and within counties, across several funding and program cycles; • Evaluate the benefits of the project to the population the project serves as well as the population of submitting jurisdiction; and • Equity is primarily determined by identifying the differences between funds received from SACOG and those that would be realized by a formula. Consideration should also include the difference between funds received from all state and federal sources (not just those funds distributed by SACOG) and those that would be realized by formula.

                              2030 GPU
                          NO IMPROVEMENTS
                        1690-10 LIVE OAK GPU

                            Scenario Report
Scenario: GPU KOLA AM

Command: Default Command
Volume: GPU KOLA AM
Geometry: existing
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

2030 GPU
NO IMPROVEMENTS
1690-10 LIVE OAK GPU

Intersection Volume Report
Base Volume Alternative

		Northbound			Southbound			Eastbound			Westbound		
Node	Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1	Township Rd /	0	155	70	85	195	0	0	0	0	65	0	105
2	SR 99 / Rivei	145	695	35	20	835	75	10	15	70	10	30	20
3	Larkin Road /	30	345	20	35	470	15	30	50	10	10	45	25
5	SR 99 / Ramsd	95	1140	250	5	1400	5	5	5	115	260	5	5
6	SR 99 / Kola	35	1110	20	95	1430	190	185	135	35	20	135	95
7	Pengtn / Town	20	205	40	70	265	30	65	50	60	20	20	35
8	Pennington Rd	10	40	20	110	40	55	60	130	15	10	65	55
9	Pennington Rd	45	0	165	0	0	0	0	150	45	115	60	0
10	Pengtn Rd / N	25	110	255	90	140	35	15	395	45	250	230	135
11	Pengtn Rd / B	90	0	50	0	0	0	0	590	135	35	515	0
12	SR 99 / Penni	260	1025	25	75	1305	130	170	305	215	85	360	30
13	Pengtn Rd / L	25	145	75	190	135	120	125	280	35	45	225	95
14	Pengtn Rd / O	0	0	0	95	0	220	110	320	0	0	345	70
15	Pengtn Rd / S	350	60	5	20	60	75	65	30	150	10	100	20
17	Elm Street /	5	275	5	25	340	30	5	30	5	10	15	30
18	SR 99 / Elm S	100	1240	210	25	1590	5	5	50	175	170	20	20
19	SR 99 / Arche	0	1465	225	25	1945	0	0	0	0	45	0	30
20	SR 99 / Colem	0	1125	10	245	1990	0	0	0	0	85	0	330
21	SR 99 / Bisho	0	1075	125	30	1970	0	0	0	0	170	0	150
22	township Rd /	0	105	95	80	320	0	0	0	0	105	0	70
23	Larkin Road /	65	105	40	200	160	15	40	180	115	55	115	140
24	SR 99 / Paseo	325	1110	15	10	1880	40	10	50	430	80	65	15
25	SR 99 / APRIC	210	1255	0	0	1630	350	340	0	210	0	0	0
26	SR 99 / ASH	0	1460	110	15	1850	0	0	0	0	110	0	15

                            2030 GPU
                         NO IMPROVEMENTS
                      1690-10 LIVE OAK GPU

                       Impact Analysis Report
                         Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 1 Township Rd / Riviera Rd	B 13.5	0.000	B 13.5	0.000	+ 0.000 D/V
# 2 SR 99 / Riveira Rd	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
# 3 Larkin Road / Riviera Road	E 45.2	0.000	E 45.2	0.000	+ 0.000 D/V
# 5 SR 99 / Ramsdell Drive	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
# 6 SR 99 / Kola Street	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
# 7 Pengtn / Township	B 13.0	0.601	B 13.0	0.601	+ 0.000 V/C
# 8 Pennington Rd / Luther Rd	C 16.5	0.000	C 16.5	0.000	+ 0.000 D/V
# 9 Pennington Rd / Richard Ave	B 12.2	0.000	B 12.2	0.000	+ 0.000 D/V
# 10 Pengtn Rd / N Street	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
# 11 Pengtn Rd / Broadway	F 68.4	0.000	F 68.4	0.000	+ 0.000 D/V
# 12 SR 99 / Pennington Rd	F 230.8	1.612	F 230.8	1.612	+ 0.000 D/V
# 13 Pengtn Rd / Larkin Road	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
# 14 Pengtn Rd / Orchard Rd	E 43.7	0.000	E 43.7	0.000	+ 0.000 D/V
# 15 Pengtn Rd / Sinnard Ave	F 126.8	0.000	F 126.8	0.000	+ 0.000 D/V
# 17 Elm Street / N Street	B 11.8	0.562	B 11.8	0.562	+ 0.000 V/C
# 18 SR 99 / Elm Street	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
# 19 SR 99 / Archer Ave	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
# 20 SR 99 / Coleman Rd	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
# 21 SR 99 / Bishop Ave	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
# 22 township Rd / Paseo Rd	B 14.8	0.000	B 14.8	0.000	+ 0.000 D/V
# 23 Larkin Road / Paseo Rd	D 26.0	0.844	D 26.0	0.844	+ 0.000 V/C
# 24 SR 99 / Paseo Rd	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
# 25 SR 99 / APRICOT	F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                     2030 GPU
                                 NO IMPROVEMENTS
                             1690-10 LIVE OAK GPU

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 26 SR 99 / ASH ST	F OVRFL 0.000		F OVRFL 0.000		+ 0.000 D/V

```
------------------------------------------------------------------------
                              2030 GPU
                           NO IMPROVEMENTS
                       1690-10  LIVE OAK GPU
------------------------------------------------------------------------
                  Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
************************************************************************
Intersection #1 Township Rd / Riviera Rd
************************************************************************
Average Delay (sec/veh):      4.4    Worst Case Level Of Service: B[ 13.5]
************************************************************************
Street Name:                                    Riviera
Approach:       North Bound       South Bound      East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled      Uncontrolled      Stop Sign         Stop Sign
Rights:         Include           Include           Include           Include
Lanes:       0  0  0  1  0     0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0  155    70    85  195    0      0    0    0     65    0   105
Growth Adj: 1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00  1.00
Initial Bse:   0  155    70    85  195    0      0    0    0     65    0   105
User Adj:   1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00  1.00
PHF Adj:    0.90 0.90  0.90  0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90  0.90
PHF Volume:    0  172    78    94  217    0      0    0    0     72    0   117
Reduct Vol:    0    0     0     0    0    0      0    0    0      0    0     0
FinalVolume:   0  172    78    94  217    0      0    0    0     72    0   117
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   250 xxxx xxxxx  xxxx xxxx xxxxx   617  617   211
Potent Cap.: xxxx xxxx xxxxx  1316 xxxx xxxxx  xxxx xxxx xxxxx   454  406   829
Move Cap.:   xxxx xxxx xxxxx  1316 xxxx xxxxx  xxxx xxxx xxxxx   427  375   829
Volume/Cap:  xxxx xxxx  xxxx  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.17 0.00  0.14
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *     *      A    *     *     *    *     *     *    *     *
Movement:    LT - LTR - RT     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  610 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.5 xxxxx
Shared LOS:   *    *     *      A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            13.5
ApproachLOS:      *                *                *                 B
************************************************************************
Note: Queue reported is the number of cars per lane.
************************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                                    2030 GPU
                                NO IMPROVEMENTS
                             1690-10  LIVE OAK GPU
```

```
                      Level Of Service Computation Report
                 2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #2 SR 99 / Riveira Rd
********************************************************************************
Average Delay (sec/veh):      71.1      Worst Case Level Of Service: F[1064.4]
********************************************************************************
Approach:         North Bound        South Bound        East Bound         West Bound
Movement:     L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
           ------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled       Uncontrolled        Stop Sign          Stop Sign
Rights:         Include            Include            Include            Include
Lanes:       1  0  1  0  1      1  0  1  0  1      0  0  1! 0  0      0  0  1! 0  0
           ------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     145  695   35     20  835   75     10   15   70     10   30   20
Growth Adj:  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:  145  695   35     20  835   75     10   15   70     10   30   20
User Adj:    1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:     0.90 0.90  0.90   0.90 0.90  0.90   0.90 0.90  0.90   0.90 0.90  0.90
PHF Volume:   161  772   39     22  928   83     11   17   78     11   33   22
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
FinalVolume:  161  772   39     22  928   83     11   17   78     11   33   22
           ------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx    4.1 xxxx xxxxx    7.1  6.5   6.2    7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx    2.2 xxxx xxxxx    3.5  4.0   3.3    3.5  4.0   3.3
           ------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1011 xxxx xxxxx    811 xxxx xxxxx   2114 2106   928   2156 2150   772
Potent Cap.:  674 xxxx xxxxx    802 xxxx xxxxx     37   51   325     35   48   399
Move Cap.:    674 xxxx xxxxx    802 xxxx xxxxx      5   38   325     14   36   399
Volume/Cap:  0.24 xxxx  xxxx   0.03 xxxx  xxxx   2.17 0.44  0.24   0.79 0.94  0.06
           ------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.9 xxxx xxxxx    0.1 xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx
Control Del: 12.0 xxxx xxxxx    9.6 xxxx xxxxx   xxxx xxxx xxxxx   xxxxx xxxx xxxxx
LOS by Move:   B    *    *       A    *    *      *    *    *       *    *    *
Movement:     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx   37 xxxxx   xxxx   37 xxxxx
SharedQueue:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx 11.9 xxxxx  xxxxx  7.2 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx 1064 xxxxx  xxxxx  606 xxxxx
Shared LOS:    *    *    *       *    *    *      *    F    *       *    F    *
ApproachDel:      xxxxxx            xxxxxx           1064.4            605.6
ApproachLOS:        *                 *               F                 F
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

                                2030 GPU
                             NO IMPROVEMENTS
                          1690-10 LIVE OAK GPU

                     Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #3 Larkin Road / Riviera Road
****
Average Delay (sec/veh):   6.4   Worst Case Level Of Service: E[45.2]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0   0 1! 0   0   0   0 1! 0   0   0   0 1! 0   0   0   0 1! 0   0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 30   345   20   35   470   15   30   50   10   10   45   25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30   345   20   35   470   15   30   50   10   10   45   25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 33   383   22   39   522   17   33   56   11   11   50   28
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 33   383   22   39   522   17   33   56   11   11   50   28
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1   6.5   6.2   7.1   6.5   6.2
FollowUpTim: 2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5   4.0   3.3   3.5   4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 539 xxxx xxxxx   406 xxxx xxxxx 1108 1081   531 1103 1078   394
Potent Cap.: 1019 xxxx xxxxx 1142 xxxx xxxxx   185   216   545   187   217   650
Move Cap.:   1019 xxxx xxxxx 1142 xxxx xxxxx   137   202   545   137   202   650
Volume/Cap: 0.03 xxxx xxxx 0.03 xxxx xxxx 0.24 0.28 0.02 0.08 0.25 0.04
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx   0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 8.7 xxxx xxxxx   8.3 xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A   *   *   A   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 185 xxxxx xxxx 240 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 2.8 xxxxx xxxxx 1.6 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 45.2 xxxxx xxxxx 28.6 xxxxx
Shared LOS: *   *   *   *   *   *   *   E   *   *   D   *
ApproachDel: xxxxxx   xxxxxx   45.2   28.6
ApproachLOS: *   *   E   D
****
Note: Queue reported is the number of cars per lane.
****

  Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

2030 GPU
NO IMPROVEMENTS
1690-10 LIVE OAK GPU

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #5 SR 99 / Ramsdell Drive
****
Average Delay (sec/veh): 122679.4   Worst Case Level Of Service: F[xxxxx]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T -	R	L	- T -	R	L	- T -	R	L	- T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	0 1	1 0	0	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	95	1140	250	5	1400	5	5	5	115	260	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1140	250	5	1400	5	5	5	115	260	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	106	1267	278	6	1556	6	6	6	128	289	6	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	106	1267	278	6	1556	6	6	6	128	289	6	6
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1561	xxxx	xxxxx	1544	xxxx	xxxxx	3192	3325	1558	3114	3050	1267
Potent Cap.:	415	xxxx	xxxxx	421	xxxx	xxxxx	6	8	138	7	13	206
Move Cap.:	415	xxxx	xxxxx	421	xxxx	xxxxx	3	6	138	0	9	206
Volume/Cap:	0.25	xxxx	xxxx	0.01	xxxx	xxxx	2.20	0.91	0.92	xxxx	0.60	0.03
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	16.6	xxxx	xxxxx	13.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	- LTR -	RT	LT	- LTR -	RT	LT	- LTR -	RT	LT	- LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	34	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.3	xxxxx	xxxxx	40.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1606	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:		xxxxxx			xxxxxx			1605.7			xxxxxx	
ApproachLOS:		*			*			F			F	

****
Note: Queue reported is the number of cars per lane.
****

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                              2030 GPU
                           NO IMPROVEMENTS
                        1690-10 LIVE OAK GPU

                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #6 SR 99 / Kola Street
****
Average Delay (sec/veh): OVERFLOW   Worst Case Level Of Service: F[xxxxx]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 35 1110   20   95 1430   190   185 135   35   20 135   95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 1110   20   95 1430   190   185 135   35   20 135   95
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 39 1233   22   106 1589   211   206 150   39   22 150   106
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 39 1233   22   106 1589   211   206 150   39   22 150   106
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 6.5   6.2   7.1 6.5   6.2
FollowUpTim: 2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 4.0   3.3   3.5 4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1800 xxxx xxxxx 1256 xxxx xxxxx 3356 3239 1694 3322 3333 1244
Potent Cap.: 335 xxxx xxxxx   544 xxxx xxxxx   5   9   115   5   8   212
Move Cap.:   335 xxxx xxxxx   544 xxxx xxxxx   0   7   115   0   6   212
Volume/Cap: 0.12 xxxx xxxx 0.19 xxxx xxxx xxxx22.73 0.34 xxxx26.27 0.50
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 0.4 xxxx xxxxx   0.7 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 17.2 xxxx xxxxx 13.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: C   *   *   B   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx   0 xxxxx xxxx   0 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: *   *   F   F
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                    2030 GPU
                                NO IMPROVEMENTS
                            1690-10 LIVE OAK GPU

                        Level Of Service Computation Report
                  2000 HCM 4-Way Stop Method (Base Volume Alternative)
****
Intersection #7 Pengtn / Township
****
Cycle (sec):   100   Critical Vol./Cap.(X):   0.601
Loss Time (sec):   0 (Y+R=4.0 sec) Average Delay (sec/veh):   13.0
Optimal Cycle: 0   Level Of Service: B
****
Street Name: Pennington
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 20   205   40   70   265   30   65   50   60   20   20   35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20   205   40   70   265   30   65   50   60   20   20   35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 22   228   44   78   294   33   72   56   67   22   22   39
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 22   228   44   78   294   33   72   56   67   22   22   39
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 22   228   44   78   294   33   72   56   67   22   22   39
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.08 0.77 0.15 0.19 0.73 0.08 0.37 0.29 0.34 0.27 0.27 0.46
Final Sat.:   49   506   99   129   490   55   214   164   197   143   143   249
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.45 0.45 0.45 0.60 0.60 0.60 0.34 0.34 0.34 0.16 0.16 0.16
Crit Moves: ****   ****   ****   ****
Delay/Veh: 12.2 12.2 12.2 15.2 15.2 15.2 11.3 11.3 11.3   9.8   9.8   9.8
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.2 12.2 12.2 15.2 15.2 15.2 11.3 11.3 11.3   9.8   9.8   9.8
LOS by Move: B   B   B   C   C   C   B   B   B   A   A   A
ApproachDel: 12.2   15.2   11.3   9.8
Delay Adj: 1.00   1.00   1.00   1.00
ApprAdjDel: 12.2   15.2   11.3   9.8
LOS by Appr: B   C   B   A
AllWayAvgQ: 0.7   0.7   0.7   1.3   1.3   1.3   0.4   0.4   0.4   0.1   0.1   0.1
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                  2030 GPU
                               NO IMPROVEMENTS
                            1690-10 LIVE OAK GPU

                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #8 Pennington Rd / Luther Rd
****
Average Delay (sec/veh):   7.9   Worst Case Level Of Service: C[16.5]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T -	R	L	- T -	R	L	- T -	R	L	- T -	R

Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		

Volume Module:
Base Vol:	10	40	20	110	40	55	60	130	15	10	65	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	40	20	110	40	55	60	130	15	10	65	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	11	44	22	122	44	61	67	144	17	11	72	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	44	22	122	44	61	67	144	17	11	72	61

Critical Gap Module:
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:
Cnflict Vol:	464	442	153	444	419	103	133	xxxx	xxxxx	161	xxxx	xxxxx
Potent Cap.:	512	513	899	524	525	952	1433	xxxx	xxxxx	1400	xxxx	xxxxx
Move Cap.:	427	484	899	455	496	952	1433	xxxx	xxxxx	1400	xxxx	xxxxx
Volume/Cap:	0.03	0.09	0.02	0.27	0.09	0.06	0.05	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	- LTR -	RT	LT	- LTR -	RT	LT	- LTR -	RT	LT	- LTR -	RT
Shared Cap.:	xxxx	546	xxxxx	xxxx	539	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	2.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.7	xxxxx	xxxxx	16.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	C	*	*	*	*	*	*	*
ApproachDel:		12.7			16.5			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	
****
Note: Queue reported is the number of cars per lane.
****

```
 ----------------------------------------------------------------------------
                               2030 GPU
                            NO IMPROVEMENTS
                         1690-10  LIVE OAK GPU
 ----------------------------------------------------------------------------
                    Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
 ****************************************************************************
 Intersection #9 Pennington Rd / Richard Ave
 ****************************************************************************
 Average Delay (sec/veh):      6.0     Worst Case Level Of Service: B[ 12.2]
 ****************************************************************************
 Street Name:              Richard                    Pennington
 Approach:         North Bound      South Bound      East Bound      West Bound
 Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
 -----------|---------------||---------------||---------------||---------------|
 Control:        Stop Sign       Stop Sign      Uncontrolled     Uncontrolled
 Rights:          Include         Include         Include          Include
 Lanes:      0   0   1! 0   0    0   0   0   0   0    0   0   0   1   0    0   1   0   0   0
 -----------|---------------||---------------||---------------||---------------|
 Volume Module:
 Base Vol:     45    0   165    0    0    0    0  150   45  115   60    0
 Growth Adj: 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse:  45    0   165    0    0    0    0  150   45  115   60    0
 User Adj:   1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj:    0.90 0.90  0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
 PHF Volume:   50    0   183    0    0    0    0  167   50  128   67    0
 Reduct Vol:    0    0     0    0    0    0    0    0    0    0    0    0
 FinalVolume:  50    0   183    0    0    0    0  167   50  128   67    0
 -----------|---------------||---------------||---------------||---------------|
 Critical Gap Module:
 Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
 FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
 -----------|---------------||---------------||---------------||---------------|
 Capacity Module:
 Cnflict Vol:  514  514   192 xxxx xxxx xxxxx  xxxx xxxx xxxxx   217 xxxx xxxxx
 Potent Cap.:  521  464   850 xxxx xxxx xxxxx  xxxx xxxx xxxxx  1335 xxxx xxxxx
 Move Cap.:    480  416   850 xxxx xxxx xxxxx  xxxx xxxx xxxxx  1335 xxxx xxxxx
 Volume/Cap: 0.10 0.00  0.22 xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.10 xxxx  xxxx
 -----------|---------------||---------------||---------------||---------------|
 Level Of Service Module:
 2Way95thQ:  xxxx xxxx xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx
 Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx
 LOS by Move:   *    *    *     *    *    *     *    *    *     A    *    *
 Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
 Shared Cap.: xxxx  729 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
 SharedQueue:xxxxx  1.4 xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx  0.3 xxxx xxxxx
 Shrd ConDel:xxxxx 12.2 xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx  8.0 xxxx xxxxx
 Shared LOS:    *    B    *     *    *    *     *    *    *     A    *    *
 ApproachDel:       12.2           xxxxxx           xxxxxx           xxxxxx
 ApproachLOS:        B              *                *                *
 ****************************************************************************
 Note: Queue reported is the number of cars per lane.
 ****************************************************************************
```

 Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                              2030 GPU
                           NO IMPROVEMENTS
                        1690-10 LIVE OAK GPU

                   Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #10 Pengtn Rd / N Street
****
Average Delay (sec/veh): OVERFLOW   Worst Case Level Of Service: F[xxxxx]
****
Street Name: N Street   Pennington
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Uncontrolled   Uncontrolled
Rights: Include   Include   Include   Include
Lanes: 0   0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 25 110   255   90 140   35   15 395   45   250 230   135
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 110   255   90 140   35   15 395   45   250 230   135
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 28 122   283   100 156   39   17 439   50   278 256   150
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 28 122   283   100 156   39   17 439   50   278 256   150
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 7.1 6.5   6.2   7.1 6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0   3.3   3.5 4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1481 1458   464 1586 1408   331   406 xxxx xxxxx   489 xxxx xxxxx
Potent Cap.: 104 129   598   87 139   711 1153 xxxx xxxxx 1074 xxxx xxxxx
Move Cap.:   0   88   598   0   95   711 1153 xxxx xxxxx 1074 xxxx xxxxx
Volume/Cap: xxxx 1.38 0.47 xxxx 1.64 0.05 0.01 xxxx xxxx 0.26 xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx   0.0 xxxx xxxxx   1.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.2 xxxx xxxxx   9.5 xxxx xxxxx
LOS by Move: *   *   *   *   *   *   A   *   *   A   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx   0 xxxxx xxxx   0 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: F   F   *   *
****
Note: Queue reported is the number of cars per lane.
****

 Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                                    2030 GPU
                                NO IMPROVEMENTS
                             1690-10  LIVE OAK GPU
```

```
                       Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 Pengtn Rd / Broadway
*******************************************************************************
Average Delay (sec/veh):     7.0      Worst Case Level Of Service: F[ 68.4]
*******************************************************************************
Street Name:                                         Pennington
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:         Include          Include         Include          Include
Lanes:       0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      90    0    50     0    0    0     0  590  135    35  515    0
Growth Adj:  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:   90    0    50     0    0    0     0  590  135    35  515    0
User Adj:    1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:     0.90 0.90  0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90  0.90
PHF Volume:   100    0    56     0    0    0     0  656  150    39  572    0
Reduct Vol:     0    0     0     0    0    0     0    0    0     0    0    0
FinalVolume:  100    0    56     0    0    0     0  656  150    39  572    0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1381 1381   731 xxxx xxxx xxxxx  xxxx xxxx xxxxx   806 xxxx xxxxx
Potent Cap.:  159  144   422 xxxx xxxx xxxxx  xxxx xxxx xxxxx   819 xxxx xxxxx
Move Cap.:    153  137   422 xxxx xxxx xxxxx  xxxx xxxx xxxxx   819 xxxx xxxxx
Volume/Cap:  0.65 0.00  0.13 xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.05 xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.6 xxxx xxxxx
LOS by Move:  *    *     *     *    *    *      *    *    *       A    *    *
Movement:    LT  - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  198 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  5.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx 68.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.6 xxxx xxxxx
Shared LOS:   *    F     *     *    *    *      *    *    *       A    *    *
ApproachDel:       68.4             xxxxxx           xxxxxx           xxxxxx
ApproachLOS:       F                  *                 *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

```
                                  2030 GPU
                               NO IMPROVEMENTS
                             1690-10  LIVE OAK GPU
```

```
                     Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #12 SR 99 / Pennington Rd
*******************************************************************************
Cycle (sec):            75          Critical Vol./Cap.(X):        1.612
Loss Time (sec):        12 (Y+R=4.0 sec)  Average Delay (sec/veh):  230.8
Optimal Cycle:         180          Level Of Service:                 F
*******************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:          1  0  1  0  1   1  0  1  0  1   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      260 1025   25    75 1305  130   170  305  215    85  360   30
Growth Adj:   1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   260 1025   25    75 1305  130   170  305  215    85  360   30
User Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.90 0.90  0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume:    289 1139   28    83 1450  144   189  339  239    94  400   33
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   289 1139   28    83 1450  144   189  339  239    94  400   33
PCE Adj:      1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   289 1139   28    83 1450  144   189  339  239    94  400   33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.90 0.95  0.81  0.90 0.95 0.81  0.93 0.92 0.92  0.93 0.97 0.97
Lanes:        1.00 1.00  1.00  1.00 1.00 1.00  1.00 0.59 0.41  1.00 0.92 0.08
Final Sat.:   1718 1809  1537  1718 1809 1537  1769 1024  722  1769 1698  142
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.17 0.63  0.02  0.05 0.80 0.09  0.11 0.33 0.33  0.05 0.24 0.24
Crit Moves:   ****                  ****             ****        ****
Green/Cycle:  0.10 0.56  0.56  0.04 0.50 0.50  0.07 0.21 0.21  0.03 0.16 0.16
Volume/Cap:   1.61 1.13  0.03  1.13 1.61 0.19  1.44 1.61 1.61  1.61 1.44 1.44
Delay/Veh:   333.2 86.7   7.5 179.2  299 10.6 268.8  318 317.8 377.0  246 245.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  333.2 86.7   7.5 179.2  299 10.6 268.8  318 317.8 377.0  246 245.6
LOS by Move:    F    F    A     F    F    B     F    F    F     F    F    F
HCM2kAvgQ:     22   46    0     6  102    2    14   42   42     8   28   28
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

```
---------------------------------------------------------------------------
                              2030 GPU
                           NO IMPROVEMENTS
                       1690-10  LIVE OAK GPU
---------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
***************************************************************************
Intersection #13 Pengtn Rd / Larkin Road
***************************************************************************
Average Delay (sec/veh):     818.1     Worst Case Level Of Service: F[2563.6]
***************************************************************************
Approach:       North Bound       South Bound        East Bound         West Bound
Movement:    L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
          ----------|----------------||----------------||----------------||----------------|
Control:         Stop Sign           Stop Sign         Uncontrolled       Uncontrolled
Rights:           Include             Include            Include            Include
Lanes:       0   0   1!  0   0    0   0   1!  0   0    0   0   1!  0   0    0   0   1!  0   0
          ----------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol:       25   145    75    190   135   120    125   280    35     45   225    95
Growth Adj:   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
Initial Bse:    25   145    75    190   135   120    125   280    35     45   225    95
User Adj:     1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
PHF Adj:      0.90  0.90  0.90   0.90  0.90  0.90   0.90  0.90  0.90   0.90  0.90  0.90
PHF Volume:     28   161    83    211   150   133    139   311    39     50   250   106
Reduct Vol:      0     0     0      0     0     0      0     0     0      0     0     0
FinalVolume:    28   161    83    211   150   133    139   311    39     50   250   106
          ----------|----------------||----------------||----------------||----------------|
Critical Gap Module:
Critical Gp:   7.1   6.5   6.2    7.1   6.5   6.2    4.1 xxxx xxxxx     4.1 xxxx xxxxx
FollowUpTim:   3.5   4.0   3.3    3.5   4.0   3.3    2.2 xxxx xxxxx     2.2 xxxx xxxxx
          ----------|----------------||----------------||----------------||----------------|
Capacity Module:
Cnflict Vol: 1153  1064   331   1133  1031   303    356 xxxx xxxxx     350 xxxx xxxxx
Potent Cap.:  174   223   711    180   233   737   1203 xxxx xxxxx    1209 xxxx xxxxx
Move Cap.:     47   187   711     38   195   737   1203 xxxx xxxxx    1209 xxxx xxxxx
Volume/Cap:  0.59  0.86  0.12   5.51  0.77  0.18   0.12 xxxx  xxxx    0.04 xxxx  xxxx
          ----------|----------------||----------------||----------------||----------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   xxxx xxxx xxxxx    0.4 xxxx xxxxx     0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx    8.4 xxxx xxxxx     8.1 xxxx xxxxx
LOS by Move:   *     *     *      *     *     *      A    *     *      A    *     *
Movement:    LT  - LTR  -  RT    LT  - LTR  -  RT    LT  - LTR  - RT    LT  - LTR  - RT
Shared Cap.: xxxx   174 xxxxx   xxxx    77 xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx
SharedQueue:xxxxx  18.0 xxxxx  xxxxx  55.6 xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shrd ConDel:xxxxx   330 xxxxx  xxxxx  2564 xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:    *     F     *      *     F     *      *    *     *      *    *     *
ApproachDel:       329.8              2563.6            xxxxxx             xxxxxx
ApproachLOS:          F                   F                *                  *
***************************************************************************
Note: Queue reported is the number of cars per lane.
***************************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
------------------------------------------------------------------------------
                                   2030 GPU
                                NO IMPROVEMENTS
                            1690-10  LIVE OAK GPU
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #14 Pengtn Rd / Orchard Rd
******************************************************************************
Average Delay (sec/veh):    12.7    Worst Case Level Of Service: E[ 43.7]
******************************************************************************
Street Name:                                      Pennington
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|----------------||----------------||---------------||---------------|
Control:       Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:         Include          Include          Include          Include
Lanes:      0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|----------------||----------------||---------------||---------------|
Volume Module:
Base Vol:      0    0    0     95    0   220    110  320    0     0  345   70
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   0    0    0     95    0   220    110  320    0     0  345   70
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume:    0    0    0    106    0   244    122  356    0     0  383   78
Reduct Vol:    0    0    0      0    0     0      0    0    0     0    0    0
FinalVolume:   0    0    0    106    0   244    122  356    0     0  383   78
-----------|----------------||----------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 7.1  6.5  6.2    6.4  6.5  6.2    4.1 xxxx xxxxx  xxxxx xxxx xxxxx
FollowUpTim: 3.5  4.0  3.3    3.5  4.0  3.3    2.2 xxxx xxxxx  xxxxx xxxx xxxxx
-----------|----------------||----------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1144 1061  356   1022 1022  422    461 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  177  224  688    261  236  631   1100 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:     98  197  688    238  208  631   1100 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap: 0.00 0.00 0.00   0.44 0.00 0.39   0.11 xxxx xxxx  xxxx xxxx xxxx
-----------|----------------||----------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  0.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  8.7 xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:  *    *    *      *    *    *      A    *    *      *    *    *
Movement:   LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx  xxxx  421 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  7.9 xxxxx  0.4 xxxx xxxxx  xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 43.7 xxxxx  8.7 xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:   *    *    *      *    E    *      A    *    *      *    *    *
ApproachDel:     xxxxxx            43.7            xxxxxx           xxxxxx
ApproachLOS:       *                E                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                                 2030 GPU
                             NO IMPROVEMENTS
                          1690-10  LIVE OAK GPU
```

```
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #15 Pengtn Rd / Sinnard Ave
******************************************************************************
Average Delay (sec/veh):     58.5     Worst Case Level Of Service: F[126.8]
******************************************************************************
Street Name:                                          Pennington
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0   0  1! 0  0    0   0  1! 0  0    0   0  1! 0  0    0   0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     350   60    5     20   60   75     65   30  150     10  100   20
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  350   60    5     20   60   75     65   30  150     10  100   20
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume:   389   67    6     22   67   83     72   33  167     11  111   22
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
FinalVolume:  389   67    6     22   67   83     72   33  167     11  111   22
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5  6.2    7.1  6.5  6.2    4.1 xxxx xxxxx    4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0  3.3    3.5  4.0  3.3    2.2 xxxx xxxxx    2.2 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  481  417  117    442  489  122    133 xxxx xxxxx    200 xxxx xxxxx
Potent Cap.:  496  527  935    526  480  929   1451 xxxx xxxxx   1372 xxxx xxxxx
Move Cap.:    382  495  935    448  451  929   1451 xxxx xxxxx   1372 xxxx xxxxx
Volume/Cap:  1.02 0.13 0.01   0.05 0.15 0.09   0.05 xxxx  xxxx   0.01 xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx    0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.6 xxxx xxxxx    7.6 xxxx xxxxx
LOS by Move:   *    *    *      *    *    *      A    *    *      A    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  398 xxxxx   xxxx  600 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx 17.6 xxxxx  xxxxx  1.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  127 xxxxx  xxxxx 13.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    F    *      *    B    *      *    *    *      *    *    *
ApproachDel:     126.8            13.4            xxxxxx           xxxxxx
ApproachLOS:       F                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```


 Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                  2030 GPU
                               NO IMPROVEMENTS
                            1690-10 LIVE OAK GPU

                    Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Base Volume Alternative)
****
Intersection #17 Elm Street / N Street
****
Cycle (sec):   100   Critical Vol./Cap.(X):   0.562
Loss Time (sec):   0 (Y+R=4.0 sec) Average Delay (sec/veh):   11.8
Optimal Cycle: 0   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 5 275   5   25 340   30   5   30   5   10   15   30
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 5 275   5   25 340   30   5   30   5   10   15   30
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume: 6 306   6   28 378   33   6   33   6   11   17   33
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 6 306   6   28 378   33   6   33   6   11   17   33
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume: 6 306   6   28 378   33   6   33   6   11   17   33
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes: 0.02 0.96 0.02   0.06 0.86 0.08   0.12 0.75 0.13   0.18 0.27 0.55
Final Sat.:   13 723   13   49 672   59   71 425   71   108 163 325
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.42 0.42 0.42   0.56 0.56 0.56   0.08 0.08 0.08   0.10 0.10 0.10
Crit Moves: ****   ****   ****   ****
Delay/Veh: 10.9 10.9 10.9   13.0 13.0 13.0   9.0 9.0 9.0   8.9 8.9 8.9
Delay Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 10.9 10.9 10.9   13.0 13.0 13.0   9.0 9.0 9.0   8.9 8.9 8.9
LOS by Move: B   B   B   B   B   B   A   A   A   A   A   A
ApproachDel: 10.9   13.0   9.0   8.9
Delay Adj: 1.00   1.00   1.00   1.00
ApprAdjDel: 10.9   13.0   9.0   8.9
LOS by Appr: B   B   A   A
AllWayAvgQ: 0.7 0.7 0.7   1.2 1.2 1.2   0.1 0.1 0.1   0.1 0.1 0.1
****
Note: Queue reported is the number of cars per lane.
****

                                  2030 GPU
                              NO IMPROVEMENTS
                          1690-10 LIVE OAK GPU

                    Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #18 SR 99 / Elm Street
****
Average Delay (sec/veh): OVERFLOW   Worst Case Level Of Service: F[xxxxx]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 0 1 0   1 0 0 1 0   0 0 1! 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 100 1240   210   25 1590   5   5   50   175   170   20   20
Growth Adj: 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 100 1240   210   25 1590   5   5   50   175   170   20   20
User Adj: 1.00 1.00   1.00   1.00 1.00   1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.90 0.90   0.90   0.90 0.90   0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume: 111 1378   233   28 1767   6   6   56   194   189   22   22
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 111 1378   233   28 1767   6   6   56   194   189   22   22
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 6.5   6.2   7.1 6.5   6.2
FollowUpTim: 2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 4.0   3.3   3.5 4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1772 xxxx xxxxx   1611 xxxx xxxxx   3564 3658 1769   3667 3544 1494
Potent Cap.: 344 xxxx xxxxx   397 xxxx xxxxx   3   5   103   3   6   151
Move Cap.:   344 xxxx xxxxx   397 xxxx xxxxx   0   3   103   0   4   151
Volume/Cap: 0.32 xxxx xxxx   0.07 xxxx xxxx   xxxx17.90 1.88   xxxx 6.00 0.15
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 1.4 xxxx xxxxx   0.2 xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx
Control Del: 20.4 xxxx xxxxx   14.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: C   *   *   B   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx   0 xxxxx   xxxx   0 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: *   *   F   F
****
Note: Queue reported is the number of cars per lane.
****

 Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                  2030 GPU
                               NO IMPROVEMENTS
                            1690-10 LIVE OAK GPU

                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #19 SR 99 / Archer Ave
****
Average Delay (sec/veh):   163.3   Worst Case Level Of Service: F[8128.1]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0 0 0 1 0   1 0 0 1 0   0 0 0 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0 1465   225   25 1945   0   0   0   0   45   0   30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1465   225   25 1945   0   0   0   0   45   0   30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 1628   250   28 2161   0   0   0   0   50   0   33
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 0 1628   250   28 2161   0   0   0   0   50   0   33
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1878 xxxx xxxxx xxxx xxxx xxxxx 3969 3969 1753
Potent Cap.: xxxx xxxx xxxxx   312 xxxx xxxxx xxxx xxxx xxxxx   3   3   106
Move Cap.:   xxxx xxxx xxxxx   312 xxxx xxxxx xxxx xxxx xxxxx   3   3   106
Volume/Cap: xxxx xxxx xxxx 0.09 xxxx xxxx xxxx xxxx xxxx 15.71 0.00 0.31
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx   0.3 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 17.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *   *   *   C   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx   5 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 8128 xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   F   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   8128.1
ApproachLOS: *   *   *   F
****
Note: Queue reported is the number of cars per lane.
****

                                  2030 GPU
                               NO IMPROVEMENTS
                            1690-10 LIVE OAK GPU

                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #20 SR 99 / Coleman Rd
****
Average Delay (sec/veh):   2535.5   Worst Case Level Of Service: F[23113.8]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0 0 0 1 0   1 0 1 0 0   0 0 0 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0 1125   10   245 1990   0   0   0   0   85   0   330
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 0 1125   10   245 1990   0   0   0   0   85   0   330
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume: 0 1250   11   272 2211   0   0   0   0   94   0   367
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 0 1250   11   272 2211   0   0   0   0   94   0   367
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1261 xxxx xxxxx xxxx xxxx xxxxx 4011 4011 1256
Potent Cap.: xxxx xxxx xxxxx   541 xxxx xxxxx xxxx xxxx xxxxx   3   3   209
Move Cap.:   xxxx xxxx xxxxx   541 xxxx xxxxx xxxx xxxx xxxxx   2   1   209
Volume/Cap: xxxx xxxx xxxx 0.50 xxxx xxxx xxxx xxxx xxxx 48.84 0.00 1.75
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx   2.8 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 18.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *   *   *   C   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx   9 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 59.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   F   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: *   *   *   F
****
Note: Queue reported is the number of cars per lane.
****

 Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                2030 GPU
                             NO IMPROVEMENTS
                          1690-10 LIVE OAK GPU

                    Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #21 SR 99 / Bishop Ave
****
Average Delay (sec/veh):   1237.9   Worst Case Level Of Service: F[13615.6]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0 0 0 1 0   1 0 1 0 0   0 0 0 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0 1075 125   30 1970   0   0   0   0   170   0 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1075 125   30 1970   0   0   0   0   170   0 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 1194 139   33 2189   0   0   0   0   189   0 167
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 0 1194 139   33 2189   0   0   0   0   189   0 167
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 4.0 3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 1333 xxxx xxxxx xxxx xxxx xxxxx 3519 3519 1264
Potent Cap.: xxxx xxxx xxxxx   508 xxxx xxxxx xxxx xxxx xxxxx   7   6 207
Move Cap.:   xxxx xxxx xxxxx   508 xxxx xxxxx xxxx xxxx xxxxx   6   6 207
Volume/Cap: xxxx xxxx xxxx 0.07 xxxx xxxx xxxx xxxx xxxx 29.09 0.00 0.81
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx   0.2 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 12.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *   *   *   B   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx   12 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 45.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   F   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: *   *   *   F
****
Note: Queue reported is the number of cars per lane.
****

```
-----------------------------------------------------------------------------
                                  2030 GPU
                              NO IMPROVEMENTS
                          1690-10  LIVE OAK GPU
-----------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
*****************************************************************************
Intersection #22 township Rd / Paseo Rd
*****************************************************************************
Average Delay (sec/veh):      4.2      Worst Case Level Of Service: B[ 14.8]
*****************************************************************************
Approach:     North Bound       South Bound       East Bound       West Bound
Movement:   L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled      Uncontrolled       Stop Sign         Stop Sign
Rights:         Include           Include           Include           Include
Lanes:      0  0  0  1  0     0  1  0  0  0     0  0  1! 0  0     0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     0   105    95    80   320     0     0    0     0   105    0    70
Growth Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  0   105    95    80   320     0     0    0     0   105    0    70
User Adj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   0   105    95    80   320     0     0    0     0   105    0    70
Reduct Vol:   0    0     0     0    0      0     0    0     0     0    0     0
FinalVolume:  0   105    95    80   320     0     0    0     0   105    0    70
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   200 xxxx xxxxx   668  680   320   633  633   153
Potent Cap.: xxxx xxxx xxxxx  1354 xxxx xxxxx   372  373   721   447  400   899
Move Cap.:   xxxx xxxx xxxxx  1354 xxxx xxxxx   327  350   721   426  375   899
Volume/Cap:  xxxx xxxx  xxxx  0.06 xxxx  xxxx  0.00 0.00  0.00  0.25 0.00  0.08
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *     *      A    *     *     *    *     *     *    *     *
Movement:    LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 xxxxx  xxxx  540 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 14.8 xxxxx
Shared LOS:   *    *     *      A    *     *     *    *     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx            xxxxxx           14.8
ApproachLOS:      *                *                 *               B
*****************************************************************************
Note: Queue reported is the number of cars per lane.
*****************************************************************************
```

```
                              2030 GPU
                           NO IMPROVEMENTS
                        1690-10  LIVE OAK GPU
```

```
                 Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Base Volume Alternative)
************************************************************************
Intersection #23 Larkin Road / Paseo Rd
************************************************************************
Cycle (sec):          100          Critical Vol./Cap.(X):        0.844
Loss Time (sec):        0 (Y+R=4.0 sec) Average Delay (sec/veh):    26.0
Optimal Cycle:          0           Level Of Service:                D
************************************************************************
Approach:      North Bound     South Bound      East Bound     West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign       Stop Sign       Stop Sign
Rights:         Include         Include         Include         Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     65  105   40   200  160   15    40  180  115    55  115  140
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  65  105   40   200  160   15    40  180  115    55  115  140
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume:   72  117   44   222  178   17    44  200  128    61  128  156
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  72  117   44   222  178   17    44  200  128    61  128  156
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  72  117   44   222  178   17    44  200  128    61  128  156
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.31 0.50 0.19  0.53 0.43 0.04  0.12 0.54 0.34  0.18 0.37 0.45
Final Sat.:  130  211   80   263  211   20    59  264  169    86  179  218
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.55 0.55 0.55  0.84 0.84 0.84  0.76 0.76 0.76  0.71 0.71 0.71
Crit Moves:      ****             ****       ****              ****
Delay/Veh:  17.2 17.2 17.2  34.2 34.2 34.2  25.5 25.5 25.5  22.7 22.7 22.7
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh: 17.2 17.2 17.2  34.2 34.2 34.2  25.5 25.5 25.5  22.7 22.7 22.7
LOS by Move:  C    C    C     D    D    D     D    D    D     C    C    C
ApproachDel:     17.2             34.2             25.5             22.7
Delay Adj:       1.00             1.00             1.00             1.00
ApprAdjDel:      17.2             34.2             25.5             22.7
LOS by Appr:      C                D                D                C
AllWayAvgQ: 0.8  0.8  0.8   3.3  3.3  3.3   2.1  2.1  2.1   1.7  1.7  1.7
************************************************************************
Note: Queue reported is the number of cars per lane.
************************************************************************
```

                              2030 GPU
                          NO IMPROVEMENTS
                      1690-10 LIVE OAK GPU

                  Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #24 SR 99 / Paseo Rd
****
Average Delay (sec/veh): OVERFLOW   Worst Case Level Of Service: F[xxxxx]
****

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 0 1 0	1 0 1 0 1	0 0 1! 0 0	0 0 1! 0 0

Volume Module:

Base Vol:	325	1110	15	10	1880	40	10	50	430	80	65	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	1110	15	10	1880	40	10	50	430	80	65	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	361	1233	17	11	2089	44	11	56	478	89	72	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	361	1233	17	11	2089	44	11	56	478	89	72	17

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	2133	xxxx	xxxxx	1250	xxxx	xxxxx	4119	4083	2089	4364	4119	1242
Potent Cap.:	248	xxxx	xxxxx	547	xxxx	xxxxx	1	3	66	1	2	213
Move Cap.:	248	xxxx	xxxxx	547	xxxx	xxxxx	0	0	66	0	0	213
Volume/Cap:	1.46	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	7.22	xxxx	xxxx	0.08

Level Of Service Module:

2Way95thQ:	20.7	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	263.8	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

****
Note: Queue reported is the number of cars per lane.
****

- -

```
                                   2030 GPU
                               NO IMPROVEMENTS
                            1690-10  LIVE OAK GPU
```
- -
```
                      Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
*********************************************************************************
Intersection #25 SR 99 / APRICOT
*********************************************************************************
Average Delay (sec/veh): 610900.4      Worst Case Level Of Service: F[xxxxx]
*********************************************************************************
Street Name:             SR 99                          APRICOT
Approach:      North Bound        South Bound        East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled       Uncontrolled       Stop Sign          Stop Sign
Rights:         Include            Include            Include            Include
Lanes:       1  0  1  0  0    0  0  1  0  1    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||----------------|
Volume Module:
Base Vol:    210 1255     0     0 1630   350   340     0   210     0     0     0
Growth Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 210 1255     0     0 1630   350   340     0   210     0     0     0
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:  233 1394     0     0 1811   389   378     0   233     0     0     0
Reduct Vol:    0    0     0     0    0     0     0     0     0     0     0     0
FinalVolume: 233 1394     0     0 1811   389   378     0   233     0     0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2200 xxxx xxxxx  xxxx xxxx xxxxx  3672 3672  1811 xxxx xxxx xxxxx
Potent Cap.: 233 xxxx xxxxx  xxxx xxxx xxxxx     5    5    98 xxxx xxxx xxxxx
Move Cap.:   233 xxxx xxxxx  xxxx xxxx xxxxx     0    0    98 xxxx xxxx xxxxx
Volume/Cap: 1.00 xxxx  xxxx  xxxx xxxx  xxxx  xxxx 0.00  2.39 xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   9.4 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:103.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  F    *     *     *     *     *     *    *     *     *     *     *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 79.3 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *     *     *     *     *     *    F     *     *     *     *
ApproachDel:     xxxxxx             xxxxxx            xxxxxx            xxxxxx
ApproachLOS:       *                  *                 F                 *
*********************************************************************************
Note: Queue reported is the number of cars per lane.
*********************************************************************************
```

```
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
                                  2030 GPU
                               NO IMPROVEMENTS
                            1690-10  LIVE OAK GPU
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
                      Level Of Service Computation Report
               2000 HCM Unsignalized Method (Base Volume Alternative)
****************************************************************************
Intersection #26 SR 99  / ASH ST
****************************************************************************
Average Delay (sec/veh):    425.1     Worst Case Level Of Service: F[12104.7]
****************************************************************************
Street Name:              SR 99                          ASH ST
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
- - - - - - - - |- - - - - - - - - - - - ||- - - - - - - - - - - - ||- - - - - - - - - - - - - ||- - - - - - - - - - - - - |
Control:       Uncontrolled      Uncontrolled       Stop Sign        Stop Sign
Rights:          Include           Include           Include          Include
Lanes:        0  0  1  0  1     1  0  1  0  0     0  0  0  0  0     0  0  1! 0  0
- - - - - - - - |- - - - - - - - - - - - ||- - - - - - - - - - - - ||- - - - - - - - - - - - - ||- - - - - - - - - - - - - |
Volume Module:
Base Vol:        0 1460    110    15 1850      0      0    0      0    110     0     15
Growth Adj:   1.00 1.00   1.00  1.00 1.00   1.00   1.00 1.00   1.00   1.00  1.00   1.00
Initial Bse:     0 1460    110    15 1850      0      0    0      0    110     0     15
User Adj:     1.00 1.00   1.00  1.00 1.00   1.00   1.00 1.00   1.00   1.00  1.00   1.00
PHF Adj:      0.90 0.90   0.90  0.90 0.90   0.90   0.90 0.90   0.90   0.90  0.90   0.90
PHF Volume:      0 1622    122    17 2056      0      0    0      0    122     0     17
Reduct Vol:      0    0      0     0    0      0      0    0      0      0     0      0
FinalVolume:     0 1622    122    17 2056      0      0    0      0    122     0     17
- - - - - - - - |- - - - - - - - - - - - ||- - - - - - - - - - - - ||- - - - - - - - - - - - - ||- - - - - - - - - - - - - |
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx    4.1 xxxx xxxxx xxxxx xxxx xxxxx    6.4   6.5    6.2
FollowUpTim:xxxxx xxxx xxxxx    2.2 xxxx xxxxx xxxxx xxxx xxxxx    3.5   4.0    3.3
- - - - - - - - |- - - - - - - - - - - - ||- - - - - - - - - - - - ||- - - - - - - - - - - - - ||- - - - - - - - - - - - - |
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   1744 xxxx xxxxx  xxxx xxxx xxxxx   3711 3711   1622
Potent Cap.: xxxx xxxx xxxxx    352 xxxx xxxxx  xxxx xxxx xxxxx      5    5    127
Move Cap.:   xxxx xxxx xxxxx    352 xxxx xxxxx  xxxx xxxx xxxxx      5    4    127
Volume/Cap:  xxxx xxxx  xxxx   0.05 xxxx  xxxx  xxxx xxxx  xxxx  24.90 0.00   0.13
- - - - - - - - |- - - - - - - - - - - - ||- - - - - - - - - - - - ||- - - - - - - - - - - - - ||- - - - - - - - - - - - - |
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx    0.1 xxxx xxxxx  xxxx xxxx xxxxx   xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   15.7 xxxx xxxxx xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:   *     *     *     C     *     *     *     *     *     *     *     *
Movement:    LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   xxxx xxxx xxxxx  xxxx xxxx xxxxx   xxxx    6 xxxxx
SharedQueue:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx  xxxxx 19.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:    *     *     *     *     *     *     *     *     *     *     F     *
ApproachDel:     xxxxxx            xxxxxx            xxxxxx            xxxxxx
ApproachLOS:       *                 *                 *                 F
****************************************************************************
Note: Queue reported is the number of cars per lane.
****************************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                              2030 GPU
                           NO IMPROVEMENTS
                        1690-10 LIVE OAK GPU

                           Scenario Report
Scenario: GPU KOLA PM

Command: Default Command
Volume: GPU KOLA PM
Geometry: existing
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

                               2030 GPU
                            NO IMPROVEMENTS
                        1690-10 LIVE OAK GPU

                        Intersection Volume Report
                        Base Volume Alternative

		Northbound			Southbound			Eastbound			Westbound		
Node	Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1	Township Rd /	0	215	90	240	240	0	0	0	0	105	0	75
2	SR 99 / Rivei	90	1080	25	10	770	10	85	55	140	15	35	15
3	Larkin Road /	30	550	20	35	540	15	30	40	20	30	35	5
5	SR 99 / Ramsd	40	1585	395	35	1265	5	15	80	85	470	60	35
6	SR 99 / Kola	110	1755	25	150	1405	325	295	150	50	25	160	75
7	Pengtn / Town	45	365	65	35	235	35	60	45	20	45	75	35
8	Pennington Rd	10	40	10	55	45	65	60	50	10	20	130	110
9	Pennington Rd	60	0	135	0	0	0	0	55	55	175	145	0
10	Pengtn Rd / N	50	180	265	130	170	45	45	195	35	290	165	125
11	Pengtn Rd / B	75	0	115	0	0	0	0	470	120	85	800	0
12	SR 99 / Penni	210	1470	40	35	1300	180	310	120	195	135	175	50
13	Pengtn Rd / L	40	280	50	185	185	250	105	115	20	30	140	90
14	Pengtn Rd / O	0	0	0	130	0	175	120	170	0	0	115	160
15	Pengtn Rd / S	105	35	5	15	35	105	95	60	115	5	100	15
17	Elm Street /	5	365	40	5	270	15	5	5	5	45	25	50
18	SR 99 / Elm S	180	1550	190	15	1615	5	5	15	140	180	15	15
19	SR 99 / Arche	0	1905	200	10	2060	0	0	0	0	80	0	15
20	SR 99 / Colem	0	2005	120	565	1615	0	0	0	0	40	0	245
21	SR 99 / Bisho	0	1840	205	130	1595	0	0	0	0	95	0	70
22	township Rd /	0	350	105	65	205	0	0	0	0	95	0	70
23	Larkin Road /	75	225	30	70	195	45	65	155	40	80	80	175
24	SR 99 / Paseo	613	2035	100	10	1550	5	10	45	245	120	75	95
25	SR 99 / APRIC	195	1780	0	0	1785	360	360	0	195	0	0	0
26	SR 99 / ASH	0	1970	115	10	1990	0	0	0	0	115	0	10

2030 GPU
NO IMPROVEMENTS
1690-10 LIVE OAK GPU

Impact Analysis Report
Level Of Service

Intersection		Base			Future			Change	
		LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in	
# 1	Township Rd / Riviera Rd	E	35.0	0.000	E	35.0	0.000	+ 0.000	D/V
# 2	SR 99 / Riveira Rd	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000	D/V
# 3	Larkin Road / Riviera Road	F	72.4	0.000	F	72.4	0.000	+ 0.000	D/V
# 5	SR 99 / Ramsdell Drive	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000	D/V
# 6	SR 99 / Kola Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000	D/V
# 7	Pengtn / Township	C	16.9	0.756	C	16.9	0.756	+ 0.000	V/C
# 8	Pennington Rd / Luther Rd	B	14.1	0.000	B	14.1	0.000	+ 0.000	D/V
# 9	Pennington Rd / Richard Ave	B	12.5	0.000	B	12.5	0.000	+ 0.000	D/V
# 10	Pengtn Rd / N Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000	D/V
# 11	Pengtn Rd / Broadway	F	93.7	0.000	F	93.7	0.000	+ 0.000	D/V
# 12	SR 99 / Pennington Rd	F	207.2	1.430	F	207.2	1.430	+ 0.000	D/V
# 13	Pengtn Rd / Larkin Road	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000	D/V
# 14	Pengtn Rd / Orchard Rd	C	18.9	0.000	C	18.9	0.000	+ 0.000	D/V
# 15	Pengtn Rd / Sinnard Ave	C	20.0	0.000	C	20.0	0.000	+ 0.000	D/V
# 17	Elm Street / N Street	B	11.8	0.565	B	11.8	0.565	+ 0.000	V/C
# 18	SR 99 / Elm Street	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000	D/V
# 19	SR 99 / Archer Ave	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000	D/V
# 20	SR 99 / Coleman Rd	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000	D/V
# 21	SR 99 / Bishop Ave	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000	D/V
# 22	township Rd / Paseo Rd	C	18.8	0.000	C	18.8	0.000	+ 0.000	D/V
# 23	Larkin Road / Paseo Rd	C	20.2	0.697	C	20.2	0.697	+ 0.000	V/C
# 24	SR 99 / Paseo Rd	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000	D/V
# 25	SR 99 / APRICOT	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000	D/V

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                 2030 GPU
                              NO IMPROVEMENTS
                           1690-10 LIVE OAK GPU

Intersection	Base		Future		Change
	Del/	V/	Del/	V/	in
	LOS Veh	C	LOS Veh	C	
# 26 SR 99 / ASH ST	F OVRFL 0.000		F OVRFL 0.000		+ 0.000 D/V

```
------------------------------------------------------------------------------
                               2030 GPU
                            NO IMPROVEMENTS
                        1690-10  LIVE OAK GPU
------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #1 Township Rd / Riviera Rd
******************************************************************************
Average Delay (sec/veh):      8.7      Worst Case Level Of Service: E[ 35.0]
******************************************************************************
Street Name:                                         Riviera
Approach:       North Bound       South Bound      East Bound      West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled      Uncontrolled      Stop Sign         Stop Sign
Rights:          Include           Include          Include           Include
Lanes:       0  0  0  1  0     0  1  0  0  0     0  0  0  0  0     0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0   215    90   240   240     0     0     0     0   105     0    75
Growth Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   0   215    90   240   240     0     0     0     0   105     0    75
User Adj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:    0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95
PHF Volume:    0   226    95   253   253     0     0     0     0   111     0    79
Reduct Vol:    0     0     0     0     0     0     0     0     0     0     0     0
FinalVolume:   0   226    95   253   253     0     0     0     0   111     0    79
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4   6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5   4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   321 xxxx xxxxx  xxxx xxxx xxxxx  1032  1032   274
Potent Cap.: xxxx xxxx xxxxx  1239 xxxx xxxxx  xxxx xxxx xxxxx   258   233   765
Move Cap.:   xxxx xxxx xxxxx  1239 xxxx xxxxx  xxxx xxxx xxxxx   211   178   765
Volume/Cap:  xxxx xxxx  xxxx  0.20 xxxx  xxxx  xxxx xxxx  xxxx  0.52  0.00  0.10
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.8 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *     *     *     A     *     *     *     *     *     *     *     *
Movement:    LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx   302 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx   3.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  35.0 xxxxx
Shared LOS:    *     *     *     A     *     *     *     *     *     *     E     *
ApproachDel:    xxxxxx            xxxxxx            xxxxxx             35.0
ApproachLOS:       *                 *                 *                 E
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
-------------------------------------------------------------------------
                               2030 GPU
                            NO IMPROVEMENTS
                        1690-10  LIVE OAK GPU
-------------------------------------------------------------------------
               Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
*************************************************************************
Intersection #2 SR 99 / Riveira Rd
*************************************************************************
Average Delay (sec/veh): OVERFLOW    Worst Case Level Of Service: F[xxxxx]
*************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Lanes:       1  0  1  0  1    1  0  1  0  1    0  0  1! 0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     90 1080    25    10  770    10    85   55   140    15   35   15
Growth Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Initial Bse:  90 1080    25    10  770    10    85   55   140    15   35   15
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Adj:    0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95 0.95
PHF Volume:   95 1137    26    11  811    11    89   58   147    16   37   16
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0    0
FinalVolume:  95 1137    26    11  811    11    89   58   147    16   37   16
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1  6.5   6.2   7.1  6.5  6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0  3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  821 xxxx xxxxx  1163 xxxx xxxxx  2197 2184   811  2266 2168 1137
Potent Cap.:  795 xxxx xxxxx   590 xxxx xxxxx    32   46   380    29   47  246
Move Cap.:    795 xxxx xxxxx   590 xxxx xxxxx     6   40   380     0   41  246
Volume/Cap:  0.12 xxxx  xxxx  0.02 xxxx  xxxx 15.23 1.46  0.39  xxxx 0.91 0.06
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.4 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 10.1 xxxx xxxxx  11.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   B    *     *     B    *     *     *    *     *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx   17 xxxxx  xxxx    0 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 37.6 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 7664 xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    F     *     *    *    *
ApproachDel:     xxxxxx          xxxxxx          7664.1           xxxxxx
ApproachLOS:       *               *               F               F
*************************************************************************
Note: Queue reported is the number of cars per lane.
*************************************************************************
```

                              2030 GPU
                           NO IMPROVEMENTS
                       1690-10 LIVE OAK GPU

                  Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #3 Larkin Road / Riviera Road
****
Average Delay (sec/veh):   8.6   Worst Case Level Of Service: F[72.4]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 30   550   20   35   540   15   30   40   20   30   35   5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30   550   20   35   540   15   30   40   20   30   35   5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 32   579   21   37   568   16   32   42   21   32   37   5
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 32   579   21   37   568   16   32   42   21   32   37   5
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 6.5   6.2   7.1 6.5   6.2
FollowUpTim: 2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 4.0   3.3   3.5 4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 584 xxxx xxxxx   600 xxxx xxxxx 1324 1313   576 1334 1311   589
Potent Cap.: 981 xxxx xxxxx   967 xxxx xxxxx   132 157   513   130 157   504
Move Cap.:   981 xxxx xxxxx   967 xxxx xxxxx   100 146   513   92 146   504
Volume/Cap: 0.03 xxxx xxxx 0.04 xxxx xxxx 0.32 0.29 0.04 0.34 0.25 0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx   0.1 xxxx xxxxx xxxx xxxx xxxxx   xxxx xxxx xxxxx
Control Del: 8.8 xxxx xxxxx   8.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: A   *   *   A   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx 146 xxxxx   xxxx 121 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 3.5 xxxxx xxxxx 3.1 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 66.1 xxxxx xxxxx 72.4 xxxxx
Shared LOS: *   *   *   *   *   *   *   F   *   *   F   *
ApproachDel: xxxxxx   xxxxxx   66.1   72.4
ApproachLOS: *   *   F   F
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
-------------------------------------------------------------------------------
                                  2030 GPU
                               NO IMPROVEMENTS
                            1690-10  LIVE OAK GPU
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 SR 99 / Ramsdell Drive
*******************************************************************************
Average Delay (sec/veh): OVERFLOW     Worst Case Level Of Service: F[xxxxx]
*******************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        1  0  1  0  1    1  0  0  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       40 1585   395    35 1265    5    15   80   85   470   60   35
Growth Adj:   1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    40 1585   395    35 1265    5    15   80   85   470   60   35
User Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      0.95 0.95  0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:     42 1668   416    37 1332    5    16   84   89   495   63   37
Reduct Vol:      0    0     0     0    0    0     0    0    0     0    0    0
FinalVolume:    42 1668   416    37 1332    5    16   84   89   495   63   37
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx  7.1  6.5  6.2  7.1  6.5  6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx  3.5  4.0  3.3  3.5  4.0  3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1337 xxxx xxxxx  2084 xxxx xxxxx 3418 3576 1334 3247 3163 1668
Potent Cap.:  506 xxxx xxxxx   259 xxxx xxxxx    4    6  188    6   11  119
Move Cap.:    506 xxxx xxxxx   259 xxxx xxxxx    0    4  188    0    8  119
Volume/Cap:  0.08 xxxx  xxxx  0.14 xxxx  xxxx xxxx19.10 0.48 xxxx 7.58 0.31
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx   0.5 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 12.8 xxxx xxxxx  21.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   B    *     *     C    *     *    *    *    *    *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx xxxx    0 xxxxx xxxx    0 xxxxx
SharedQueue:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *    *    *    *    *    *    *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:      *                *                F                F
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

                              2030 GPU
                           NO IMPROVEMENTS
                        1690-10 LIVE OAK GPU

                   Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #6 SR 99 / Kola Street
****
Average Delay (sec/veh): OVERFLOW   Worst Case Level Of Service: F[xxxxx]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 110 1755   25   150 1405   325   295 150   50   25 160   75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 110 1755   25   150 1405   325   295 150   50   25 160   75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 116 1847   26   158 1479   342   311 158   53   26 168   79
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 116 1847   26   158 1479   342   311 158   53   26 168   79
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 6.5   6.2   7.1 6.5   6.2
FollowUpTim: 2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 4.0   3.3   3.5 4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1821 xxxx xxxxx 1874 xxxx xxxxx 4182 4071 1650 4163 4229 1861
Potent Cap.: 329 xxxx xxxxx   314 xxxx xxxxx   1   3   122   1   2   91
Move Cap.:   329 xxxx xxxxx   314 xxxx xxxxx   0   1   122   0   1   91
Volume/Cap: 0.35 xxxx xxxx 0.50 xxxx xxxx xxxx xxxx 0.43 xxxx xxxx 0.87
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 1.5 xxxx xxxxx   2.7 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 21.8 xxxx xxxxx 27.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: C   *   *   D   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx   0 xxxxx xxxx   0 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: *   *   F   F
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                                2030 GPU
                             NO IMPROVEMENTS
                         1690-10  LIVE OAK GPU
```

```
                    Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Base Volume Alternative)
************************************************************************
Intersection #7 Pengtn / Township
************************************************************************
Cycle (sec):          100          Critical Vol./Cap.(X):        0.756
Loss Time (sec):        0 (Y+R=4.0 sec) Average Delay (sec/veh):    16.9
Optimal Cycle:          0          Level Of Service:                 C
************************************************************************
Street Name:                                        Pennington
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      45   365   65   35   235   35   60   45   20   45   75   35
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   45   365   65   35   235   35   60   45   20   45   75   35
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:    47   384   68   37   247   37   63   47   21   47   79   37
Reduct Vol:     0     0    0    0     0    0    0    0    0    0    0    0
Reduced Vol:   47   384   68   37   247   37   63   47   21   47   79   37
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   47   384   68   37   247   37   63   47   21   47   79   37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.09 0.77 0.14 0.11 0.78 0.11 0.48 0.36 0.16 0.29 0.48 0.23
Final Sat.:    63   508   90   71   473   71  236   177   79  148   247  115
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.76 0.76 0.76 0.52 0.52 0.52 0.27 0.27 0.27 0.32 0.32 0.32
Crit Moves:       ****             ****             ****        ****
Delay/Veh:   22.0 22.0 22.0 14.0 14.0 14.0 11.4 11.4 11.4 11.7 11.7 11.7
Delay Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  22.0 22.0 22.0 14.0 14.0 14.0 11.4 11.4 11.4 11.7 11.7 11.7
LOS by Move:   C    C    C    B    B    B    B    B    B    B    B    B
ApproachDel:      22.0             14.0             11.4             11.7
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       22.0             14.0             11.4             11.7
LOS by Appr:        C                B                B                B
AllWayAvgQ:  2.5  2.5  2.5  0.9  0.9  0.9  0.3  0.3  0.3  0.4  0.4  0.4
************************************************************************
Note: Queue reported is the number of cars per lane.
************************************************************************
```

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                  2030 GPU
                              NO IMPROVEMENTS
                           1690-10 LIVE OAK GPU

                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #8 Pennington Rd / Luther Rd
****
Average Delay (sec/veh):   6.2   Worst Case Level Of Service: B[14.1]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Uncontrolled   Uncontrolled
Rights: Include   Include   Include   Include
Lanes: 0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 10   40   10   55   45   65   60   50   10   20   130   110
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 10   40   10   55   45   65   60   50   10   20   130   110
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume: 11   42   11   58   47   68   63   53   11   21   137   116
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 11   42   11   58   47   68   63   53   11   21   137   116
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 7.1   6.5   6.2   7.1   6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim: 3.5   4.0   3.3   3.5   4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 479   479   58   447   426   195   253 xxxx xxxxx   63 xxxx xxxxx
Potent Cap.:   500   489 1014   521   520   847   1295 xxxx xxxxx   1521 xxxx xxxxx
Move Cap.:   405   458 1014   457   487   847   1295 xxxx xxxxx   1521 xxxx xxxxx
Volume/Cap: 0.03 0.09 0.01   0.13 0.10 0.08   0.05 xxxx xxxx   0.01 xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx   xxxx xxxx xxxxx   0.2 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx   7.4 xxxx xxxxx
LOS by Move: *   *   *   *   *   *   A   *   *   A   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx   492 xxxxx   xxxx   570 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx   0.4 xxxxx xxxxx   1.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 13.4 xxxxx xxxxx 14.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   B   *   *   B   *   *   *   *   *   *   *
ApproachDel: 13.4   14.1   xxxxxx   xxxxxx
ApproachLOS: B   B   *   *
****
Note: Queue reported is the number of cars per lane.
****

                              2030 GPU
                          NO IMPROVEMENTS
                      1690-10 LIVE OAK GPU

                 Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #9 Pennington Rd / Richard Ave
****
Average Delay (sec/veh):   6.1   Worst Case Level Of Service: B[12.5]
****
Street Name: Richard   Pennington
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Uncontrolled   Uncontrolled
Rights: Include   Include   Include   Include
Lanes: 0   0 1! 0   0   0   0 0 0 0   0 0 0 1 0   0 1 0 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 60   0   135   0   0   0   0   55   55   175 145   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60   0   135   0   0   0   0   55   55   175 145   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 63   0   142   0   0   0   0   58   58   184 153   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 63   0   142   0   0   0   0   58   58   184 153   0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 6.4 6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 608 608   87 xxxx xxxx xxxxx xxxx xxxx xxxxx   116 xxxx xxxxx
Potent Cap.: 459 410   972 xxxx xxxx xxxxx xxxx xxxx xxxxx 1454 xxxx xxxxx
Move Cap.:   409 352   972 xxxx xxxx xxxxx xxxx xxxx xxxxx 1454 xxxx xxxxx
Volume/Cap: 0.15 0.00 0.15 xxxx xxxx xxxx xxxx xxxx xxxx 0.13 xxxx xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx 0.4 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.8 xxxx xxxxx
LOS by Move: *   *   *   *   *   *   *   *   *   A   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx 683 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 1.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.4 xxxx xxxxx
Shrd ConDel:xxxxx 12.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.8 xxxx xxxxx
Shared LOS: *   B   *   *   *   *   *   *   *   A   *   *
ApproachDel: 12.5   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: B   *   *   *
****
Note: Queue reported is the number of cars per lane.
****

```
                                  2030 GPU
                              NO IMPROVEMENTS
                            1690-10  LIVE OAK GPU
```

```
                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
****************************************************************************
Intersection #10 Pengtn Rd / N Street
****************************************************************************
Average Delay (sec/veh): OVERFLOW    Worst Case Level Of Service: F[xxxxx]
****************************************************************************
Street Name:                N Street                    Pennington
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Stop Sign         Stop Sign        Uncontrolled      Uncontrolled
Rights:         Include           Include           Include           Include
Lanes:       0  0  1! 0  0     0  0  1! 0  0     0  0  1! 0  0     0  0  1! 0  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      50  180   265   130  170    45    45  195    35   290  165   125
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   50  180   265   130  170    45    45  195    35   290  165   125
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:    53  189   279   137  179    47    47  205    37   305  174   132
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   53  189   279   137  179    47    47  205    37   305  174   132
-----------|--------------||--------------||--------------||--------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
-----------|--------------||--------------||--------------||--------------|
Capacity Module:
Cnflict Vol: 1282 1234   224  1403 1187   239   305 xxxx xxxxx   242 xxxx xxxxx
Potent Cap.:  142  177   816   117  188   799  1256 xxxx xxxxx  1324 xxxx xxxxx
Move Cap.:      0  123   816     0  131   799  1256 xxxx xxxxx  1324 xxxx xxxxx
Volume/Cap:  xxxx 1.55  0.34  xxxx 1.37  0.06  0.04 xxxx  xxxx  0.23 xxxx  xxxx
-----------|--------------||--------------||--------------||--------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.9 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  8.0 xxxx xxxxx   8.5 xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     A    *     *     A    *     *
Movement:    LT  - LTR - RT    LT  - LTR - RT    LT  - LTR - RT    LT  - LTR - RT
Shared Cap.: xxxx     0 xxxxx  xxxx     0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            xxxxxx            xxxxxx            xxxxxx
ApproachLOS:      F                 F                 *                 *
****************************************************************************
Note: Queue reported is the number of cars per lane.
****************************************************************************
```

```
   Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.
```

                                2030 GPU
                             NO IMPROVEMENTS
                          1690-10 LIVE OAK GPU

                    Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #11 Pengtn Rd / Broadway
****
Average Delay (sec/veh):   11.2   Worst Case Level Of Service: F[93.7]
****
Street Name: Pennington
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Uncontrolled   Uncontrolled
Rights: Include   Include   Include   Include
Lanes: 0 0 1! 0 0   0 0 0 0 0   0 0 0 1 0   0 1 0 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 75   0 115   0   0   0   0 470 120   85 800   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 75   0 115   0   0   0   0 470 120   85 800   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 79   0 121   0   0   0   0 495 126   89 842   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 79   0 121   0   0   0   0 495 126   89 842   0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 6.4 6.5 6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1579 1579 558 xxxx xxxx xxxxx xxxx xxxx xxxxx   621 xxxx xxxxx
Potent Cap.: 120 109 529 xxxx xxxx xxxxx xxxx xxxx xxxxx   960 xxxx xxxxx
Move Cap.:   111   98 529 xxxx xxxx xxxxx xxxx xxxx xxxxx   960 xxxx xxxxx
Volume/Cap: 0.71 0.00 0.23 xxxx xxxx xxxx xxxx xxxx xxxx   0.09 xxxx xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx   9.1 xxxx xxxxx
LOS by Move: *   *   *   *   *   *   *   *   *   A   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx 213 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 7.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.3 xxxx xxxxx
Shrd ConDel:xxxxx 93.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.1 xxxx xxxxx
Shared LOS: *   F   *   *   *   *   *   *   *   A   *   *
ApproachDel: 93.7   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: F   *   *   *
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
                                  2030 GPU
                               NO IMPROVEMENTS
                             1690-10   LIVE OAK GPU
- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -
                     Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
*****************************************************************************
Intersection #12 SR 99 / Pennington Rd
*****************************************************************************
Cycle (sec):          75          Critical Vol./Cap.(X):        1.430
Loss Time (sec):      12 (Y+R=4.0 sec)  Average Delay (sec/veh):    207.2
Optimal Cycle:       180          Level Of Service:                 F
*****************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
- - - - - - - - - -|- - - - - - - - - - - -||- - - - - - - - - - - -||- - - - - - - - - - - - -||- - - - - - - - - - - -|
Control:       Protected        Protected        Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  1  0  1    1  0  1  0  1    1  0  0  1  0    1  0  0  1  0
- - - - - - - - - -|- - - - - - - - - - - -||- - - - - - - - - - - -||- - - - - - - - - - - -||- - - - - - - - - - - -|
Volume Module:
Base Vol:     210 1470    40    35 1300   180   310  120   195   135  175    50
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  210 1470    40    35 1300   180   310  120   195   135  175    50
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:   221 1547    42    37 1368   189   326  126   205   142  184    53
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  221 1547    42    37 1368   189   326  126   205   142  184    53
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  221 1547    42    37 1368   189   326  126   205   142  184    53
- - - - - - - - - -|- - - - - - - - - - - -||- - - - - - - - - - - -||- - - - - - - - - - - -||- - - - - - - - - - - -|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.90 0.95  0.81  0.90 0.95  0.81  0.93 0.89  0.89  0.93 0.95  0.95
Lanes:       1.00 1.00  1.00  1.00 1.00  1.00  1.00 0.38  0.62  1.00 0.78  0.22
Final Sat.:  1718 1809  1537  1718 1809  1537  1769  643  1045  1769 1400   400
- - - - - - - - - -|- - - - - - - - - - - -||- - - - - - - - - - - -||- - - - - - - - - - - -||- - - - - - - - - - - -|
Capacity Analysis Module:
Vol/Sat:     0.13 0.86  0.03  0.02 0.76  0.12  0.18 0.20  0.20  0.08 0.13  0.13
Crit Moves:  ****             ****  ****                      ****
Green/Cycle: 0.09 0.60  0.60  0.02 0.53  0.53  0.13 0.16  0.16  0.06 0.09  0.09
Volume/Cap:  1.43 1.42  0.05  1.42 1.43  0.23  1.43 1.25  1.25  1.25 1.43  1.43
Delay/Veh:  260.7  208   6.1 360.7  217   9.6 249.6  172 172.2 202.0  259 258.7
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 260.7  208   6.1 360.7  217   9.6 249.6  172 172.2 202.0  259 258.7
LOS by Move:   F    F     A     F    F     A     F    F     F     F    F     F
HCM2kAvgQ:    15   92     0     4   83     2    22   19    19     9   16    16
*****************************************************************************
Note: Queue reported is the number of cars per lane.
*****************************************************************************
```

    Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                                2030 GPU
                             NO IMPROVEMENTS
                           1690-10  LIVE OAK GPU
```

```
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
****************************************************************************
```
Intersection #13 Pengtn Rd / Larkin Road
```
****************************************************************************
```
Average Delay (sec/veh):   539.2   Worst Case Level Of Service: F[1173.3]
```
****************************************************************************
```

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	– T –	R	L	– T –	R	L	– T –	R	L	– T –	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0

Volume Module:

Base Vol:	40	280	50	185	185	250	105	115	20	30	140	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	280	50	185	185	250	105	115	20	30	140	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	295	53	195	195	263	111	121	21	32	147	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	42	295	53	195	195	263	111	121	21	32	147	95

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	839	658	132	784	621	195	242	xxxx	xxxxx	142	xxxx	xxxxx
Potent Cap.:	285	384	918	311	403	847	1324	xxxx	xxxxx	1441	xxxx	xxxxx
Move Cap.:	104	342	918	74	359	847	1324	xxxx	xxxxx	1441	xxxx	xxxxx
Volume/Cap:	0.41	0.86	0.06	2.64	0.54	0.31	0.08	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	– LTR –	RT	LT	– LTR –	RT	LT	– LTR –	RT	LT	– LTR –	RT
Shared Cap.:	xxxx	294	xxxxx	xxxx	187	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	19.4	xxxxx	xxxxx	62.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	202	xxxxx	xxxxx	1173	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:		202.4			1173.3			xxxxxx			xxxxxx	
ApproachLOS:		F			F			*			*	
```
****************************************************************************
Note: Queue reported is the number of cars per lane.
****************************************************************************
```


     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.
```

------------------------------------------------------------------------

                               2030 GPU
                            NO IMPROVEMENTS
                         1690-10  LIVE OAK GPU
------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
**************************************************************************
Intersection #14 Pengtn Rd / Orchard Rd
**************************************************************************
Average Delay (sec/veh):      7.7      Worst Case Level Of Service: C[ 18.9]
**************************************************************************
Street Name:                                   Pennington
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:        Include          Include         Include          Include
Lanes:      0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0    0   130    0   175   120  170    0     0  115   160
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0    0    0   130    0   175   120  170    0     0  115   160
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:    0    0    0   137    0   184   126  179    0     0  121   168
Reduct Vol:    0    0    0     0    0     0     0    0    0     0    0     0
FinalVolume:   0    0    0   137    0   184   126  179    0     0  121   168
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 7.1  6.5  6.2   6.4  6.5  6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: 3.5  4.0  3.3   3.5  4.0  3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 729  721  179   637  637  205   289 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: 338  353  864   441  395  835  1272 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   242  316  864   405  353  835  1272 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap: 0.00 0.00 0.00  0.34 0.00 0.22  0.10 xxxx  xxxx  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  8.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *     *    *    *     A    *    *     *    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx  xxxx  575 xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 3.4 xxxxx  0.3 xxxx xxxxx  xxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 18.9 xxxxx 8.1 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *     *    C    *     A    *    *     *    *    *
ApproachDel:    xxxxxx            18.9           xxxxxx           xxxxxx
ApproachLOS:      *                C                *                *
**************************************************************************
Note: Queue reported is the number of cars per lane.
**************************************************************************

```
------------------------------------------------------------------------------
                                  2030 GPU
                               NO IMPROVEMENTS
                            1690-10  LIVE OAK GPU
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #15 Pengtn Rd / Sinnard Ave
******************************************************************************
Average Delay (sec/veh):        8.0      Worst Case Level Of Service: C[ 20.0]
******************************************************************************
Street Name:                                    Pennington
Approach:       North Bound        South Bound       East Bound      West Bound
Movement:    L  -  T  -  R      L  -  T  -  R     L  -  T  -  R    L  -  T  -  R
-----------|----------------||----------------||---------------||---------------|
Control:       Stop Sign          Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include            Include          Include          Include
Lanes:       0  0  1! 0  0      0  0  1! 0  0     0  0  1! 0  0    0  0  1! 0  0
-----------|----------------||----------------||---------------||---------------|
Volume Module:
Base Vol:      105    35    5     15    35   105    95    60   115     5   100    15
Growth Adj:   1.00  1.00  1.00   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   105    35    5     15    35   105    95    60   115     5   100    15
User Adj:     1.00  1.00  1.00   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:      0.95  0.95  0.95   0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95  0.95
PHF Volume:    111    37    5     16    37   111   100    63   121     5   105    16
Reduct Vol:      0     0    0      0     0     0     0     0     0     0     0     0
FinalVolume:   111    37    5     16    37   111   100    63   121     5   105    16
-----------|----------------||----------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1   6.5   6.2    7.1   6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5   4.0   3.3    3.5   4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
-----------|----------------||----------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  521   455   124    468   508   113   121 xxxx xxxxx   184 xxxx xxxxx
Potent Cap.:  466   501   927    505   468   940  1466 xxxx xxxxx  1391 xxxx xxxxx
Move Cap.:    362   463   927    445   432   940  1466 xxxx xxxxx  1391 xxxx xxxxx
Volume/Cap:  0.30  0.08  0.01   0.04  0.09  0.12  0.07 xxxx  xxxx  0.00 xxxx  xxxx
-----------|----------------||----------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   xxxx xxxx xxxxx   0.2 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx   7.6 xxxx xxxxx   7.6 xxxx xxxxx
LOS by Move:   *     *     *      *     *     *    A    *     *    A    *     *
Movement:    LT  -  LTR -  RT    LT - LTR  -  RT   LT - LTR  - RT   LT - LTR -  RT
Shared Cap.: xxxx   391 xxxxx   xxxx   685 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx   1.8 xxxxx  xxxxx   0.9 xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  20.0 xxxxx  xxxxx  11.9 xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *     C     *      *     B     *     *    *     *     *    *     *
ApproachDel:      20.0              11.9            xxxxxx            xxxxxx
ApproachLOS:        C                 B                *                 *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

                                2030 GPU
                             NO IMPROVEMENTS
                           1690-10 LIVE OAK GPU

                     Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Base Volume Alternative)
****
Intersection #17 Elm Street / N Street
****
Cycle (sec):   100   Critical Vol./Cap.(X):   0.565
Loss Time (sec):   0 (Y+R=4.0 sec) Average Delay (sec/veh):   11.8
Optimal Cycle: 0   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 5 365   40   5 270   15   5   5   5   45   25   50
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 5 365   40   5 270   15   5   5   5   45   25   50
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume: 5 384   42   5 284   16   5   5   5   47   26   53
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 5 384   42   5 284   16   5   5   5   47   26   53
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume: 5 384   42   5 284   16   5   5   5   47   26   53
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes: 0.01 0.89 0.10   0.02 0.93 0.05   0.34 0.33 0.33   0.37 0.21 0.42
Final Sat.:   9 681   75   13 682   38   184 184 184   227 126 252
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.56 0.56 0.56   0.42 0.42 0.42   0.03 0.03 0.03   0.21 0.21 0.21
Crit Moves: ****   ****   ****   ****
Delay/Veh: 13.2 13.2 13.2   11.0 11.0 11.0   8.8 8.8 8.8   9.7 9.7 9.7
Delay Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 13.2 13.2 13.2   11.0 11.0 11.0   8.8 8.8 8.8   9.7 9.7 9.7
LOS by Move: B   B   B   B   B   B   A   A   A   A   A   A
ApproachDel: 13.2   11.0   8.8   9.7
Delay Adj: 1.00   1.00   1.00   1.00
ApprAdjDel: 13.2   11.0   8.8   9.7
LOS by Appr: B   B   A   A
AllWayAvgQ: 1.2 1.2 1.2   0.7 0.7 0.7   0.0 0.0 0.0   0.2 0.2 0.2
****
Note: Queue reported is the number of cars per lane.
****

```
                              2030 GPU
                           NO IMPROVEMENTS
                        1690-10  LIVE OAK GPU
```

```
                  Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
*************************************************************************
Intersection #18 SR 99 / Elm Street
*************************************************************************
Average Delay (sec/veh): OVERFLOW    Worst Case Level Of Service: F[xxxxx]
*************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:       1  0  0  1  0     1  0  0  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     180 1550   190    15 1615     5     5   15  140    180   15   15
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  180 1550   190    15 1615     5     5   15  140    180   15   15
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:   189 1632   200    16 1700     5     5   16  147    189   16   16
Reduct Vol:     0    0     0     0    0     0     0    0    0      0    0    0
FinalVolume:  189 1632   200    16 1700     5     5   16  147    189   16   16
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx  7.1  6.5  6.2  7.1  6.5  6.2
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx  3.5  4.0  3.3  3.5  4.0  3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1705 xxxx xxxxx  1832 xxxx xxxxx 3861 3945 1703 3926 3847 1732
Potent Cap.:  365 xxxx xxxxx   326 xxxx xxxxx    2    3  113    2    4  109
Move Cap.:    365 xxxx xxxxx   326 xxxx xxxxx    0    1  113    0    2  109
Volume/Cap:  0.52 xxxx  xxxx  0.05 xxxx  xxxx xxxx10.95 1.30 xxxx 9.40 0.14
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    2.9 xxxx xxxxx   0.2 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 25.1 xxxx xxxxx  16.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  D    *    *      C    *    *     *    *    *      *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx xxxx    0 xxxxx xxxx    0 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *    *      *    *    *      *    *    *      *    *    *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:      *                *                F                F
*************************************************************************
Note: Queue reported is the number of cars per lane.
*************************************************************************
```

                               2030 GPU
                            NO IMPROVEMENTS
                         1690-10 LIVE OAK GPU

                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #19 SR 99 / Archer Ave
****
Average Delay (sec/veh):   488.0   Worst Case Level Of Service: F[21930.5]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0 0 0 1 0   1 0 0 1 0   0 0 0 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0 1905   200   10 2060   0   0   0   0   80   0   15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1905   200   10 2060   0   0   0   0   80   0   15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 2005   211   11 2168   0   0   0   0   84   0   16
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 0 2005   211   11 2168   0   0   0   0   84   0   16
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 2216 xxxx xxxxx xxxx xxxx xxxxx 4300 4300 2111
Potent Cap.: xxxx xxxx xxxxx   230 xxxx xxxxx xxxx xxxx xxxxx   2   2   64
Move Cap.:   xxxx xxxx xxxxx   230 xxxx xxxxx xxxx xxxx xxxxx   2   2   64
Volume/Cap: xxxx xxxx xxxx 0.05 xxxx xxxx xxxx xxxx xxxx 42.77 0.00 0.25
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx   0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 21.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *   *   *   C   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx   2 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 14.8 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   F   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: *   *   *   F
****
Note: Queue reported is the number of cars per lane.
****

```
                              2030 GPU
                           NO IMPROVEMENTS
                         1690-10  LIVE OAK GPU
```

```
                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
*****************************************************************************
Intersection #20 SR 99 / Coleman Rd
*****************************************************************************
Average Delay (sec/veh): OVERFLOW    Worst Case Level Of Service: F[xxxxx]
*****************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-------------|--------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:       0  0  0  1  0     1  0  1  0  0     0  0  0  0  0     0  0  1! 0  0
-------------|--------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0 2005   120   565 1615     0     0    0    0    40    0   245
Growth Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:   0 2005   120   565 1615     0     0    0    0    40    0   245
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:    0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95 0.95  0.95 0.95  0.95
PHF Volume:    0 2111   126   595 1700     0     0    0    0    42    0   258
Reduct Vol:    0    0     0     0    0     0     0    0    0     0    0     0
FinalVolume:   0 2111   126   595 1700     0     0    0    0    42    0   258
-------------|--------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
-------------|--------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  2237 xxxx xxxxx  xxxx xxxx xxxxx  5063 5063  2174
Potent Cap.: xxxx xxxx xxxxx   226 xxxx xxxxx  xxxx xxxx xxxxx     1    1    59
Move Cap.:   xxxx xxxx xxxxx   226 xxxx xxxxx  xxxx xxxx xxxxx     0    0    59
Volume/Cap:  xxxx xxxx  xxxx  2.64 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  4.39
-------------|--------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  50.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 781.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *      F    *    *      *    *    *      *    *    *
Movement:    LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *      *    *    *      *    *    *      *    *    *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:     *                *                *                F
*****************************************************************************
Note: Queue reported is the number of cars per lane.
*****************************************************************************
```

```
                              2030 GPU
                           NO IMPROVEMENTS
                        1690-10  LIVE OAK GPU
```

```
                  Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
****************************************************************************
Intersection #21 SR 99 / Bishop Ave
****************************************************************************
Average Delay (sec/veh):   1138.7    Worst Case Level Of Service: F[27126.0]
****************************************************************************
Approach:      North Bound       South Bound        East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled      Uncontrolled       Stop Sign         Stop Sign
Rights:         Include           Include           Include           Include
Lanes:       0  0  0  1  0     1  0  1  0  0     0  0  0  0  0     0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0 1840   205   130 1595     0     0    0    0    95    0    70
Growth Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:   0 1840   205   130 1595     0     0    0    0    95    0    70
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:    0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95 0.95  0.95 0.95  0.95
PHF Volume:    0 1937   216   137 1679     0     0    0    0   100    0    74
Reduct Vol:    0    0     0     0    0     0     0    0    0     0    0     0
FinalVolume:   0 1937   216   137 1679     0     0    0    0   100    0    74
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  2153 xxxx xxxxx  xxxx xxxx xxxxx  3997 3997  2045
Potent Cap.: xxxx xxxx xxxxx   244 xxxx xxxxx  xxxx xxxx xxxxx     3    3    70
Move Cap.:   xxxx xxxx xxxxx   244 xxxx xxxxx  xxxx xxxx xxxxx     2    1    70
Volume/Cap:  xxxx xxxx  xxxx  0.56 xxxx  xxxx  xxxx xxxx  xxxx 55.12 0.00  1.05
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   3.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  37.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *     *      E    *     *     *    *    *     *    *     *
Movement:    LT - LTR - RT     LT - LTR - RT    LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    3 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 24.0 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *     *     *    *     *     *    *    *     *    F     *
ApproachDel:    xxxxxx            xxxxxx            xxxxxx            xxxxxx
ApproachLOS:       *                 *                 *                 F
****************************************************************************
Note: Queue reported is the number of cars per lane.
****************************************************************************
```


```
     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.
```

```
                              2030 GPU
                           NO IMPROVEMENTS
                        1690-10  LIVE OAK GPU
```

```
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
**********************************************************************
Intersection #22 township Rd / Paseo Rd
**********************************************************************
Average Delay (sec/veh):     4.1      Worst Case Level Of Service: C[ 18.8]
**********************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
----------|----------------||----------------||----------------||----------------|
Control:     Uncontrolled      Uncontrolled      Stop Sign        Stop Sign
Rights:        Include           Include          Include          Include
Lanes:      0  0  0  1  0     0  1  0  0  0     0  0  1! 0  0     0  0  1! 0  0
----------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol:      0   350   105     65   205     0      0     0     0     95     0    70
Growth Adj: 1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
Initial Bse:   0   350   105     65   205     0      0     0     0     95     0    70
User Adj:   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
PHF Adj:    0.95  0.95  0.95   0.95  0.95  0.95   0.95  0.95  0.95   0.95  0.95  0.95
PHF Volume:    0   368   111     68   216     0      0     0     0    100     0    74
Reduct Vol:    0     0     0      0     0     0      0     0     0      0     0     0
FinalVolume:   0   368   111     68   216     0      0     0     0    100     0    74
----------|----------------||----------------||----------------||----------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   7.1   6.5   6.2    6.4   6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5   4.0   3.3    3.5   4.0   3.3
----------|----------------||----------------||----------------||----------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   479 xxxx xxxxx   813   832   216    776   776   424
Potent Cap.: xxxx xxxx xxxxx  1068 xxxx xxxxx   297   305   824    369   331   635
Move Cap.:   xxxx xxxx xxxxx  1068 xxxx xxxxx   249   285   824    350   309   635
Volume/Cap:  xxxx xxxx  xxxx  0.06 xxxx  xxxx  0.00  0.00  0.00   0.29  0.00  0.12
----------|----------------||----------------||----------------||----------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx   xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.6 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
LOS by Move:   *     *     *    A    *     *     *     *     *      *     *     *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx     0 xxxxx  xxxx   432 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx   1.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   8.6 xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx  18.8 xxxxx
Shared LOS:    *     *     *    A    *     *     *     *     *      *     C     *
ApproachDel:     xxxxxx           xxxxxx           xxxxxx           18.8
ApproachLOS:       *                *                *                C
**********************************************************************
Note: Queue reported is the number of cars per lane.
**********************************************************************
```

```
                                  2030 GPU
                              NO IMPROVEMENTS
                          1690-10  LIVE OAK GPU
```

```
                      Level Of Service Computation Report
               2000 HCM 4-Way Stop Method (Base Volume Alternative)
************************************************************************************
Intersection #23 Larkin Road / Paseo Rd
************************************************************************************
Cycle (sec):          100           Critical Vol./Cap.(X):          0.697
Loss Time (sec):        0 (Y+R=4.0 sec)  Average Delay (sec/veh):     20.2
Optimal Cycle:          0           Level Of Service:                 C
************************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign         Stop Sign         Stop Sign         Stop Sign
Rights:         Include           Include           Include           Include
Min. Green:   0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      75  225   30     70  195   45     65  155   40     80   80  175
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   75  225   30     70  195   45     65  155   40     80   80  175
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume:    79  237   32     74  205   47     68  163   42     84   84  184
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   79  237   32     74  205   47     68  163   42     84   84  184
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:   79  237   32     74  205   47     68  163   42     84   84  184
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:       0.23 0.68 0.09   0.23 0.63 0.14   0.25 0.60 0.15   0.24 0.24 0.52
Final Sat.:   113  340   45    111  310   72    117  279   72    122  122  267
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.70 0.70 0.70   0.66 0.66 0.66   0.59 0.59 0.59   0.69 0.69 0.69
Crit Moves:  ****               ****               ****               ****
Delay/Veh:   21.7 21.7 21.7   20.1 20.1 20.1   17.6 17.6 17.6   20.7 20.7 20.7
Delay Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  21.7 21.7 21.7   20.1 20.1 20.1   17.6 17.6 17.6   20.7 20.7 20.7
LOS by Move:  C    C    C      C    C    C      C    C    C      C    C    C
ApproachDel:      21.7               20.1               17.6               20.7
Delay Adj:        1.00               1.00               1.00               1.00
ApprAdjDel:       21.7               20.1               17.6               20.7
LOS by Appr:       C                  C                  C                  C
AllWayAvgQ:   1.7  1.7  1.7    1.4  1.4  1.4    1.0  1.0  1.0    1.6  1.6  1.6
************************************************************************************
Note: Queue reported is the number of cars per lane.
************************************************************************************
```

                                   2030 GPU
                               NO IMPROVEMENTS
                             1690-10 LIVE OAK GPU

                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #24 SR 99 / Paseo Rd
****
Average Delay (sec/veh): OVERFLOW   Worst Case Level Of Service: F[xxxxx]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 0 1 0   1 0 1 0 1   0 0 1! 0 0   0 0 1! 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 613 2035   100   10 1550   5   10   45   245   120   75   95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 613 2035   100   10 1550   5   10   45   245   120   75   95
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 645 2142   105   11 1632   5   11   47   258   126   79   100
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 645 2142   105   11 1632   5   11   47   258   126   79   100
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 6.5   6.2   7.1 6.5   6.2
FollowUpTim: 2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 4.0   3.3   3.5 4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1637 xxxx xxxxx 2247 xxxx xxxxx 5227 5191 1632 5293 5143 2195
Potent Cap.: 388 xxxx xxxxx   224 xxxx xxxxx   0   0   125   0   0   57
Move Cap.:   388 xxxx xxxxx   224 xxxx xxxxx   0   0   125   0   0   57
Volume/Cap: 1.66 xxxx xxxx 0.05 xxxx xxxx xxxx xxxx 2.06 xxxx xxxx 1.75
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 38.5 xxxx xxxxx   0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:334.8 xxxx xxxxx   21.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: F   *   *   C   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx   0 xxxxx xxxx   0 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: *   *   F   F
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                              2030 GPU
                          NO IMPROVEMENTS
                      1690-10 LIVE OAK GPU

                 Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #25 SR 99 / APRICOT
****
Average Delay (sec/veh): 44440.6   Worst Case Level Of Service: F[374310.6]
****
Street Name: SR 99   APRICOT
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 1 0 0   0 0 1 0 1   0 0 1! 0 0   0 0 0 0 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 195 1780   0   0 1785 360   360   0 195   0   0   0
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 195 1780   0   0 1785 360   360   0 195   0   0   0
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume: 205 1874   0   0 1879 379   379   0 205   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 205 1874   0   0 1879 379   379   0 205   0   0   0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 4.0   3.3 xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2258 xxxx xxxxx xxxx xxxx xxxxx   4163 4163 1879 xxxx xxxx xxxxx
Potent Cap.: 221 xxxx xxxxx xxxx xxxx xxxxx   3   2   89 xxxx xxxx xxxxx
Move Cap.:   221 xxxx xxxxx xxxx xxxx xxxxx   0   0   89 xxxx xxxx xxxxx
Volume/Cap: 0.93 xxxx xxxx xxxx xxxx xxxx   xxxx 0.00 2.31 xxxx xxxx xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 7.8 xxxx xxxxx xxxx xxxx xxxxx   xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del: 88.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: F   *   *   *   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx   xxxx   1 xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 75.8 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   F   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: *   *   F   *
****
Note: Queue reported is the number of cars per lane.
****

                                2030 GPU
                             NO IMPROVEMENTS
                          1690-10 LIVE OAK GPU

                    Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #26 SR 99 / ASH ST
****
Average Delay (sec/veh):   762.1   Worst Case Level Of Service: F[25667.3]
****
Street Name: SR 99   ASH ST
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0 0 1 0 1   1 0 1 0 0   0 0 0 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0 1970   115   10 1990   0   0   0   0   115   0   10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1970   115   10 1990   0   0   0   0   115   0   10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 2074   121   11 2095   0   0   0   0   121   0   11
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 0 2074   121   11 2095   0   0   0   0   121   0   11
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx 2195 xxxx xxxxx xxxx xxxx xxxxx 4189 4189 2074
Potent Cap.: xxxx xxxx xxxxx   234 xxxx xxxxx xxxx xxxx xxxxx   2   2   68
Move Cap.:   xxxx xxxx xxxxx   234 xxxx xxxxx xxxx xxxx xxxxx   2   2   68
Volume/Cap: xxxx xxxx xxxx 0.04 xxxx xxxx xxxx xxxx xxxx 51.69 0.00 0.16
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx   0.1 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx 21.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *   *   *   C   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx   3 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 18.8 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   F   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: *   *   *   F
****
Note: Queue reported is the number of cars per lane.
****

    Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                              2030 GPU
                              mitigated
                        1690-10 LIVE OAK GPU

                           Scenario Report
Scenario: GPU KOLA AM

Command: Default Command
Volume: GPU KOLA AM
Geometry: existing
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

2030 GPU
mitigated
1690-10 LIVE OAK GPU

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	Township Rd /	0	155	70	85	195	0	0	0	0	65	0	105
2	SR 99 / Rivei	145	695	35	20	835	75	10	15	70	10	30	20
3	Larkin Road /	30	345	20	35	470	15	30	50	10	10	45	25
5	SR 99 / Ramsd	95	1140	250	5	1400	5	5	5	115	260	5	5
6	SR 99 / Kola	35	1110	20	95	1430	190	185	135	35	20	135	95
7	Pengtn / Town	20	205	40	70	265	30	65	50	60	20	20	35
8	Pennington Rd	10	40	20	110	40	55	60	130	15	10	65	55
9	Pennington Rd	45	0	165	0	0	0	0	150	45	115	60	0
10	Pengtn Rd / N	25	110	255	90	140	35	15	395	45	250	230	135
11	Pengtn Rd / B	90	0	50	0	0	0	0	590	135	35	515	0
12	SR 99 / Penni	260	1025	25	75	1305	130	170	305	215	85	360	30
13	Pengtn Rd / L	25	145	75	190	135	120	125	280	35	45	225	95
14	Pengtn Rd / O	0	0	0	95	0	220	110	320	0	0	345	70
15	Pengtn Rd / S	350	60	5	20	60	75	65	30	150	10	100	20
17	Elm Street /	5	275	5	25	340	30	5	30	5	10	15	30
18	SR 99 / Elm S	100	1240	210	25	1590	5	5	50	175	170	20	20
19	SR 99 / Arche	0	1465	225	25	1945	0	0	0	0	45	0	30
20	SR 99 / Colem	0	1125	10	245	1990	0	0	0	0	85	0	330
21	SR 99 / Bisho	0	1075	125	30	1970	0	0	0	0	170	0	150
22	township Rd /	0	105	95	80	320	0	0	0	0	105	0	70
23	Larkin Road /	65	105	40	200	160	15	40	180	115	55	115	140
24	SR 99 / Paseo	325	1110	15	10	1880	40	10	50	430	80	65	15
25	SR 99 / APRIC	210	1255	0	0	1630	350	340	0	210	0	0	0
26	SR 99 / ASH	0	1460	110	15	1850	0	0	0	0	110	0	15

```
                                  2030 GPU
                                  mitigated
                            1690-10  LIVE OAK GPU
------------------------------------------------------------------------------
```

Impact Analysis Report
Level Of Service

Intersection		Base Del/ Veh	V/ C		Future Del/ Veh	V/ C	Change in	
	LOS			LOS				
# 1 Township Rd / Riviera Rd	B	13.5	0.000	B	13.5	0.000	+ 0.000	D/V
# 2 SR 99 / Riveira Rd	B	15.1	0.518	B	15.1	0.518	+ 0.000	D/V
# 3 Larkin Road / Riviera Road	D	31.5	0.000	D	31.5	0.000	+ 0.000	D/V
# 5 SR 99 / Ramsdell Drive	C	27.2	0.867	C	27.2	0.867	+ 0.000	D/V
# 6 SR 99 / Kola Street	C	34.4	0.930	C	34.4	0.930	+ 0.000	D/V
# 7 Pengtn / Township	B	13.0	0.601	B	13.0	0.601	+ 0.000	V/C
# 8 Pennington Rd / Luther Rd	C	16.5	0.000	C	16.5	0.000	+ 0.000	D/V
# 9 Pennington Rd / Richard Ave	B	12.2	0.000	B	12.2	0.000	+ 0.000	D/V
# 10 Pengtn Rd / N Street	D	42.9	0.815	D	42.9	0.815	+ 0.000	D/V
# 11 Pengtn Rd / Broadway	F	68.4	0.000	F	68.4	0.000	+ 0.000	D/V
# 12 SR 99 / Pennington Rd	D	51.9	0.988	D	51.9	0.988	+ 0.000	D/V
# 13 Pengtn Rd / Larkin Road	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000	D/V
# 14 Pengtn Rd / Orchard Rd	C	24.7	0.606	C	24.7	0.606	+ 0.000	D/V
# 15 Pengtn Rd / Sinnard Ave	C	15.7	0.728	C	15.7	0.728	+ 0.000	V/C
# 17 Elm Street / N Street	B	11.8	0.562	B	11.8	0.562	+ 0.000	V/C
# 18 SR 99 / Elm Street	D	42.6	0.984	D	42.6	0.984	+ 0.000	D/V
# 19 SR 99 / Archer Ave	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000	D/V
# 20 SR 99 / Coleman Rd	B	14.1	0.788	B	14.1	0.788	+ 0.000	D/V
# 21 SR 99 / Bishop Ave	B	12.0	0.817	B	12.0	0.817	+ 0.000	D/V
# 22 township Rd / Paseo Rd	B	14.8	0.000	B	14.8	0.000	+ 0.000	D/V
# 23 Larkin Road / Paseo Rd	D	26.0	0.844	D	26.0	0.844	+ 0.000	V/C
# 24 SR 99 / Paseo Rd	E	67.5	1.108	E	67.5	1.108	+ 0.000	D/V
# 25 SR 99 / APRICOT	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000	D/V

                                    2030 GPU
                                   mitigated
                             1690-10 LIVE OAK GPU

Intersection	Base			Future			Change
		Del/	V/		Del/	V/	in
	LOS	Veh	C	LOS	Veh	C	
# 26 SR 99 / ASH ST	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V

```
                              2030 GPU
                              mitigated
                       1690-10  LIVE OAK GPU
```

```
                  Level Of Service Computation Report
        2000 HCM Unsignalized Method (Base Volume Alternative)
****************************************************************************
Intersection #1 Township Rd / Riviera Rd
****************************************************************************
Average Delay (sec/veh):       4.4      Worst Case Level Of Service: B[ 13.5]
****************************************************************************
Street Name:                                      Riviera
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|----------------||----------------||----------------||----------------|
Control:      Uncontrolled      Uncontrolled       Stop Sign         Stop Sign
Rights:          Include           Include           Include           Include
Lanes:       1  0  0  1  0     1  0  0  1  0     0  0  0  0  0     0  0  1! 0  0
-----------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol:     0   155    70    85   195     0     0    0     0    65    0    105
Growth Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  0   155    70    85   195     0     0    0     0    65    0    105
User Adj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    0.90  0.90  0.90  0.90  0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:   0   172    78    94   217     0     0    0     0    72    0    117
Reduct Vol:   0     0     0     0     0     0     0    0     0     0    0      0
FinalVolume:  0   172    78    94   217     0     0    0     0    72    0    117
-----------|----------------||----------------||----------------||----------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
-----------|----------------||----------------||----------------||----------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   250 xxxx xxxxx  xxxx xxxx xxxxx   617  617   211
Potent Cap.: xxxx xxxx xxxxx  1316 xxxx xxxxx  xxxx xxxx xxxxx   454  406   829
Move Cap.:   xxxx xxxx xxxxx  1316 xxxx xxxxx  xxxx xxxx xxxxx   429  377   829
Volume/Cap:  xxxx xxxx  xxxx  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.17 0.00  0.14
-----------|----------------||----------------||----------------||----------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *     *     *     A    *     *     *    *     *     *    *     *
Movement:    LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  611 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.5 xxxxx
Shared LOS:   *     *     *     *    *     *     *    *     *     *    B     *
ApproachDel:     xxxxxx            xxxxxx            xxxxxx            13.5
ApproachLOS:       *                 *                 *               B
****************************************************************************
Note: Queue reported is the number of cars per lane.
****************************************************************************
```

```
--------------------------------------------------------------------------
                                 2030 GPU
                                mitigated
                          1690-10  LIVE OAK GPU
--------------------------------------------------------------------------
                   Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #2 SR 99 / Riveira Rd
**************************************************************************
Cycle (sec):           100          Critical Vol./Cap.(X):        0.518
Loss Time (sec):        12 (Y+R=4.0 sec)  Average Delay (sec/veh):    15.1
Optimal Cycle:          42           Level Of Service:               B
**************************************************************************
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Protected         Protected         Protected
Rights:          Include           Include           Include           Include
Min. Green:     0    0    0       0    0    0       0    0    0       0    0    0
Lanes:          1  0  1  1  0     1  0  1  1  0     1  0  0  1  0     1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      145  695   35      20  835   75      10   15   70      10   30   20
Growth Adj:   1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:   145  695   35      20  835   75      10   15   70      10   30   20
User Adj:     1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:      0.90 0.90 0.90    0.90 0.90 0.90    0.90 0.90 0.90    0.90 0.90 0.90
PHF Volume:    161  772   39      22  928   83      11   17   78      11   33   22
Reduct Vol:      0    0    0       0    0    0       0    0    0       0    0    0
Reduced Vol:   161  772   39      22  928   83      11   17   78      11   33   22
PCE Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
FinalVolume:   161  772   39      22  928   83      11   17   78      11   33   22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900    1900 1900 1900    1900 1900 1900    1900 1900 1900
Adjustment:   0.90 0.90 0.90    0.90 0.89 0.89    0.93 0.86 0.86    0.93 0.92 0.92
Lanes:        1.00 1.90 0.10    1.00 1.84 0.16    1.00 0.18 0.82    1.00 0.60 0.40
Final Sat.:   1718 3249  164    1718 3116  280    1769  288 1343    1769 1050  700
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.09 0.24 0.24    0.01 0.30 0.30    0.01 0.06 0.06    0.01 0.03 0.03
Crit Moves:   ****              ****              ****              ****
Green/Cycle:  0.18 0.72 0.72    0.04 0.58 0.58    0.02 0.11 0.11    0.01 0.10 0.10
Volume/Cap:   0.52 0.33 0.33    0.33 0.52 0.52    0.31 0.52 0.52    0.52 0.31 0.31
Delay/Veh:    38.5  5.3  5.3    49.7 13.1 13.1    53.0 44.5 44.5    69.6 42.5 42.5
User DelAdj:  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
AdjDel/Veh:   38.5  5.3  5.3    49.7 13.1 13.1    53.0 44.5 44.5    69.6 42.5 42.5
LOS by Move:    D    A    A       D    B    B       D    D    D       E    D    D
HCM2kAvgQ:       5    5    5       1   10   10       1    3    3       1    2    2
**************************************************************************
Note: Queue reported is the number of cars per lane.
**************************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
-------------------------------------------------------------------------------
                              2030 GPU
                              mitigated
                        1690-10  LIVE OAK GPU
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Larkin Road / Riviera Road
*******************************************************************************
Average Delay (sec/veh):      5.0      Worst Case Level Of Service: D[ 31.5]
*******************************************************************************
Approach:      North Bound        South Bound        East Bound        West Bound
Movement:    L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
-----------|----------------||----------------||----------------||----------------|
Control:      Uncontrolled       Uncontrolled        Stop Sign          Stop Sign
Rights:          Include            Include            Include            Include
Lanes:       1  0  0  1  0      1  0  0  1  0      1  0  0  1  0      1  0  0  1  0
-----------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol:     30  345    20     35  470    15     30   50    10     10   45    25
Growth Adj: 1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:  30  345    20     35  470    15     30   50    10     10   45    25
User Adj:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:    0.90 0.90  0.90   0.90 0.90  0.90   0.90 0.90  0.90   0.90 0.90  0.90
PHF Volume:   33  383    22     39  522    17     33   56    11     11   50    28
Reduct Vol:    0    0     0      0    0     0      0    0     0      0    0     0
FinalVolume:  33  383    22     39  522    17     33   56    11     11   50    28
-----------|----------------||----------------||----------------||----------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx    4.1 xxxx xxxxx    7.1  6.5   6.2    7.1  6.5   6.2
FollowUpTim:  2.2 xxxx xxxxx    2.2 xxxx xxxxx    3.5  4.0   3.3    3.5  4.0   3.3
-----------|----------------||----------------||----------------||----------------|
Capacity Module:
Cnflict Vol:  539 xxxx xxxxx    406 xxxx xxxxx   1108 1081   531   1103 1078   394
Potent Cap.: 1019 xxxx xxxxx   1142 xxxx xxxxx    185  216   545    187  217   650
Move Cap.:   1019 xxxx xxxxx   1142 xxxx xxxxx    137  202   545    137  203   650
Volume/Cap:  0.03 xxxx  xxxx   0.03 xxxx  xxxx   0.24 0.28  0.02   0.08 0.25  0.04
-----------|----------------||----------------||----------------||----------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx    0.1 xxxx xxxxx    0.9 xxxx xxxxx    0.3 xxxx xxxxx
Control Del:  8.7 xxxx xxxxx    8.3 xxxx xxxxx   39.6 xxxx xxxxx   33.5 xxxx xxxxx
LOS by Move:   A    *     *      A    *     *      E    *     *      D    *     *
Movement:     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx   226   xxxx xxxx   269
SharedQueue:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx   1.2  xxxxx xxxx   1.2
Shrd ConDel:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx  xxxxx xxxx  27.5  xxxxx xxxx  23.8
Shared LOS:    *    *     *      *    *     *      *    *     D      *    *     C
ApproachDel:     xxxxxx             xxxxxx             31.5              25.0
ApproachLOS:       *                  *                 D                 C
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
----------------------------------------------------------------------
                             2030 GPU
                             mitigated
                       1690-10  LIVE OAK GPU
----------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM Operations Method (Base Volume Alternative)
**********************************************************************
Intersection #5 SR 99 / Ramsdell Drive
**********************************************************************
Cycle (sec):           100          Critical Vol./Cap.(X):       0.867
Loss Time (sec):        12 (Y+R=4.0 sec)  Average Delay (sec/veh):  27.2
Optimal Cycle:          96           Level Of Service:               C
**********************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
           ------------|--------------||--------------||--------------||--------------|
Control:       Protected        Protected        Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  2  0  1    1  0  1  1  0    1  0  0  1  0    1  0  0  1  0
           ------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      95 1140  250      5 1400    5      5    5  115    260    5    5
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   95 1140  250      5 1400    5      5    5  115    260    5    5
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume:   106 1267  278      6 1556    6      6    6  128    289    6    6
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  106 1267  278      6 1556    6      6    6  128    289    6    6
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:  106 1267  278      6 1556    6      6    6  128    289    6    6
           ------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.90 0.90 0.81   0.90 0.90 0.90   0.93 0.84 0.84   0.93 0.91 0.91
Lanes:       1.00 2.00 1.00   1.00 1.99 0.01   1.00 0.04 0.96   1.00 0.50 0.50
Final Sat.:  1718 3437 1537   1718 3421   12   1769   66 1527   1769  861  861
           ------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.37 0.18   0.00 0.45 0.45   0.00 0.08 0.08   0.16 0.01 0.01
Crit Moves:  ****             ****             ****             ****
Green/Cycle: 0.07 0.59 0.59   0.01 0.52 0.52   0.09 0.10 0.10   0.19 0.19 0.19
Volume/Cap:  0.87 0.62 0.31   0.62 0.87 0.87   0.03 0.87 0.87   0.87 0.03 0.03
Delay/Veh:   89.8 13.9 10.4  141.3 25.5 25.5   41.3 81.7 81.7   60.0 32.9 32.9
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  89.8 13.9 10.4  141.3 25.5 25.5   41.3 81.7 81.7   60.0 32.9 32.9
LOS by Move:    F    B    B      F    C    C      D    F    F      E    C    C
HCM2kAvgQ:      6   14    4      1   25   25      0    7    7     12    0    0
**********************************************************************
Note: Queue reported is the number of cars per lane.
**********************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
-----------------------------------------------------------------------------
                              2030 GPU
                              mitigated
                          1690-10  LIVE OAK GPU
-----------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
*****************************************************************************
Intersection #6 SR 99 / Kola Street
*****************************************************************************
Cycle (sec):           100        Critical Vol./Cap.(X):         0.930
Loss Time (sec):        12 (Y+R=4.0 sec)  Average Delay (sec/veh):      34.4
Optimal Cycle:         126        Level Of Service:                  C
*****************************************************************************
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
           --------------|  |--------------|  |--------------|  |--------------|
Control:        Protected          Protected          Protected          Protected
Rights:          Include            Include            Include            Include
Min. Green:     0    0    0        0    0    0        0    0    0        0    0    0
Lanes:          1  0  1  1  0      1  0  1  1  0      1  0  0  1  0      1  0  0  1  0
           --------------|  |--------------|  |--------------|  |--------------|
Volume Module:
Base Vol:       35 1110   20       95 1430  190      185  135   35       20  135   95
Growth Adj:   1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
Initial Bse:    35 1110   20       95 1430  190      185  135   35       20  135   95
User Adj:     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
PHF Adj:      0.90 0.90 0.90     0.90 0.90 0.90     0.90 0.90 0.90     0.90 0.90 0.90
PHF Volume:     39 1233   22      106 1589  211      206  150   39       22  150  106
Reduct Vol:      0    0    0        0    0    0        0    0    0        0    0    0
Reduced Vol:    39 1233   22      106 1589  211      206  150   39       22  150  106
PCE Adj:      1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
FinalVolume:    39 1233   22      106 1589  211      206  150   39       22  150  106
           --------------|  |--------------|  |--------------|  |--------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900     1900 1900 1900     1900 1900 1900     1900 1900 1900
Adjustment:   0.90 0.90 0.90     0.90 0.89 0.89     0.93 0.95 0.95     0.93 0.92 0.92
Lanes:        1.00 1.96 0.04     1.00 1.77 0.23     1.00 0.79 0.21     1.00 0.59 0.41
Final Sat.:   1718 3366   61     1718 2979  396     1769 1433  371     1769 1025  721
           --------------|  |--------------|  |--------------|  |--------------|
Capacity Analysis Module:
Vol/Sat:      0.02 0.37 0.37     0.06 0.53 0.53     0.12 0.10 0.10     0.01 0.15 0.15
Crit Moves:   ****                    ****          ****                    ****
Green/Cycle:  0.02 0.51 0.51     0.09 0.57 0.57     0.12 0.25 0.25     0.03 0.16 0.16
Volume/Cap:   0.93 0.72 0.72     0.72 0.93 0.93     0.93 0.42 0.42     0.42 0.93 0.93
Delay/Veh:   160.5 20.2 20.2     59.9 28.1 28.1     84.8 31.9 31.9     52.8 77.7 77.7
User DelAdj:  1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
AdjDel/Veh:  160.5 20.2 20.2     59.9 28.1 28.1     84.8 31.9 31.9     52.8 77.7 77.7
LOS by Move:     F    C    C        E    C    C        F    C    C        D    E    E
HCM2kAvgQ:       3   16   16        5   31   31       10    5    5        1   12   12
*****************************************************************************
Note: Queue reported is the number of cars per lane.
*****************************************************************************
```

    Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                              2030 GPU
                             mitigated
                        1690-10  LIVE OAK GPU
```

```
                 Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Base Volume Alternative)
*******************************************************************************
Intersection #7 Pengtn / Township
*******************************************************************************
Cycle (sec):           100          Critical Vol./Cap.(X):         0.601
Loss Time (sec):         0 (Y+R=4.0 sec)  Average Delay (sec/veh):      13.0
Optimal Cycle:           0          Level Of Service:                  B
*******************************************************************************
Street Name:                                      Pennington
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         0    0   1! 0    0    0    0   1! 0    0    0    0   1! 0    0    0   1! 0    0
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20   205   40    70   265   30    65    50    60    20    20    35
Growth Adj:  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   20   205   40    70   265   30    65    50    60    20    20    35
User Adj:    1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     0.90  0.90 0.90  0.90  0.90 0.90  0.90  0.90  0.90  0.90  0.90  0.90
PHF Volume:    22   228   44    78   294   33    72    56    67    22    22    39
Reduct Vol:     0     0    0     0     0    0     0     0     0     0     0     0
Reduced Vol:   22   228   44    78   294   33    72    56    67    22    22    39
PCE Adj:     1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:   22   228   44    78   294   33    72    56    67    22    22    39
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:       0.08  0.77 0.15  0.19  0.73 0.08  0.37  0.29  0.34  0.27  0.27  0.46
Final Sat.:    49   506   99   129   490   55   214   164   197   143   143   249
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.45  0.45 0.45  0.60  0.60 0.60  0.34  0.34  0.34  0.16  0.16  0.16
Crit Moves:        ****              ****              ****              ****
Delay/Veh:   12.2  12.2 12.2  15.2  15.2 15.2  11.3  11.3  11.3   9.8   9.8   9.8
Delay Adj:   1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:  12.2  12.2 12.2  15.2  15.2 15.2  11.3  11.3  11.3   9.8   9.8   9.8
LOS by Move:   B     B    B     C     C    C     B     B     B     A     A     A
ApproachDel:       12.2              15.2              11.3               9.8
Delay Adj:         1.00              1.00              1.00              1.00
ApprAdjDel:        12.2              15.2              11.3               9.8
LOS by Appr:         B                 C                 B                 A
AllWayAvgQ:   0.7   0.7  0.7   1.3   1.3  1.3   0.4   0.4   0.4   0.1   0.1   0.1
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

```
   Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.
```

```
----------------------------------------------------------------------------------
                                    2030 GPU
                                   mitigated
                              1690-10  LIVE OAK GPU
----------------------------------------------------------------------------------
                        Level Of Service Computation Report
                 2000 HCM Unsignalized Method (Base Volume Alternative)
**********************************************************************************
Intersection #8 Pennington Rd / Luther Rd
**********************************************************************************
Average Delay (sec/veh):        7.9       Worst Case Level Of Service: C[ 16.5]
**********************************************************************************
Approach:       North Bound        South Bound        East Bound        West Bound
Movement:    L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign          Stop Sign         Uncontrolled       Uncontrolled
Rights:          Include            Include            Include            Include
Lanes:       0  0  1! 0  0      0  0  1! 0  0      0  0  1! 0  0      0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10   40   20     110   40   55      60  130   15      10   65   55
Growth Adj:  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:   10   40   20     110   40   55      60  130   15      10   65   55
User Adj:    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:     0.90 0.90 0.90    0.90 0.90 0.90    0.90 0.90 0.90    0.90 0.90 0.90
PHF Volume:    11   44   22     122   44   61      67  144   17      11   72   61
Reduct Vol:     0    0    0       0    0    0       0    0    0       0    0    0
FinalVolume:   11   44   22     122   44   61      67  144   17      11   72   61
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5  6.2     7.1  6.5  6.2     4.1 xxxx xxxxx     4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0  3.3     3.5  4.0  3.3     2.2 xxxx xxxxx     2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  464  442  153     444  419  103     133 xxxx xxxxx     161 xxxx xxxxx
Potent Cap.:  512  513  899     524  525  952    1433 xxxx xxxxx    1400 xxxx xxxxx
Move Cap.:    427  484  899     455  496  952    1433 xxxx xxxxx    1400 xxxx xxxxx
Volume/Cap:  0.03 0.09 0.02    0.27 0.09 0.06    0.05 xxxx xxxx    0.01 xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   xxxx xxxx xxxxx    0.1 xxxx xxxxx     0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx    7.6 xxxx xxxxx     7.6 xxxx xxxxx
LOS by Move:   *    *    *       *    *    *       A    *    *       A    *    *
Movement:     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT     LT - LTR - RT
Shared Cap.: xxxx  546 xxxxx   xxxx  539 xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx  xxxxx  2.1 xxxxx   xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 12.7 xxxxx  xxxxx 16.5 xxxxx   xxxxx xxxx xxxxx  xxxxx xxxx xxxxx
Shared LOS:    *    B    *       *    C    *       *    *    *       *    *    *
ApproachDel:       12.7              16.5              xxxxxx             xxxxxx
ApproachLOS:        B                 C                  *                  *
**********************************************************************************
Note: Queue reported is the number of cars per lane.
**********************************************************************************
```

```
                              2030 GPU
                              mitigated
                         1690-10  LIVE OAK GPU
```

```
                   Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
**************************************************************************
Intersection #9 Pennington Rd / Richard Ave
**************************************************************************
Average Delay (sec/veh):      6.0    Worst Case Level Of Service: B[ 12.2]
**************************************************************************
Street Name:            Richard                      Pennington
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign       Stop Sign      Uncontrolled     Uncontrolled
Rights:         Include         Include         Include          Include
Lanes:      0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      45    0  165      0    0    0      0  150   45    115   60    0
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   45    0  165      0    0    0      0  150   45    115   60    0
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume:    50    0  183      0    0    0      0  167   50    128   67    0
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
FinalVolume:   50    0  183      0    0    0      0  167   50    128   67    0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 6.4  6.5  6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx    4.1 xxxx xxxxx
FollowUpTim: 3.5  4.0  3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx    2.2 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 514  514  192 xxxx xxxx xxxxx  xxxx xxxx xxxxx    217 xxxx xxxxx
Potent Cap.: 521  464  850 xxxx xxxx xxxxx  xxxx xxxx xxxxx   1335 xxxx xxxxx
Move Cap.:   480  416  850 xxxx xxxx xxxxx  xxxx xxxx xxxxx   1335 xxxx xxxxx
Volume/Cap: 0.10 0.00 0.22 xxxx xxxx  xxxx  xxxx xxxx  xxxx   0.10 xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx
LOS by Move:  *    *    *      *    *    *      *    *    *      A    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  729 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.3 xxxx xxxxx
Shrd ConDel:xxxxx 12.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx
Shared LOS:   *    B    *      *    *    *      *    *    *      A    *    *
ApproachDel:      12.2             xxxxxx           xxxxxx           xxxxxx
ApproachLOS:       B                 *                *                *
**************************************************************************
Note: Queue reported is the number of cars per lane.
**************************************************************************
```

```
   Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.
```

                                2030 GPU
                               mitigated
                         1690-10 LIVE OAK GPU

                    Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #10 Pengtn Rd / N Street
****
Cycle (sec):   100   Critical Vol./Cap.(X):   0.815
Loss Time (sec):   12 (Y+R=4.0 sec) Average Delay (sec/veh):   42.9
Optimal Cycle: 81   Level Of Service: D
****
Street Name: N Street   Pennington
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Split Phase   Split Phase   Protected   Protected
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 1! 0 0   0 0 1! 0 0   1 0 1 1 0   1 0 1 1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 25 110 255   90 140   35   15 395   45   250 230 135
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 25 110 255   90 140   35   15 395   45   250 230 135
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume: 28 122 283   100 156   39   17 439   50   278 256 150
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 28 122 283   100 156   39   17 439   50   278 256 150
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume: 28 122 283   100 156   39   17 439   50   278 256 150
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.89 0.89 0.89   0.95 0.95 0.95   0.93 0.92 0.92   0.93 0.88 0.88
Lanes: 0.06 0.28 0.66   0.34 0.53 0.13   1.00 1.80 0.20   1.00 1.26 0.74
Final Sat.:   109 478 1107   610 950 237   1769 3128 356   1769 2107 1237
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.26 0.26 0.26   0.16 0.16 0.16   0.01 0.14 0.14   0.16 0.12 0.12
Crit Moves: ****   ****   ****   ****
Green/Cycle: 0.31 0.31 0.31   0.20 0.20 0.20   0.03 0.17 0.17   0.19 0.34 0.34
Volume/Cap: 0.81 0.81 0.81   0.81 0.81 0.81   0.36 0.81 0.81   0.81 0.36 0.36
Delay/Veh: 41.0 41.0 41.0   51.5 51.5 51.5   52.5 48.3 48.3   52.7 25.1 25.1
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 41.0 41.0 41.0   51.5 51.5 51.5   52.5 48.3 48.3   52.7 25.1 25.1
LOS by Move: D   D   D   D   D   D   D   D   D   D   C   C
HCM2kAvgQ: 15   15   15   11   11   11   1   10   10   11   5   5
****
Note: Queue reported is the number of cars per lane.
****

```
----------------------------------------------------------------------------
                              2030 GPU
                              mitigated
                        1690-10  LIVE OAK GPU
----------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
****************************************************************************
Intersection #11 Pengtn Rd / Broadway
****************************************************************************
Average Delay (sec/veh):      7.0      Worst Case Level Of Service: F[ 68.4]
****************************************************************************
Street Name:                                           Pennington
Approach:        North Bound        South Bound       East Bound       West Bound
Movement:      L  -  T  -  R      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|----------------||----------------||---------------||----------------|
Control:         Stop Sign          Stop Sign       Uncontrolled      Uncontrolled
Rights:           Include            Include           Include           Include
Lanes:         0  0  1! 0  0      0  0  0  0  0     0  0  0  1  0     0  1  0  0  0
-----------|----------------||----------------||---------------||----------------|
Volume Module:
Base Vol:       90    0   50      0    0    0      0  590  135     35  515    0
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    90    0   50      0    0    0      0  590  135     35  515    0
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume:    100    0   56      0    0    0      0  656  150     39  572    0
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
FinalVolume:   100    0   56      0    0    0      0  656  150     39  572    0
-----------|----------------||----------------||---------------||----------------|
Critical Gap Module:
Critical Gp:  6.4  6.5  6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0  3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-----------|----------------||----------------||---------------||----------------|
Capacity Module:
Cnflict Vol: 1381 1381  731  xxxx xxxx xxxxx  xxxx xxxx xxxxx   806 xxxx xxxxx
Potent Cap.:  159  144  422  xxxx xxxx xxxxx  xxxx xxxx xxxxx   819 xxxx xxxxx
Move Cap.:    153  137  422  xxxx xxxx xxxxx  xxxx xxxx xxxxx   819 xxxx xxxxx
Volume/Cap:  0.65 0.00 0.13  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.05 xxxx  xxxx
-----------|----------------||----------------||---------------||----------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.6 xxxx xxxxx
LOS by Move:   *    *    *      *    *    *      *    *    *      A    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  198 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  5.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx 68.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.6 xxxx xxxxx
Shared LOS:    *    F    *      *    *    *      *    *    *      A    *    *
ApproachDel:      68.4             xxxxxx           xxxxxx           xxxxxx
ApproachLOS:       F                 *                *                *
****************************************************************************
Note: Queue reported is the number of cars per lane.
****************************************************************************



   Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.
```

                                    2030 GPU
                                    mitigated
                               1690-10 LIVE OAK GPU

                         Level Of Service Computation Report
                  2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #12 SR 99 / Pennington Rd
****
Cycle (sec):   100   Critical Vol./Cap.(X):   0.988
Loss Time (sec):   12 (Y+R=4.0 sec) Average Delay (sec/veh):   51.9
Optimal Cycle: 175   Level Of Service: D
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Protected   Protected
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 1 0 1 1 0   1 0 1 1 0   1 0 1 1 0   1 0 1 1 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 260 1025   25   75 1305   130   170 305   215   85 360   30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 260 1025   25   75 1305   130   170 305   215   85 360   30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 289 1139   28   83 1450   144   189 339   239   94 400   33
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 289 1139   28   83 1450   144   189 339   239   94 400   33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 289 1139   28   83 1450   144   189 339   239   94 400   33
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.90 0.90 0.90 0.89 0.89 0.93 0.87 0.87 0.93 0.92 0.92
Lanes: 1.00 1.95 0.05 1.00 1.82 0.18 1.00 1.17 0.83 1.00 1.85 0.15
Final Sat.:   1718 3341   81 1718 3082   307 1769 1946 1372 1769 3226   269
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.17 0.34 0.34 0.05 0.47 0.47 0.11 0.17 0.17 0.05 0.12 0.12
Crit Moves: ****   ****   ****   ****
Green/Cycle: 0.17 0.57 0.57 0.08 0.48 0.48 0.11 0.18 0.18 0.05 0.13 0.13
Volume/Cap: 0.99 0.60 0.60 0.60 0.99 0.99 0.99 0.97 0.97 0.97 0.99 0.99
Delay/Veh: 90.6 14.8 14.8 51.7 45.4 45.4 106.0 71.2 71.2 129.8 83.3 83.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 90.6 14.8 14.8 51.7 45.4 45.4 106.0 71.2 71.2 129.8 83.3 83.3
LOS by Move: F   B   B   D   D   D   F   E   E   F   F   F
HCM2kAvgQ: 14   13   13   4   33   33   10   14   14   6   11   11
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                              2030 GPU
                             mitigated
                       1690-10 LIVE OAK GPU

                  Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #13 Pengtn Rd / Larkin Road
****
Average Delay (sec/veh):   818.1   Worst Case Level Of Service: F[2563.6]
****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T -	R	L	- T -	R	L	- T -	R	L	- T -	R
Control:		Stop Sign			Stop Sign			Uncontrolled			Uncontrolled	
Rights:		Include			Include			Include			Include	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	25	145	75	190	135	120	125	280	35	45	225	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	145	75	190	135	120	125	280	35	45	225	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	28	161	83	211	150	133	139	311	39	50	250	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	161	83	211	150	133	139	311	39	50	250	106
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1153	1064	331	1133	1031	303	356	xxxx	xxxxx	350	xxxx	xxxxx
Potent Cap.:	174	223	711	180	233	737	1203	xxxx	xxxxx	1209	xxxx	xxxxx
Move Cap.:	47	187	711	38	195	737	1203	xxxx	xxxxx	1209	xxxx	xxxxx
Volume/Cap:	0.59	0.86	0.12	5.51	0.77	0.18	0.12	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	174	xxxxx	xxxx	77	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	18.0	xxxxx	xxxxx	55.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	330	xxxxx	xxxxx	2564	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:		329.8			2563.6			xxxxxx			xxxxxx	
ApproachLOS:		F			F			*			*	

****
Note: Queue reported is the number of cars per lane.
****

```
                              2030 GPU
                              mitigated
                        1690-10  LIVE OAK GPU
```

```
                   Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #14 Pengtn Rd / Orchard Rd
**************************************************************************
Cycle (sec):          100        Critical Vol./Cap.(X):        0.606
Loss Time (sec):       12 (Y+R=4.0 sec)  Average Delay (sec/veh):   24.7
Optimal Cycle:         49        Level Of Service:              C
**************************************************************************
Street Name:                                     Pennington
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|----------------||----------------||----------------||--------------|
Control:       Split Phase       Split Phase        Protected          Protected
Rights:           Include           Include            Include            Include
Min. Green:    0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         0  0  1! 0  0     0  0  1! 0  0     1  0  0  1  0     1  0  0  1  0
------------|----------------||----------------||----------------||--------------|
Volume Module:
Base Vol:      0     0     0    95     0   220   110   320     0     0   345    70
Growth Adj: 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:   0     0     0    95     0   220   110   320     0     0   345    70
User Adj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:    0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90
PHF Volume:    0     0     0   106     0   244   122   356     0     0   383    78
Reduct Vol:    0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   0     0     0   106     0   244   122   356     0     0   383    78
PCE Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:   0     0     0   106     0   244   122   356     0     0   383    78
------------|----------------||----------------||----------------||--------------|
Saturation Flow Module:
Sat/Lane:   1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment: 1.00  1.00  1.00  0.87  1.00  0.87  0.93  0.98  1.00  1.00  0.96  0.96
Lanes:      0.00  1.00  0.00  0.30  0.00  0.70  1.00  1.00  0.00  1.00  0.83  0.17
Final Sat.:    0  1900     0   501     0  1161  1769  1862     0  1900  1509   306
------------|----------------||----------------||----------------||--------------|
Capacity Analysis Module:
Vol/Sat:    0.00  0.00  0.00  0.21  0.00  0.21  0.07  0.19  0.00  0.00  0.25  0.25
Crit Moves:                   ****              ****                    ****
Green/Cycle: 0.00 0.00  0.00  0.35  0.00  0.35  0.11  0.53  0.00  0.00  0.42  0.42
Volume/Cap: 0.00  0.00  0.00  0.61  0.00  0.61  0.61  0.36  0.00  0.00  0.61  0.61
Delay/Veh:   0.0   0.0   0.0  28.8   0.0  28.8  47.4  13.7   0.0   0.0  24.1  24.1
User DelAdj: 1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:  0.0   0.0   0.0  28.8   0.0  28.8  47.4  13.7   0.0   0.0  24.1  24.1
LOS by Move:  A     A     A     C     A     C     D     B     A     A     C     C
HCM2kAvgQ:     0     0     0    10     0    10     5     6     0     0    11    11
**************************************************************************
Note: Queue reported is the number of cars per lane.
**************************************************************************
```

```
--------------------------------------------------------------------------------
                                  2030 GPU
                                  mitigated
                              1690-10  LIVE OAK GPU
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #15 Pengtn Rd / Sinnard Ave
********************************************************************************
Cycle (sec):            100         Critical Vol./Cap.(X):          0.728
Loss Time (sec):          0 (Y+R=4.0 sec)  Average Delay (sec/veh):  15.7
Optimal Cycle:            0         Level Of Service:                 C
********************************************************************************
Street Name:                                        Pennington
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign         Stop Sign         Stop Sign         Stop Sign
Rights:         Include           Include           Include           Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       0  0  1! 0  0    0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     350   60    5    20   60   75    65   30  150    10  100   20
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  350   60    5    20   60   75    65   30  150    10  100   20
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90  0.90 0.90 0.90
PHF Volume:   389   67    6    22   67   83    72   33  167    11  111   22
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  389   67    6    22   67   83    72   33  167    11  111   22
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  389   67    6    22   67   83    72   33  167    11  111   22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.85 0.14 0.01  0.13 0.39 0.48  0.27 0.12 0.61  0.08 0.77 0.15
Final Sat.:   534   92    8    76  227  283   158   73  365    41  408   82
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.73 0.73 0.73  0.29 0.29 0.29  0.46 0.46 0.46  0.27 0.27 0.27
Crit Moves:            ****            ****            ****            ****
Delay/Veh:   20.9 20.9 20.9  10.6 10.6 10.6  12.6 12.6 12.6  11.0 11.0 11.0
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  20.9 20.9 20.9  10.6 10.6 10.6  12.6 12.6 12.6  11.0 11.0 11.0
LOS by Move:   C    C    C     B    B    B     B    B    B     B    B    B
ApproachDel:       20.9            10.6            12.6            11.0
Delay Adj:         1.00            1.00            1.00            1.00
ApprAdjDel:        20.9            10.6            12.6            11.0
LOS by Appr:        C               B               B               B
AllWayAvgQ:  2.2  2.2  2.2   0.3  0.3  0.3   0.7  0.7  0.7   0.3  0.3  0.3
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                              2030 GPU
                              mitigated
                         1690-10 LIVE OAK GPU

                  Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Base Volume Alternative)
****
Intersection #17 Elm Street / N Street
****
Cycle (sec):   100   Critical Vol./Cap.(X):   0.562
Loss Time (sec):   0 (Y+R=4.0 sec) Average Delay (sec/veh):   11.8
Optimal Cycle: 0   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|----------------||----------------||----------------||----------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
-----------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol: 5 275   5   25 340   30   5   30   5   10   15   30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 275   5   25 340   30   5   30   5   10   15   30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 6 306   6   28 378   33   6   33   6   11   17   33
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 6 306   6   28 378   33   6   33   6   11   17   33
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 6 306   6   28 378   33   6   33   6   11   17   33
-----------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.02 0.96 0.02 0.06 0.86 0.08 0.12 0.75 0.13 0.18 0.27 0.55
Final Sat.: 13 723   13   49 672   59   71 425   71   108 163 325
-----------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat: 0.42 0.42 0.42 0.56 0.56 0.56 0.08 0.08 0.08 0.10 0.10 0.10
Crit Moves: ****   ****   ****   ****
Delay/Veh: 10.9 10.9 10.9 13.0 13.0 13.0   9.0 9.0 9.0   8.9 8.9 8.9
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 10.9 10.9 10.9 13.0 13.0 13.0   9.0 9.0 9.0   8.9 8.9 8.9
LOS by Move: B   B   B   B   B   B   A   A   A   A   A   A
ApproachDel: 10.9   13.0   9.0   8.9
Delay Adj: 1.00   1.00   1.00   1.00
ApprAdjDel: 10.9   13.0   9.0   8.9
LOS by Appr: B   B   A   A
AllWayAvgQ: 0.7 0.7 0.7   1.2 1.2 1.2   0.1 0.1 0.1   0.1 0.1 0.1
****
Note: Queue reported is the number of cars per lane.
****

                                    2030 GPU
                                    mitigated
                             1690-10 LIVE OAK GPU

                      Level Of Service Computation Report
                 2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #18 SR 99 / Elm Street
****
Cycle (sec):   100   Critical Vol./Cap.(X):   0.984
Loss Time (sec):   12 (Y+R=4.0 sec) Average Delay (sec/veh):   42.6
Optimal Cycle: 170   Level Of Service: D
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Split Phase   Split Phase
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 1 0 1 1 0   1 0 1 1 0   0 0 1! 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 100 1240   210   25 1590   5   5   50   175   170   20   20
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 100 1240   210   25 1590   5   5   50   175   170   20   20
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90   0.90 0.90 0.90 0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume: 111 1378   233   28 1767   6   6   56   194   189   22   22
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 111 1378   233   28 1767   6   6   56   194   189   22   22
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume: 111 1378   233   28 1767   6   6   56   194   189   22   22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900   1900 1900 1900 1900 1900 1900   1900 1900 1900
Adjustment: 0.90 0.88 0.88   0.90 0.90 0.90 0.88 0.88 0.88   0.93 0.93 0.93
Lanes: 1.00 1.71 0.29   1.00 1.99 0.01 0.02 0.22 0.76   0.81 0.10 0.09
Final Sat.:   1718 2874   487   1718 3426   11   36   363 1270   1430   168   168
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.06 0.48 0.48   0.02 0.52 0.52 0.15 0.15 0.15   0.13 0.13 0.13
Crit Moves: ****   ****   ****   ****
Green/Cycle: 0.07 0.57 0.57   0.02 0.52 0.52 0.16 0.16 0.16   0.13 0.13 0.13
Volume/Cap: 0.98 0.84 0.84   0.84 0.98 0.98 0.98 0.98 0.98   0.98 0.98 0.98
Delay/Veh: 125.9 21.2 21.2 141.7 40.8 40.8 93.2 93.2 93.2   96.8 96.8 96.8
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 125.9 21.2 21.2 141.7 40.8 40.8 93.2 93.2 93.2   96.8 96.8 96.8
LOS by Move: F   C   C   F   D   D   F   F   F   F   F   F
HCM2kAvgQ: 7   24   24   2   35   35   12   12   12   12   12   12
****
Note: Queue reported is the number of cars per lane.
****

                                   2030 GPU
                                  mitigated
                             1690-10 LIVE OAK GPU

                       Level Of Service Computation Report
               2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #19 SR 99 / Archer Ave
****
Average Delay (sec/veh):   163.3   Worst Case Level Of Service: F[8128.1]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0   0   0 1 0   1 0 0 1 0   0 0 0 0   0   0 0 1! 0   0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0 1465   225   25 1945   0   0   0   0   45   0   30
Growth Adj: 1.00 1.00   1.00   1.00 1.00 1.00 1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 0 1465   225   25 1945   0   0   0   0   45   0   30
User Adj: 1.00 1.00   1.00   1.00 1.00 1.00 1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.90 0.90   0.90   0.90 0.90 0.90 0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume: 0 1628   250   28 2161   0   0   0   0   50   0   33
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 0 1628   250   28 2161   0   0   0   0   50   0   33
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   1878 xxxx xxxxx xxxx xxxx xxxxx   3969 3969 1753
Potent Cap.: xxxx xxxx xxxxx   312 xxxx xxxxx xxxx xxxx xxxxx   3   3   106
Move Cap.:   xxxx xxxx xxxxx   312 xxxx xxxxx xxxx xxxx xxxxx   3   3   106
Volume/Cap: xxxx xxxx xxxx   0.09 xxxx xxxx xxxx xxxx xxxx 15.71 0.00 0.31
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx   0.3 xxxx xxxxx xxxx xxxx xxxxx   xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   17.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *   *   *   C   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx   5 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.3 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 8128 xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   F   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   8128.1
ApproachLOS: *   *   *   F
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                              2030 GPU
                              mitigated
                         1690-10  LIVE OAK GPU
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 SR 99 / Coleman Rd
*******************************************************************************
Cycle (sec):          100         Critical Vol./Cap.(X):          0.788
Loss Time (sec):        9 (Y+R=4.0 sec)  Average Delay (sec/veh):       14.1
Optimal Cycle:         66         Level Of Service:                  B
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Ovl             Include          Include            Ovl
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         0  0 2 0 1      1 0 2 0 0      0 0 0 0 0      1 0 0 0 1
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0 1125   10    245 1990    0      0    0    0     85    0  330
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   0 1125   10    245 1990    0      0    0    0     85    0  330
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume:    0 1250   11    272 2211    0      0    0    0     94    0  367
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   0 1250   11    272 2211    0      0    0    0     94    0  367
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:   0 1250   11    272 2211    0      0    0    0     94    0  367
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 1.00 0.90 0.81   0.90 0.90 1.00   1.00 1.00 1.00   0.93 1.00 0.83
Lanes:      0.00 2.00 1.00   1.00 2.00 0.00   0.00 0.00 0.00   1.00 0.00 1.00
Final Sat.:    0 3437 1537   1718 3437    0      0    0    0   1769    0 1583
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.36 0.01   0.16 0.64 0.00   0.00 0.00 0.00   0.05 0.00 0.23
Crit Moves: ****                   ****                              ****
Green/Cycle:0.00 0.57 0.66   0.25 0.82 0.00   0.00 0.00 0.00   0.09 0.00 0.34
Volume/Cap: 0.00 0.64 0.01   0.64 0.79 0.00   0.00 0.00 0.00   0.57 0.00 0.68
Delay/Veh:   0.0 15.3  5.8   36.9  6.2  0.0    0.0  0.0  0.0   48.3  0.0 31.8
User DelAdj:1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  0.0 15.3  5.8   36.9  6.2  0.0    0.0  0.0  0.0   48.3  0.0 31.8
LOS by Move:   A    B    A      D    A    A      A    A    A      D    A    C
HCM2kAvgQ:     0   14    0      8   20    0      0    0    0      4    0   11
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                              2030 GPU
                              mitigated
                        1690-10 LIVE OAK GPU

                   Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #21 SR 99 / Bishop Ave
****
Cycle (sec):   100   Critical Vol./Cap.(X):   0.817
Loss Time (sec):   9 (Y+R=4.0 sec) Average Delay (sec/veh):   12.0
Optimal Cycle: 73   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
----------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Split Phase   Split Phase
Rights: Ovl   Include   Include   Ovl
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 1 1 0   1 0 2 0 0   0 0 0 0 0   1 0 0 0 1
----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0 1075   125   30 1970   0   0   0   0   170   0 150
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 0 1075   125   30 1970   0   0   0   0   170   0 150
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume: 0 1194   139   33 2189   0   0   0   0   189   0 167
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 0 1194   139   33 2189   0   0   0   0   189   0 167
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume: 0 1194   139   33 2189   0   0   0   0   189   0 167
----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 1.00 0.89 0.89   0.90 0.90 1.00   1.00 1.00 1.00   0.93 1.00 0.83
Lanes: 0.00 1.79 0.21   1.00 2.00 0.00   0.00 0.00 0.00   1.00 0.00 1.00
Final Sat.:   0 3029   352   1718 3437   0   0   0   0   1769   0 1583
----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.00 0.39 0.39   0.02 0.64 0.00   0.00 0.00 0.00   0.11 0.00 0.11
Crit Moves: ****   ****   ****
Green/Cycle: 0.00 0.74 0.87   0.04 0.78 0.00   0.00 0.00 0.00   0.13 0.00 0.17
Volume/Cap: 0.00 0.53 0.45   0.53 0.82 0.00   0.00 0.00 0.00   0.82 0.00 0.63
Delay/Veh: 0.0 5.7   1.4   55.7 8.8 0.0   0.0 0.0 0.0   62.2 0.0 43.6
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 0.0 5.7   1.4   55.7 8.8 0.0   0.0 0.0 0.0   62.2 0.0 43.6
LOS by Move: A   A   A   E   A   A   A   A   A   E   A   D
HCM2kAvgQ: 0   9   5   2   23   0   0   0   0   8   0   6
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                2030 GPU
                                mitigated
                         1690-10 LIVE OAK GPU

                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #22 township Rd / Paseo Rd
****
Average Delay (sec/veh):   4.2   Worst Case Level Of Service: B[14.8]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|----------------||----------------||----------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0 0 0 1 0   0 1 0 0 0   0 0 1! 0 0   0 0 1! 0 0
------------|----------------||----------------||----------------||---------------|
Volume Module:
Base Vol: 0 105   95   80 320   0   0   0   0   105   0   70
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 0 105   95   80 320   0   0   0   0   105   0   70
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume: 0 105   95   80 320   0   0   0   0   105   0   70
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 0 105   95   80 320   0   0   0   0   105   0   70
------------|----------------||----------------||----------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   7.1 6.5 6.2   6.4 6.5 6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5 4.0 3.3   3.5 4.0 3.3
------------|----------------||----------------||----------------||---------------|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx   200 xxxx xxxxx   668 680 320   633 633 153
Potent Cap.: xxxx xxxx xxxxx   1354 xxxx xxxxx   372 373 721   447 400 899
Move Cap.: xxxx xxxx xxxxx   1354 xxxx xxxxx   327 350 721   426 375 899
Volume/Cap: xxxx xxxx xxxx   0.06 xxxx xxxx   0.00 0.00 0.00   0.25 0.00 0.08
------------|----------------||----------------||----------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx   0.2 xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: *   *   *   A   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx   0 xxxxx   xxxx 540 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 1.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 14.8 xxxxx
Shared LOS: *   *   *   A   *   *   *   *   *   *   B   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   14.8
ApproachLOS: *   *   *   B
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
------------------------------------------------------------------------------
                              2030 GPU
                              mitigated
                         1690-10  LIVE OAK GPU
------------------------------------------------------------------------------
                   Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #23 Larkin Road / Paseo Rd
********************************************************************************
Cycle (sec):           100          Critical Vol./Cap.(X):         0.844
Loss Time (sec):         0 (Y+R=4.0 sec)  Average Delay (sec/veh):    26.0
Optimal Cycle:           0           Level Of Service:                 D
********************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:      L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:    0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         0  0  1! 0  0     0  0  1! 0  0     0  0  1! 0  0     0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       65   105    40   200   160    15    40   180   115    55   115   140
Growth Adj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    65   105    40   200   160    15    40   180   115    55   115   140
User Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:      0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90  0.90
PHF Volume:     72   117    44   222   178    17    44   200   128    61   128   156
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:    72   117    44   222   178    17    44   200   128    61   128   156
PCE Adj:      1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:      1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:    72   117    44   222   178    17    44   200   128    61   128   156
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:        0.31  0.50  0.19  0.53  0.43  0.04  0.12  0.54  0.34  0.18  0.37  0.45
Final Sat.:    130   211    80   263   211    20    59   264   169    86   179   218
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.55  0.55  0.55  0.84  0.84  0.84  0.76  0.76  0.76  0.71  0.71  0.71
Crit Moves:         ****                    ****  ****                    ****
Delay/Veh:    17.2  17.2  17.2  34.2  34.2  34.2  25.5  25.5  25.5  22.7  22.7  22.7
Delay Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   17.2  17.2  17.2  34.2  34.2  34.2  25.5  25.5  25.5  22.7  22.7  22.7
LOS by Move:    C     C     C     D     D     D     D     D     D     C     C     C
ApproachDel:        17.2              34.2              25.5              22.7
Delay Adj:          1.00              1.00              1.00              1.00
ApprAdjDel:         17.2              34.2              25.5              22.7
LOS by Appr:         C                 D                 D                 C
AllWayAvgQ:   0.8   0.8   0.8   3.3   3.3   3.3   2.1   2.1   2.1   1.7   1.7   1.7
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

    Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                                    2030 GPU
                                    mitigated
                             1690-10  LIVE OAK GPU
---------------------------------------------------------------------------
                      Level Of Service Computation Report
                 2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #24 SR 99 / Paseo Rd
********************************************************************************
Cycle (sec):          100          Critical Vol./Cap.(X):          1.108
Loss Time (sec):       12 (Y+R=4.0 sec) Average Delay (sec/veh):     67.5
Optimal Cycle:        180          Level Of Service:                  E
********************************************************************************
Approach:        North Bound        South Bound        East Bound         West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
            -----------|---------------||---------------||---------------||---------------|
Control:         Protected          Protected          Protected          Protected
Rights:           Include            Include              Ovl              Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         2  0  1  1  0    1  0  1  1  0    1  0  1  0  1    1  0  0  1  0
            -----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      325 1110    15     10 1880    40     10    50   430     80    65    15
Growth Adj:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:   325 1110    15     10 1880    40     10    50   430     80    65    15
User Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:      0.90 0.90  0.90   0.90 0.90  0.90   0.90 0.90  0.90   0.90 0.90  0.90
PHF Volume:    361 1233    17     11 2089    44     11    56   478     89    72    17
Reduct Vol:      0    0     0      0    0     0      0     0     0      0     0     0
Reduced Vol:   361 1233    17     11 2089    44     11    56   478     89    72    17
PCE Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
FinalVolume:   361 1233    17     11 2089    44     11    56   478     89    72    17
            -----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900  1900   1900 1900  1900   1900 1900  1900   1900 1900  1900
Adjustment:   0.88 0.90  0.90   0.90 0.90  0.90   0.93 0.98  0.83   0.93 0.95  0.95
Lanes:        2.00 1.97  0.03   1.00 1.96  0.04   1.00 1.00  1.00   1.00 0.81  0.19
Final Sat.:   3334 3384    46   1718 3355    71   1769 1862  1583   1769 1471   339
            -----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.11 0.36  0.36   0.01 0.62  0.62   0.01 0.03  0.30   0.05 0.05  0.05
Crit Moves:   ****                    ****                    ****   ****
Green/Cycle:  0.10 0.65  0.65   0.01 0.56  0.56   0.02 0.17  0.27   0.05 0.20  0.20
Volume/Cap:   1.11 0.56  0.56   0.56 1.11  1.11   0.25 0.17  1.11   1.11 0.25  0.25
Delay/Veh:   127.1 10.1  10.1   81.3 78.6  78.6   50.8 35.4 112.2  180.4 34.4  34.4
User DelAdj:  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
AdjDel/Veh:  127.1 10.1  10.1   81.3 78.6  78.6   50.8 35.4 112.2  180.4 34.4  34.4
LOS by Move:    F    B     B      F    E     E      D    D     F      F    C     C
HCM2kAvgQ:      11   11    11      1   52    52      1    2    24      6    2     2
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                    2030 GPU
                                    mitigated
                             1690-10 LIVE OAK GPU

                        Level Of Service Computation Report
                  2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #25 SR 99 / APRICOT
****
Average Delay (sec/veh): 610900.4   Worst Case Level Of Service: F[xxxxx]
****
Street Name: SR 99   APRICOT
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 1 0 0   0 0 1 0 1   0 0 1! 0 0   0 0 0 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 210 1255   0   0 1630   350   340   0   210   0   0   0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 210 1255   0   0 1630   350   340   0   210   0   0   0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 233 1394   0   0 1811   389   378   0   233   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 233 1394   0   0 1811   389   378   0   233   0   0   0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2200 xxxx xxxxx xxxx xxxx xxxxx 3672 3672 1811 xxxx xxxx xxxxx
Potent Cap.: 233 xxxx xxxxx xxxx xxxx xxxxx   5   5   98 xxxx xxxx xxxxx
Move Cap.:   233 xxxx xxxxx xxxx xxxx xxxxx   0   0   98 xxxx xxxx xxxxx
Volume/Cap: 1.00 xxxx xxxx xxxx xxxx xxxx xxxx 0.00 2.39 xxxx xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 9.4 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:103.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: F   *   *   *   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx   0 xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 79.3 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   F   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: *   *   F   *
****
Note: Queue reported is the number of cars per lane.
****

```
                                  2030 GPU
                                 mitigated
                           1690-10  LIVE OAK GPU
```

```
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
**************************************************************************
Intersection #26 SR 99  / ASH ST
**************************************************************************
Average Delay (sec/veh):    425.1     Worst Case Level Of Service: F[12104.7]
**************************************************************************
Street Name:             SR 99                           ASH ST
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled      Uncontrolled       Stop Sign         Stop Sign
Rights:          Include           Include           Include           Include
Lanes:        0  0  1  0  1     1  0  1  0  0     0  0  0  0  0     0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1460   110    15 1850     0     0    0     0   110    0    15
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1460   110    15 1850     0     0    0     0   110    0    15
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:     0 1622   122    17 2056     0     0    0     0   122    0    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1622   122    17 2056     0     0    0     0   122    0    17
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1744 xxxx xxxxx  xxxx xxxx xxxxx  3711 3711  1622
Potent Cap.: xxxx xxxx xxxxx   352 xxxx xxxxx  xxxx xxxx xxxxx     5    5   127
Move Cap.:   xxxx xxxx xxxxx   352 xxxx xxxxx  xxxx xxxx xxxxx     5    4   127
Volume/Cap:  xxxx xxxx  xxxx  0.05 xxxx  xxxx  xxxx xxxx  xxxx 24.90 0.00  0.13
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  15.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *     *     C    *     *     *    *     *     *    *     *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    6 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 19.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:   *    *     *     *    *     *     *    *     *     *    F     *
ApproachDel:    xxxxxx            xxxxxx            xxxxxx            xxxxxx
ApproachLOS:      *                 *                 *                 F
**************************************************************************
Note: Queue reported is the number of cars per lane.
**************************************************************************
```


     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

2030 GPU
mitigated
1690-10 LIVE OAK GPU

Scenario Report

Scenario: GPU KOLA PM

Command: Default Command
Volume: GPU KOLA PM
Geometry: existing
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

.

2030 GPU
mitigated
1690-10 LIVE OAK GPU

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Township Rd /	0	215	90	240	240	0	0	0	0	105	0	75
2	SR 99 / Rivei	90	1080	25	10	770	10	85	55	140	15	35	15
3	Larkin Road /	30	550	20	35	540	15	30	40	20	30	35	5
5	SR 99 / Ramsd	40	1585	395	35	1265	5	15	80	85	470	60	35
6	SR 99 / Kola	110	1755	25	150	1405	325	295	150	50	25	160	75
7	Pengtn / Town	45	365	65	35	235	35	60	45	20	45	75	35
8	Pennington Rd	10	40	10	55	45	65	60	50	10	20	130	110
9	Pennington Rd	60	0	135	0	0	0	0	55	55	175	145	0
10	Pengtn Rd / N	50	180	265	130	170	45	45	195	35	290	165	125
11	Pengtn Rd / B	75	0	115	0	0	0	0	470	120	85	800	0
12	SR 99 / Penni	210	1470	40	35	1300	180	310	120	195	135	175	50
13	Pengtn Rd / L	40	280	50	185	185	250	105	115	20	30	140	90
14	Pengtn Rd / O	0	0	0	130	0	175	120	170	0	0	115	160
15	Pengtn Rd / S	105	35	5	15	35	105	95	60	115	5	100	15
17	Elm Street /	5	365	40	5	270	15	5	5	5	45	25	50
18	SR 99 / Elm S	180	1550	190	15	1615	5	5	15	140	180	15	15
19	SR 99 / Arche	0	1905	200	10	2060	0	0	0	0	80	0	15
20	SR 99 / Colem	0	2005	120	565	1615	0	0	0	0	40	0	245
21	SR 99 / Bisho	0	1840	205	130	1595	0	0	0	0	95	0	70
22	township Rd /	0	350	105	65	205	0	0	0	0	95	0	70
23	Larkin Road /	75	225	30	70	195	45	65	155	40	80	80	175
24	SR 99 / Paseo	613	2035	100	10	1550	5	10	45	245	120	75	95
25	SR 99 / APRIC	195	1780	0	0	1785	360	360	0	195	0	0	0
26	SR 99 / ASH	0	1970	115	10	1990	0	0	0	0	115	0	10

2030 GPU
mitigated
1690-10 LIVE OAK GPU

Impact Analysis Report
Level Of Service

Intersection		Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 1 Township Rd / Riviera Rd		D 33.3	0.000	D 33.3	0.000	+ 0.000 D/V
# 2 SR 99 / Riveira Rd		B 18.1	0.543	B 18.1	0.543	+ 0.000 D/V
# 3 Larkin Road / Riviera Road		E 47.3	0.000	E 47.3	0.000	+ 0.000 D/V
# 5 SR 99 / Ramsdell Drive		D 47.0	1.009	D 47.0	1.009	+ 0.000 D/V
# 6 SR 99 / Kola Street		E 74.5	1.083	E 74.5	1.083	+ 0.000 D/V
# 7 Pengtn / Township		C 16.9	0.756	C 16.9	0.756	+ 0.000 V/C
# 8 Pennington Rd / Luther Rd		B 14.1	0.000	B 14.1	0.000	+ 0.000 D/V
# 9 Pennington Rd / Richard Ave		B 12.5	0.000	B 12.5	0.000	+ 0.000 D/V
# 10 Pengtn Rd / N Street		D 47.8	0.850	D 47.8	0.850	+ 0.000 D/V
# 11 Pengtn Rd / Broadway		F 93.7	0.000	F 93.7	0.000	+ 0.000 D/V
# 12 SR 99 / Pennington Rd		D 41.5	0.959	D 41.5	0.959	+ 0.000 D/V
# 13 Pengtn Rd / Larkin Road		F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
# 14 Pengtn Rd / Orchard Rd		C 25.1	0.491	C 25.1	0.491	+ 0.000 D/V
# 15 Pengtn Rd / Sinnard Ave		A 9.7	0.388	A 9.7	0.388	+ 0.000 V/C
# 17 Elm Street / N Street		B 11.8	0.565	B 11.8	0.565	+ 0.000 V/C
# 18 SR 99 / Elm Street		D 35.9	0.948	D 35.9	0.948	+ 0.000 D/V
# 19 SR 99 / Archer Ave		F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V
# 20 SR 99 / Coleman Rd		D 45.6	1.081	D 45.6	1.081	+ 0.000 D/V
# 21 SR 99 / Bishop Ave		B 12.1	0.848	B 12.1	0.848	+ 0.000 D/V
# 22 township Rd / Paseo Rd		C 18.8	0.000	C 18.8	0.000	+ 0.000 D/V
# 23 Larkin Road / Paseo Rd		C 20.2	0.697	C 20.2	0.697	+ 0.000 V/C
# 24 SR 99 / Paseo Rd		C 28.4	0.881	C 28.4	0.881	+ 0.000 D/V
# 25 SR 99 / APRICOT		F OVRFL	0.000	F OVRFL	0.000	+ 0.000 D/V

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                              2030 GPU
                              mitigated
                      1690-10 LIVE OAK GPU

Intersection	Base			Future			Change
		Del/	V/		Del/	V/	in
	LOS	Veh	C	LOS	Veh	C	
# 26 SR 99 / ASH ST	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 D/V

```
                              2030 GPU
                              mitigated
                        1690-10  LIVE OAK GPU
----------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
****************************************************************************
Intersection #1 Township Rd / Riviera Rd
****************************************************************************
Average Delay (sec/veh):      8.4      Worst Case Level Of Service: D[ 33.3]
****************************************************************************
Street Name:                                       Riviera
Approach:        North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled     Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:       1  0  0  1  0    1  0  0  1  0    0  0  0  0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0   215   90   240   240    0    0    0    0   105    0    75
Growth Adj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00
Initial Bse:   0   215   90   240   240    0    0    0    0   105    0    75
User Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00
PHF Adj:    0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95 0.95 0.95 0.95  0.95
PHF Volume:    0   226   95   253   253    0    0    0    0   111    0    79
Reduct Vol:    0    0    0    0    0     0    0    0    0    0    0     0
FinalVolume:   0   226   95   253   253    0    0    0    0   111    0    79
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  4.1 xxxx xxxxx xxxxx xxxx xxxxx  6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx  2.2 xxxx xxxxx xxxxx xxxx xxxxx  3.5  4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  321 xxxx xxxxx xxxx xxxx xxxxx 1032 1032   274
Potent Cap.: xxxx xxxx xxxxx 1239 xxxx xxxxx xxxx xxxx xxxxx  258  233   765
Move Cap.:   xxxx xxxx xxxxx 1239 xxxx xxxxx xxxx xxxx xxxxx  218  185   765
Volume/Cap:  xxxx xxxx  xxxx 0.20 xxxx  xxxx xxxx xxxx  xxxx 0.51 0.00  0.10
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  0.8 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:  *    *    *     A    *    *    *    *    *    *    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx  310 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  3.8 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 33.3 xxxxx
Shared LOS:   *    *    *     *    *    *    *    *    *    *    D    *
ApproachDel:   xxxxxx          xxxxxx          xxxxxx          33.3
ApproachLOS:      *               *               *               D
****************************************************************************
Note: Queue reported is the number of cars per lane.
****************************************************************************
```

                                2030 GPU
                                mitigated
                         1690-10 LIVE OAK GPU

                     Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #2 SR 99 / Riveira Rd
****
Cycle (sec):   100   Critical Vol./Cap.(X):   0.543
Loss Time (sec):   12 (Y+R=4.0 sec) Average Delay (sec/veh):   18.1
Optimal Cycle: 44   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Protected   Protected
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 1 0 1 1 0   1 0 1 1 0   1 0 0 1 0   1 0 0 1 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 90 1080   25   10 770   10   85   55 140   15   35   15
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 90 1080   25   10 770   10   85   55 140   15   35   15
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 95 1137   26   11 811   11   89   58 147   16   37   16
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 95 1137   26   11 811   11   89   58 147   16   37   16
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 95 1137   26   11 811   11   89   58 147   16   37   16
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900   1900 1900 1900   1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.90 0.90   0.90 0.90 0.90   0.93 0.87 0.87 0.93 0.94 0.94
Lanes: 1.00 1.95 0.05   1.00 1.97 0.03   1.00 0.28 0.72 1.00 0.70 0.30
Final Sat.: 1718 3349   78   1718 3386   44   1769 468 1192 1769 1245 533
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.06 0.34 0.34   0.01 0.24 0.24   0.05 0.12 0.12 0.01 0.03 0.03
Crit Moves: ****   ****   ****   ****
Green/Cycle: 0.12 0.62 0.62   0.01 0.52 0.52   0.15 0.23 0.23 0.02 0.09 0.09
Volume/Cap: 0.46 0.54 0.54   0.54 0.46 0.46   0.33 0.54 0.54 0.54 0.33 0.33
Delay/Veh: 42.7 10.9 10.9   77.3 15.5 15.5   38.4 35.7 35.7 68.3 43.9 43.9
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 42.7 10.9 10.9   77.3 15.5 15.5   38.4 35.7 35.7 68.3 43.9 43.9
LOS by Move: D   B   B   E   B   B   D   D   D   E   D   D
HCM2kAvgQ: 3   11   11   1   8   8   3   6   6   1   2   2
****
Note: Queue reported is the number of cars per lane.
****

                            2030 GPU
                            mitigated
                    1690-10 LIVE OAK GPU

                  Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #3 Larkin Road / Riviera Road
****
Average Delay (sec/veh):   5.6   Worst Case Level Of Service: E[47.3]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 0 1 0   1 0 0 1 0   1 0 0 1 0   1 0 0 1 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 30 550   20   35 540   15   30   40   20   30   35   5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 550   20   35 540   15   30   40   20   30   35   5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 32 579   21   37 568   16   32   42   21   32   37   5
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 32 579   21   37 568   16   32   42   21   32   37   5
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.1 6.5   6.2   7.1 6.5   6.2
FollowUpTim: 2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5 4.0   3.3   3.5 4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 584 xxxx xxxxx   600 xxxx xxxxx 1324 1313   576 1334 1311   589
Potent Cap.: 981 xxxx xxxxx   967 xxxx xxxxx   132 157   513   130 157   504
Move Cap.:   981 xxxx xxxxx   967 xxxx xxxxx   100 146   513   92 147   504
Volume/Cap: 0.03 xxxx xxxx 0.04 xxxx xxxx 0.32 0.29 0.04 0.34 0.25 0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: 0.1 xxxx xxxxx   0.1 xxxx xxxxx   1.2 xxxx xxxxx   1.3 xxxx xxxxx
Control Del: 8.8 xxxx xxxxx   8.9 xxxx xxxxx 57.0 xxxx xxxxx 63.6 xxxx xxxxx
LOS by Move: A   *   *   A   *   *   F   *   *   F   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx   192 xxxx xxxx   161
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   1.4 xxxxx xxxx   1.0
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 32.7 xxxxx xxxx 35.1
Shared LOS: *   *   *   *   *   *   *   *   D   *   *   E
ApproachDel: xxxxxx   xxxxxx   40.8   47.3
ApproachLOS: *   *   E   E
****
Note: Queue reported is the number of cars per lane.
****

```
                                      2030 GPU
                                      mitigated
                              1690-10  LIVE OAK GPU
```

```
                      Level Of Service Computation Report
                 2000 HCM Operations Method (Base Volume Alternative)
*************************************************************************************
Intersection #5 SR 99 / Ramsdell Drive
*************************************************************************************
Cycle (sec):           100            Critical Vol./Cap.(X):         1.009
Loss Time (sec):        12 (Y+R=4.0 sec) Average Delay (sec/veh):      47.0
Optimal Cycle:         180            Level Of Service:                D
*************************************************************************************
Approach:        North Bound        South Bound        East Bound        West Bound
Movement:     L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Control:        Protected          Protected          Protected          Protected
Rights:          Include            Include            Include            Include
Min. Green:    0    0    0        0    0    0        0    0    0        0    0    0
Lanes:       1  0  2  0  1      1  0  1  1  0      1  0  0  1  0      1  0  0  1  0
------------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol:      40 1585   395     35 1265     5     15   80   85     470   60    35
Growth Adj:  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00  1.00
Initial Bse:   40 1585   395     35 1265     5     15   80   85     470   60    35
User Adj:    1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95   0.95 0.95  0.95   0.95 0.95 0.95   0.95 0.95  0.95
PHF Volume:    42 1668   416     37 1332     5     16   84   89     495   63    37
Reduct Vol:     0    0     0      0    0     0      0    0    0       0    0     0
Reduced Vol:   42 1668   416     37 1332     5     16   84   89     495   63    37
PCE Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00  1.00
FinalVolume:   42 1668   416     37 1332     5     16   84   89     495   63    37
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900   1900 1900  1900   1900 1900 1900   1900 1900  1900
Adjustment:  0.90 0.90  0.81   0.90 0.90  0.90   0.93 0.90 0.90   0.93 0.93  0.93
Lanes:       1.00 2.00  1.00   1.00 1.99  0.01   1.00 0.48 0.52   1.00 0.63  0.37
Final Sat.:  1718 3437  1537   1718 3420    14   1769  833  885   1769 1111   648
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.49  0.27   0.02 0.39  0.39   0.01 0.10 0.10   0.28 0.06  0.06
Crit Moves:       ****            ****                  ****       ****
Green/Cycle: 0.03 0.48  0.48   0.02 0.47  0.47   0.05 0.10 0.10   0.28 0.33  0.33
Volume/Cap:  0.82 1.01  0.56   1.01 0.82  0.82   0.17 1.01 1.01   1.01 0.17  0.17
Delay/Veh:  113.2 50.2  19.4  200.5 26.3  26.3   46.3  116 115.9  79.0 24.2  24.2
User DelAdj: 1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00  1.00
AdjDel/Veh: 113.2 50.2  19.4  200.5 26.3  26.3   46.3  116 115.9  79.0 24.2  24.2
LOS by Move:   F    D     B      F    C     C      D    F    F      E    C     C
HCM2kAvgQ:      3   35     9      3   21    21      1   10   10     22    2     2
*************************************************************************************
Note: Queue reported is the number of cars per lane.
*************************************************************************************
```

```
                                     2030 GPU
                                     mitigated
                              1690-10  LIVE OAK GPU
```

```
                        Level Of Service Computation Report
                   2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #6 SR 99 / Kola Street
********************************************************************************
Cycle (sec):         100            Critical Vol./Cap.(X):          1.083
Loss Time (sec):      12 (Y+R=4.0 sec) Average Delay (sec/veh):       74.5
Optimal Cycle:       180            Level Of Service:                 E
********************************************************************************
Approach:        North Bound        South Bound        East Bound         West Bound
Movement:     L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected          Protected          Protected          Protected
Rights:          Include            Include            Include            Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  1  1  0   1  0  1  1  0   1  0  0  1  0   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     110 1755   25    150 1405  325    295  150   50     25  160   75
Growth Adj:  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  110 1755   25    150 1405  325    295  150   50     25  160   75
User Adj:    1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.95 0.95  0.95  0.95 0.95 0.95  0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume:   116 1847   26    158 1479  342    311  158   53     26  168   79
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  116 1847   26    158 1479  342    311  158   53     26  168   79
PCE Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:  116 1847   26    158 1479  342    311  158   53     26  168   79
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900 1900  1900 1900 1900   1900 1900 1900
Adjustment:  0.90 0.90  0.90  0.90 0.88 0.88  0.93 0.94 0.94   0.93 0.93 0.93
Lanes:       1.00 1.97  0.03  1.00 1.62 0.38  1.00 0.75 0.25   1.00 0.68 0.32
Final Sat.:  1718 3382    48  1718 2713  628  1769 1345  448   1769 1207  566
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.55  0.55  0.09 0.55 0.55  0.18 0.12 0.12   0.01 0.14 0.14
Crit Moves:       ****             ****             ****             ****
Green/Cycle: 0.06 0.50  0.50  0.08 0.52 0.52  0.16 0.26 0.26   0.03 0.13 0.13
Volume/Cap:  1.04 1.08  1.08  1.08 1.04 1.04  1.08 0.45 0.45   0.45 1.08 1.08
Delay/Veh:  143.1 72.8  72.8 144.3 56.4 56.4 119.0 31.9 31.9   53.1  127 127.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 143.1 72.8  72.8 144.3 56.4 56.4 119.0 31.9 31.9   53.1  127 127.0
LOS by Move:    F    E     E     F    E    E     F    C    C      D    F    F
HCM2kAvgQ:      7   44    44    10   40   40    17    6    6      1   14   14
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
------------------------------------------------------------------------
                            2030 GPU
                            mitigated
                     1690-10  LIVE OAK GPU
------------------------------------------------------------------------
               Level Of Service Computation Report
          2000 HCM 4-Way Stop Method (Base Volume Alternative)
************************************************************************
Intersection #7 Pengtn / Township
************************************************************************
Cycle (sec):         100          Critical Vol./Cap.(X):        0.756
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):   16.9
Optimal Cycle:         0          Level Of Service:               C
************************************************************************
Street Name:                                    Pennington
Approach:      North Bound       South Bound      East Bound      West Bound
Movement:    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||---------------||---------------|
Control:      Stop Sign         Stop Sign        Stop Sign        Stop Sign
Rights:        Include           Include          Include          Include
Min. Green:   0    0    0       0    0    0      0    0    0      0    0    0
Lanes:       0  0  1! 0  0     0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|----------------||----------------||---------------||---------------|
Volume Module:
Base Vol:     45  365   65     35  235   35     60   45   20     45   75   35
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  45  365   65     35  235   35     60   45   20     45   75   35
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume:   47  384   68     37  247   37     63   47   21     47   79   37
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  47  384   68     37  247   37     63   47   21     47   79   37
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:  47  384   68     37  247   37     63   47   21     47   79   37
------------|----------------||----------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes:      0.09 0.77 0.14   0.11 0.78 0.11   0.48 0.36 0.16   0.29 0.48 0.23
Final Sat.:   63  508   90     71  473   71    236  177   79    148  247  115
------------|----------------||----------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.76 0.76 0.76   0.52 0.52 0.52   0.27 0.27 0.27   0.32 0.32 0.32
Crit Moves:      ****             ****             ****             ****
Delay/Veh:  22.0 22.0 22.0   14.0 14.0 14.0   11.4 11.4 11.4   11.7 11.7 11.7
Delay Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 22.0 22.0 22.0   14.0 14.0 14.0   11.4 11.4 11.4   11.7 11.7 11.7
LOS by Move:  C    C    C      B    B    B      B    B    B      B    B    B
ApproachDel:      22.0             14.0             11.4             11.7
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       22.0             14.0             11.4             11.7
LOS by Appr:       C                B                B                B
AllWayAvgQ: 2.5  2.5  2.5    0.9  0.9  0.9    0.3  0.3  0.3    0.4  0.4  0.4
************************************************************************
Note: Queue reported is the number of cars per lane.
************************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                2030 GPU
                                mitigated
                          1690-10 LIVE OAK GPU

                    Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #8 Pennington Rd / Luther Rd
****
Average Delay (sec/veh):   6.2   Worst Case Level Of Service: B[14.1]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Uncontrolled   Uncontrolled
Rights: Include   Include   Include   Include
Lanes: 0   0 1! 0   0   0   0 1! 0   0   0   0 1! 0   0   0   0 1! 0   0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 10   40   10   55   45   65   60   50   10   20   130   110
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10   40   10   55   45   65   60   50   10   20   130   110
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 11   42   11   58   47   68   63   53   11   21   137   116
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 11   42   11   58   47   68   63   53   11   21   137   116
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 7.1   6.5   6.2   7.1   6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim: 3.5   4.0   3.3   3.5   4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 479   479   58   447   426   195   253 xxxx xxxxx   63 xxxx xxxxx
Potent Cap.: 500   489 1014   521   520   847 1295 xxxx xxxxx 1521 xxxx xxxxx
Move Cap.:   405   458 1014   457   487   847 1295 xxxx xxxxx 1521 xxxx xxxxx
Volume/Cap: 0.03 0.09 0.01 0.13 0.10 0.08 0.05 xxxx xxxx 0.01 xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx   0.2 xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx   7.4 xxxx xxxxx
LOS by Move: *   *   *   *   *   *   A   *   *   A   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx   492 xxxxx xxxx   570 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx   0.4 xxxxx xxxxx   1.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 13.4 xxxxx xxxxx 14.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   B   *   *   B   *   *   *   *   *   *   *
ApproachDel: 13.4   14.1   xxxxxx   xxxxxx
ApproachLOS: B   B   *   *
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                            2030 GPU
                            mitigated
                       1690-10  LIVE OAK GPU
```

```
                  Level Of Service Computation Report
         2000 HCM Unsignalized Method (Base Volume Alternative)
************************************************************************
Intersection #9 Pennington Rd / Richard Ave
************************************************************************
Average Delay (sec/veh):     6.1     Worst Case Level Of Service: B[ 12.5]
************************************************************************
Street Name:              Richard                    Pennington
Approach:        North Bound       South Bound     East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R    L  -  T  -  R     L  -  T  -  R
           ---------------||---------------||---------------||---------------|
Control:       Stop Sign         Stop Sign       Uncontrolled      Uncontrolled
Rights:         Include           Include          Include           Include
Lanes:       0  0  1! 0  0     0  0  0  0  0    0  0  0  1  0     0  1  0  0  0
           ---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     60    0   135     0    0    0     0   55   55    175  145    0
Growth Adj: 1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:  60    0   135     0    0    0     0   55   55    175  145    0
User Adj:   1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:    0.95 0.95  0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95  0.95
PHF Volume:   63    0   142     0    0    0     0   58   58    184  153    0
Reduct Vol:    0    0     0     0    0    0     0    0    0      0    0    0
FinalVolume:  63    0   142     0    0    0     0   58   58    184  153    0
           ---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
           ---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 608  608    87  xxxx xxxx xxxxx  xxxx xxxx xxxxx   116 xxxx xxxxx
Potent Cap.: 459  410   972  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1454 xxxx xxxxx
Move Cap.:   409  352   972  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1454 xxxx xxxxx
Volume/Cap: 0.15 0.00  0.15  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.13 xxxx  xxxx
           ---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.8 xxxx xxxxx
LOS by Move:  *    *    *     *    *    *      *    *    *       A    *    *
Movement:    LT - LTR - RT    LT - LTR - RT   LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  683 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx  1.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  0.4 xxxx xxxxx
Shrd ConDel:xxxxx 12.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  7.8 xxxx xxxxx
Shared LOS:   *    B    *     *    *    *      *    *    *       A    *    *
ApproachDel:      12.5             xxxxxx           xxxxxx           xxxxxx
ApproachLOS:       B                 *                *                *
************************************************************************
Note: Queue reported is the number of cars per lane.
************************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                              2030 GPU
                              mitigated
                        1690-10  LIVE OAK GPU
```

```
                  Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
************************************************************************
Intersection #10 Pengtn Rd / N Street
************************************************************************
Cycle (sec):          100        Critical Vol./Cap.(X):        0.850
Loss Time (sec):       12 (Y+R=4.0 sec)  Average Delay (sec/veh):    47.8
Optimal Cycle:         91        Level Of Service:                 D
************************************************************************
Street Name:              N Street                   Pennington
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:     Split Phase       Split Phase      Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     50  180  265    130  170   45     45  195   35    290  165  125
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  50  180  265    130  170   45     45  195   35    290  165  125
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume:   53  189  279    137  179   47     47  205   37    305  174  132
Reduct Vol:    0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  53  189  279    137  179   47     47  205   37    305  174  132
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:  53  189  279    137  179   47     47  205   37    305  174  132
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.90 0.90 0.90   0.94 0.94 0.94   0.93 0.91 0.91   0.93 0.87 0.87
Lanes:      0.10 0.36 0.54   0.38 0.49 0.13   1.00 1.70 0.30   1.00 1.14 0.86
Final Sat.:  174  625  920    676  884  234   1769 2930  526   1769 1882 1426
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.30 0.30 0.30   0.20 0.20 0.20   0.03 0.07 0.07   0.17 0.09 0.09
Crit Moves:           ****             ****        ****        ****
Green/Cycle: 0.36 0.36 0.36   0.24 0.24 0.24   0.06 0.08 0.08   0.20 0.22 0.22
Volume/Cap: 0.85 0.85 0.85   0.85 0.85 0.85   0.42 0.85 0.85   0.85 0.42 0.42
Delay/Veh:  40.6 40.6 40.6   51.3 51.3 51.3   47.5 66.1 66.1   55.6 33.8 33.8
User DelAdj:1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 40.6 40.6 40.6   51.3 51.3 51.3   47.5 66.1 66.1   55.6 33.8 33.8
LOS by Move:  D    D    D      D    D    D      D    E    E      E    C    C
HCM2kAvgQ:   18   18   18     13   13   13      2    6    6     12    5    5
************************************************************************
Note: Queue reported is the number of cars per lane.
************************************************************************
```

```
-------------------------------------------------------------------------
                            2030 GPU
                            mitigated
                      1690-10  LIVE OAK GPU
-------------------------------------------------------------------------
                 Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
*************************************************************************
Intersection #11 Pengtn Rd / Broadway
*************************************************************************
Average Delay (sec/veh):     11.2     Worst Case Level Of Service: F[ 93.7]
*************************************************************************
Street Name:                                       Pennington
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:         Include          Include          Include          Include
Lanes:      0  0  1! 0  0    0  0  0  0  0    0  0  0  1  0    0  1  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     75    0   115     0    0    0     0  470  120    85  800    0
Growth Adj: 1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  75    0   115     0    0    0     0  470  120    85  800    0
User Adj:   1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.95 0.95  0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:   79    0   121     0    0    0     0  495  126    89  842    0
Reduct Vol:    0    0     0     0    0    0     0    0    0     0    0    0
FinalVolume:  79    0   121     0    0    0     0  495  126    89  842    0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1579 1579   558 xxxx xxxx xxxxx  xxxx xxxx xxxxx   621 xxxx xxxxx
Potent Cap.:  120  109   529 xxxx xxxx xxxxx  xxxx xxxx xxxxx   960 xxxx xxxxx
Move Cap.:    111   98   529 xxxx xxxx xxxxx  xxxx xxxx xxxxx   960 xxxx xxxxx
Volume/Cap: 0.71 0.00  0.23 xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.09 xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.1 xxxx xxxxx
LOS by Move:   *    *     *     *    *    *     *    *    *     A    *    *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  213 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  7.9 xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx  0.3 xxxx xxxxx
Shrd ConDel:xxxxx 93.7 xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx  9.1 xxxx xxxxx
Shared LOS:    *    F     *     *    *    *     *    *    *     A    *    *
ApproachDel:      93.7            xxxxxx           xxxxxx           xxxxxx
ApproachLOS:       F                 *                *                *
*************************************************************************
Note: Queue reported is the number of cars per lane.
*************************************************************************
```

                              2030 GPU
                             mitigated
                        1690-10 LIVE OAK GPU

                  Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #12 SR 99 / Pennington Rd
****
Cycle (sec):   100   Critical Vol./Cap.(X):   0.959
Loss Time (sec):   12 (Y+R=4.0 sec) Average Delay (sec/veh):   41.5
Optimal Cycle: 146   Level Of Service: D
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-------------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Protected   Protected
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 1 0 1 1 0   1 0 1 1 0   1 0 1 1 0   1 0 1 1 0
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 210 1470   40   35 1300   180   310 120   195   135 175   50
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 210 1470   40   35 1300   180   310 120   195   135 175   50
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume: 221 1547   42   37 1368   189   326 126   205   142 184   53
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 221 1547   42   37 1368   189   326 126   205   142 184   53
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume: 221 1547   42   37 1368   189   326 126   205   142 184   53
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.90 0.90 0.90   0.90 0.89 0.89   0.93 0.84 0.84   0.93 0.90 0.90
Lanes: 1.00 1.95 0.05   1.00 1.76 0.24   1.00 1.00 1.00   1.00 1.56 0.44
Final Sat.: 1718 3332   91   1718 2964   410   1769 1604 1604   1769 2661   760
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.13 0.46 0.46   0.02 0.46 0.46   0.18 0.08 0.13   0.08 0.07 0.07
Crit Moves: ****   ****   ****   ****
Green/Cycle: 0.13 0.59 0.59   0.03 0.48 0.48   0.19 0.16 0.16   0.10 0.07 0.07
Volume/Cap: 0.96 0.79 0.79   0.79 0.96 0.96   0.96 0.48 0.79   0.79 0.96 0.96
Delay/Veh: 90.7 18.0 18.0 107.5 38.8 38.8   77.9 38.6 49.7   64.0 92.0 92.0
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 90.7 18.0 18.0 107.5 38.8 38.8   77.9 38.6 49.7   64.0 92.0 92.0
LOS by Move: F   B   B   F   D   D   E   D   D   E   F   F
HCM2kAvgQ: 11   21   21   3   30   30   15   4   8   6   7   7
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                                2030 GPU
                                mitigated
                        1690-10  LIVE OAK GPU
```

```
                    Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
****************************************************************************
Intersection #13 Pengtn Rd / Larkin Road
****************************************************************************
Average Delay (sec/veh):    539.2      Worst Case Level Of Service: F[1173.3]
****************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0  0  1! 0  0     0  0  1! 0  0     0  0  1! 0  0     0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      40  280     50   185  185   250   105  115    20    30  140    90
Growth Adj: 1.00 1.00   1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   40  280     50   185  185   250   105  115    20    30  140    90
User Adj:   1.00 1.00   1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    0.95 0.95   0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:    42  295     53   195  195   263   111  121    21    32  147    95
Reduct Vol:     0    0      0     0    0     0     0    0     0     0    0     0
FinalVolume:   42  295     53   195  195   263   111  121    21    32  147    95
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp: 7.1  6.5    6.2   7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim: 3.5  4.0    3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 839  658    132   784  621   195   242 xxxx xxxxx   142 xxxx xxxxx
Potent Cap.: 285  384    918   311  403   847  1324 xxxx xxxxx  1441 xxxx xxxxx
Move Cap.:   104  342    918    74  359   847  1324 xxxx xxxxx  1441 xxxx xxxxx
Volume/Cap: 0.41 0.86   0.06  2.64 0.54  0.31  0.08 xxxx  xxxx  0.02 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:  xxxx xxxx  xxxxx  xxxx xxxx  xxxxx  0.3 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx  xxxxx  8.0 xxxx xxxxx   7.6 xxxx xxxxx
LOS by Move:  *     *      *     *    *     *    A    *     *    A    *     *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  294 xxxxx  xxxx  187 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx 19.4 xxxxx xxxxx 62.2 xxxxx  xxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  202 xxxxx xxxxx 1173 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shared LOS:   *    F     *      *    F    *      *    *    *      *    *    *
ApproachDel:     202.4            1173.3          xxxxxx           xxxxxx
ApproachLOS:      F                 F               *                *
****************************************************************************
Note: Queue reported is the number of cars per lane.
****************************************************************************
```


     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                                  2030 GPU
                                  mitigated
                            1690-10  LIVE OAK GPU
```

```
                      Level Of Service Computation Report
               2000 HCM Operations Method (Base Volume Alternative)
****************************************************************************
Intersection #14 Pengtn Rd / Orchard Rd
****************************************************************************
Cycle (sec):        100          Critical Vol./Cap.(X):        0.491
Loss Time (sec):     12 (Y+R=4.0 sec)  Average Delay (sec/veh):     25.1
Optimal Cycle:       40          Level Of Service:               C
****************************************************************************
Street Name:                                    Pennington
Approach:      North Bound       South Bound      East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||---------------||---------------|
Control:      Split Phase       Split Phase       Protected        Protected
Rights:          Include           Include          Include          Include
Min. Green:    0    0    0      0    0    0      0    0    0       0    0    0
Lanes:         0  0 1! 0  0     0  0 1! 0  0     1  0  0  1  0     1  0  0  1  0
------------|----------------||----------------||---------------||---------------|
Volume Module:
Base Vol:      0    0    0    130    0   175    120  170    0       0  115  160
Growth Adj: 1.00 1.00 1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   0    0    0    130    0   175    120  170    0       0  115  160
User Adj:   1.00 1.00 1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95   0.95 0.95  0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume:    0    0    0    137    0   184    126  179    0       0  121  168
Reduct Vol:    0    0    0      0    0     0      0    0    0       0    0    0
Reduced Vol:   0    0    0    137    0   184    126  179    0       0  121  168
PCE Adj:    1.00 1.00 1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:   0    0    0    137    0   184    126  179    0       0  121  168
------------|----------------||----------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 1.00 1.00 1.00   0.89 1.00 0.89   0.93 0.98 1.00   1.00 0.89 0.89
Lanes:      0.00 1.00 0.00   0.43 0.00 0.57   1.00 1.00 0.00   1.00 0.42 0.58
Final Sat.:    0 1900    0    717    0   965   1769 1862    0    1900  711  989
------------|----------------||----------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00   0.19 0.00 0.19   0.07 0.10 0.00   0.00 0.17 0.17
Crit Moves:                            ****   ****                       ****
Green/Cycle: 0.00 0.00 0.00  0.39 0.00 0.39   0.15 0.49 0.00   0.00 0.35 0.35
Volume/Cap: 0.00 0.00 0.00   0.49 0.00 0.49   0.49 0.20 0.00   0.00 0.49 0.49
Delay/Veh:   0.0  0.0  0.0   23.7  0.0 23.7   40.8 14.4  0.0    0.0 26.4 26.4
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  0.0  0.0  0.0   23.7  0.0 23.7   40.8 14.4  0.0    0.0 26.4 26.4
LOS by Move:  A    A    A     C    A    C      D    B    A      A    C    C
HCM2kAvgQ:     0    0    0      8    0    8      4    3    0      0    7    7
****************************************************************************
Note: Queue reported is the number of cars per lane.
****************************************************************************
```

```
------------------------------------------------------------------------
                            2030 GPU
                            mitigated
                      1690-10  LIVE OAK GPU
------------------------------------------------------------------------
                 Level Of Service Computation Report
           2000 HCM 4-Way Stop Method (Base Volume Alternative)
************************************************************************
Intersection #15 Pengtn Rd / Sinnard Ave
************************************************************************
Cycle (sec):          100          Critical Vol./Cap.(X):        0.388
Loss Time (sec):       0 (Y+R=4.0 sec)  Average Delay (sec/veh):     9.7
Optimal Cycle:         0            Level Of Service:                A
************************************************************************
Street Name:                                       Pennington
Approach:      North Bound       South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0   0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    105   35    5    15   35  105    95   60  115     5  100   15
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 105   35    5    15   35  105    95   60  115     5  100   15
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:  111   37    5    16   37  111   100   63  121     5  105   16
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 111   37    5    16   37  111   100   63  121     5  105   16
PCE Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume: 111   37    5    16   37  111   100   63  121     5  105   16
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:      0.73 0.24 0.03  0.10 0.22 0.68  0.35 0.22 0.43  0.04 0.84 0.12
Final Sat.:  465  155   22    68  159  477   258  163  312    28  560   84
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.24 0.24 0.24  0.23 0.23 0.23  0.39 0.39 0.39  0.19 0.19 0.19
Crit Moves: ****            ****             ****             ****
Delay/Veh:   9.7  9.7  9.7   9.0  9.0  9.0  10.4 10.4 10.4   9.1  9.1  9.1
Delay Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  9.7  9.7  9.7   9.0  9.0  9.0  10.4 10.4 10.4   9.1  9.1  9.1
LOS by Move:  A    A    A     A    A    A     B    B    B     A    A    A
ApproachDel:      9.7              9.0             10.4              9.1
Delay Adj:       1.00             1.00             1.00             1.00
ApprAdjDel:       9.7              9.0             10.4              9.1
LOS by Appr:       A                A                B                A
AllWayAvgQ:  0.3  0.3  0.3   0.3  0.3  0.3   0.6  0.6  0.6   0.2  0.2  0.2
************************************************************************
Note: Queue reported is the number of cars per lane.
************************************************************************
```

                              2030 GPU
                              mitigated
                         1690-10 LIVE OAK GPU

                   Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Base Volume Alternative)
****
Intersection #17 Elm Street / N Street
****
Cycle (sec):   100   Critical Vol./Cap.(X):   0.565
Loss Time (sec):   0 (Y+R=4.0 sec) Average Delay (sec/veh):   11.8
Optimal Cycle: 0   Level Of Service: B
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 5 365   40   5 270   15   5   5   5   45   25   50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 365   40   5 270   15   5   5   5   45   25   50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 5 384   42   5 284   16   5   5   5   47   26   53
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 5 384   42   5 284   16   5   5   5   47   26   53
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 384   42   5 284   16   5   5   5   47   26   53
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.01 0.89 0.10 0.02 0.93 0.05 0.34 0.33 0.33 0.37 0.21 0.42
Final Sat.:   9 681   75   13 682   38 184 184 184 227 126 252
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.56 0.56 0.56 0.42 0.42 0.42 0.03 0.03 0.03 0.21 0.21 0.21
Crit Moves: ****   ****   ****   ****
Delay/Veh: 13.2 13.2 13.2 11.0 11.0 11.0 8.8 8.8 8.8 9.7 9.7 9.7
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 13.2 13.2 13.2 11.0 11.0 11.0 8.8 8.8 8.8 9.7 9.7 9.7
LOS by Move: B   B   B   B   B   B   A   A   A   A   A   A
ApproachDel: 13.2   11.0   8.8   9.7
Delay Adj: 1.00   1.00   1.00   1.00
ApprAdjDel: 13.2   11.0   8.8   9.7
LOS by Appr: B   B   A   A
AllWayAvgQ: 1.2 1.2 1.2 0.7 0.7 0.7 0.0 0.0 0.0 0.2 0.2 0.2
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                  2030 GPU
                                  mitigated
                          1690-10 LIVE OAK GPU

                     Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #18 SR 99 / Elm Street
****
Cycle (sec):   100   Critical Vol./Cap.(X):   0.948
Loss Time (sec):   12 (Y+R=4.0 sec) Average Delay (sec/veh):   35.9
Optimal Cycle: 138   Level Of Service: D
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Split Phase   Split Phase
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 1 0 1 1 0   1 0 1 1 0   0 0 1! 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 180 1550 190   15 1615   5   5   15 140   180   15   15
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 180 1550 190   15 1615   5   5   15 140   180   15   15
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume: 189 1632 200   16 1700   5   5   16 147   189   16   16
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 189 1632 200   16 1700   5   5   16 147   189   16   16
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume: 189 1632 200   16 1700   5   5   16 147   189   16   16
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.90 0.89 0.89   0.90 0.90 0.90   0.86 0.86 0.86   0.93 0.93 0.93
Lanes: 1.00 1.78 0.22   1.00 1.99 0.01   0.03 0.09 0.88   0.86 0.07 0.07
Final Sat.: 1718 3012 369   1718 3426   11   51 154 1434   1515 126 126
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.11 0.54 0.54   0.01 0.50 0.50   0.10 0.10 0.10   0.13 0.13 0.13
Crit Moves: ****   ****   ****   ****
Green/Cycle: 0.12 0.63 0.63   0.01 0.52 0.52   0.11 0.11 0.11   0.13 0.13 0.13
Volume/Cap: 0.95 0.86 0.86   0.86 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
Delay/Veh: 92.7 18.9 18.9 192.9 33.8 33.8   96.6 96.6 96.6   87.5 87.5 87.5
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 92.7 18.9 18.9 192.9 33.8 33.8   96.6 96.6 96.6   87.5 87.5 87.5
LOS by Move: F   B   B   F   C   C   F   F   F   F   F   F
HCM2kAvgQ: 9   27   27   2   32   32   9   9   9   11   11   11
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                                2030 GPU
                                mitigated
                           1690-10  LIVE OAK GPU
```

```
                      Level Of Service Computation Report
               2000 HCM Unsignalized Method (Base Volume Alternative)
****************************************************************************
Intersection #19 SR 99 / Archer Ave
****************************************************************************
Average Delay (sec/veh):     488.0     Worst Case Level Of Service: F[21930.5]
****************************************************************************
Approach:       North Bound     South Bound      East Bound      West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Rights:           Include          Include         Include         Include
Lanes:       0   0   0  1   0    1  0  0  1  0    0  0  0  0  0    0  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0 1905   200    10 2060     0     0    0    0    80    0    15
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:     0 1905   200    10 2060     0     0    0    0    80    0    15
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:      0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95 0.95  0.95 0.95  0.95
PHF Volume:      0 2005   211    11 2168     0     0    0    0    84    0    16
Reduct Vol:      0    0     0     0    0     0     0    0    0     0    0     0
FinalVolume:     0 2005   211    11 2168     0     0    0    0    84    0    16
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  2216 xxxx xxxxx  xxxx xxxx xxxxx  4300 4300  2111
Potent Cap.: xxxx xxxx xxxxx   230 xxxx xxxxx  xxxx xxxx xxxxx     2    2    64
Move Cap.:   xxxx xxxx xxxxx   230 xxxx xxxxx  xxxx xxxx xxxxx     2    2    64
Volume/Cap:  xxxx xxxx  xxxx  0.05 xxxx  xxxx  xxxx xxxx  xxxx 42.77 0.00  0.25
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  21.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     C    *     *     *    *     *     *    *     *
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    2 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 14.8 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    F     *
ApproachDel:     xxxxxx          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:       *               *               *               F
****************************************************************************
Note: Queue reported is the number of cars per lane.
****************************************************************************
```

                                 2030 GPU
                                 mitigated
                           1690-10 LIVE OAK GPU

                     Level Of Service Computation Report
                 2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #20 SR 99 / Coleman Rd
****
Cycle (sec):   100   Critical Vol./Cap.(X):   1.081
Loss Time (sec):   9 (Y+R=4.0 sec) Average Delay (sec/veh):   45.6
Optimal Cycle: 180   Level Of Service: D
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Split Phase   Split Phase
Rights: Ovl   Include   Include   Ovl
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 2 0 1   1 0 2 0 0   0 0 0 0 0   1 0 0 0 1
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0 2005 120   565 1615   0   0   0   0   40   0 245
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 0 2005 120   565 1615   0   0   0   0   40   0 245
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume: 0 2111 126   595 1700   0   0   0   0   42   0 258
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 0 2111 126   595 1700   0   0   0   0   42   0 258
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume: 0 2111 126   595 1700   0   0   0   0   42   0 258
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 1.00 0.90 0.81   0.90 0.90 1.00   1.00 1.00 1.00   0.93 1.00 0.83
Lanes: 0.00 2.00 1.00   1.00 2.00 0.00   0.00 0.00 0.00   1.00 0.00 1.00
Final Sat.:   0 3437 1537   1718 3437   0   0   0   0   1769   0 1583
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.00 0.61 0.08   0.35 0.49 0.00   0.00 0.00 0.00   0.02 0.00 0.16
Crit Moves: ****   ****   ****
Green/Cycle: 0.00 0.57 0.59   0.32 0.89 0.00   0.00 0.00 0.00   0.02 0.00 0.34
Volume/Cap: 0.00 1.08 0.14   1.08 0.56 0.00   0.00 0.00 0.00   1.08 0.00 0.48
Delay/Veh: 0.0 67.9 9.2   96.2 1.5 0.0   0.0 0.0 0.0 218.3 0.0 26.5
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 0.0 67.9 9.2   96.2 1.5 0.0   0.0 0.0 0.0 218.3 0.0 26.5
LOS by Move: A   E   A   F   A   A   A   A   A   F   A   C
HCM2kAvgQ: 0   49   2   28   7   0   0   0   0   4   0   7
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                              2030 GPU
                              mitigated
                       1690-10  LIVE OAK GPU
```

```
                   Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
******************************************************************************
Intersection #21 SR 99 / Bishop Ave
******************************************************************************
Cycle (sec):          100        Critical Vol./Cap.(X):        0.848
Loss Time (sec):        9 (Y+R=4.0 sec) Average Delay (sec/veh):     12.1
Optimal Cycle:         82        Level Of Service:                 B
******************************************************************************
Approach:      North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected         Protected        Split Phase       Split Phase
Rights:          Ovl              Include           Include            Ovl
Min. Green:   0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  1  1  0    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     0 1840   205    130 1595    0      0    0    0     95    0   70
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  0 1840   205    130 1595    0      0    0    0     95    0   70
User Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume:   0 1937   216    137 1679    0      0    0    0    100    0   74
Reduct Vol:   0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  0 1937   216    137 1679    0      0    0    0    100    0   74
PCE Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:  0 1937   216    137 1679    0      0    0    0    100    0   74
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:  1900 1900  1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment: 1.00 0.89 0.89   0.90 0.90 1.00   1.00 1.00 1.00   0.93 1.00 0.83
Lanes:      0.00 1.80 0.20   1.00 2.00 0.00   0.00 0.00 0.00   1.00 0.00 1.00
Final Sat.:   0 3046   339   1718 3437    0      0    0    0   1769    0 1583
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.00 0.64 0.64   0.08 0.49 0.00   0.00 0.00 0.00   0.06 0.00 0.05
Crit Moves:      ****            ****                             ****
Green/Cycle: 0.00 0.75 0.82   0.09 0.84 0.00   0.00 0.00 0.00   0.07 0.00 0.16
Volume/Cap: 0.00 0.85 0.78   0.85 0.58 0.00   0.00 0.00 0.00   0.85 0.00 0.29
Delay/Veh:   0.0 11.5  6.1   76.8  2.7  0.0    0.0  0.0  0.0   86.8  0.0 37.6
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  0.0 11.5  6.1   76.8  2.7  0.0    0.0  0.0  0.0   86.8  0.0 37.6
LOS by Move:  A    B    A      E    A    A      A    A    A      F    A    D
HCM2kAvgQ:    0   26   19      7    9    0      0    0    0      5    0    2
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

```
                              2030 GPU
                              mitigated
                          1690-10  LIVE OAK GPU
```

```
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #22 township Rd / Paseo Rd
********************************************************************************
Average Delay (sec/veh):     4.1     Worst Case Level Of Service: C[ 18.8]
********************************************************************************
Approach:        North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:       0   0   0  1  0    0  1  0  0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0   350   105   65  205    0    0    0    0    95    0    70
Growth Adj: 1.00 1.00  1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:   0   350   105   65  205    0    0    0    0    95    0    70
User Adj:   1.00 1.00  1.00  1.00 1.00 1.00 1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:    0.95 0.95  0.95  0.95 0.95 0.95 0.95 0.95 0.95  0.95 0.95  0.95
PHF Volume:    0   368   111   68  216    0    0    0    0   100    0    74
Reduct Vol:    0    0     0     0    0    0    0    0    0     0    0     0
FinalVolume:   0   368   111   68  216    0    0    0    0   100    0    74
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx  7.1  6.5   6.2   6.4  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx  3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflct Vol: xxxx xxxx xxxxx   479 xxxx xxxxx  813  832   216   776  776   424
Potent Cap.: xxxx xxxx xxxxx 1068 xxxx xxxxx  297  305   824   369  331   635
Move Cap.:  xxxx xxxx xxxxx  1068 xxxx xxxxx  249  285   824   350  309   635
Volume/Cap: xxxx xxxx  xxxx  0.06 xxxx  xxxx 0.00 0.00  0.00  0.29 0.00  0.12
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *    A    *     *    *    *     *    *    *     *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 xxxxx  xxxx  432 xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 18.8 xxxxx
Shared LOS:    *    *     *    A    *     *    *    *     *    *    C     *
ApproachDel:      xxxxxx           xxxxxx           xxxxxx           18.8
ApproachLOS:        *                *                *                C
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
  Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.
```

                              2030 GPU
                              mitigated
                       1690-10 LIVE OAK GPU

                  Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Base Volume Alternative)
****
Intersection #23 Larkin Road / Paseo Rd
****
Cycle (sec):   100   Critical Vol./Cap.(X):   0.697
Loss Time (sec):   0 (Y+R=4.0 sec) Average Delay (sec/veh):   20.2
Optimal Cycle: 0   Level Of Service: C
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Stop Sign   Stop Sign   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 75   225   30   70   195   45   65   155   40   80   80   175
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 75   225   30   70   195   45   65   155   40   80   80   175
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume: 79   237   32   74   205   47   68   163   42   84   84   184
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 79   237   32   74   205   47   68   163   42   84   84   184
PCE Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume: 79   237   32   74   205   47   68   163   42   84   84   184
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Lanes: 0.23 0.68 0.09   0.23 0.63 0.14   0.25 0.60 0.15   0.24 0.24 0.52
Final Sat.:   113   340   45   111   310   72   117   279   72   122 122   267
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.70 0.70 0.70   0.66 0.66 0.66   0.59 0.59 0.59   0.69 0.69 0.69
Crit Moves: ****   ****   ****   ****
Delay/Veh: 21.7 21.7 21.7   20.1 20.1 20.1   17.6 17.6 17.6   20.7 20.7 20.7
Delay Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 21.7 21.7 21.7   20.1 20.1 20.1   17.6 17.6 17.6   20.7 20.7 20.7
LOS by Move: C   C   C   C   C   C   C   C   C   C   C   C
ApproachDel: 21.7   20.1   17.6   20.7
Delay Adj: 1.00   1.00   1.00   1.00
ApprAdjDel: 21.7   20.1   17.6   20.7
LOS by Appr: C   C   C   C
AllWayAvgQ: 1.7 1.7 1.7   1.4 1.4 1.4   1.0 1.0 1.0   1.6 1.6 1.6
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
------------------------------------------------------------------------------
                                  2030 GPU
                                  mitigated
                            1690-10  LIVE OAK GPU
------------------------------------------------------------------------------
                    Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
******************************************************************************
Intersection #24 SR 99 / Paseo Rd
******************************************************************************
Cycle (sec):          100          Critical Vol./Cap.(X):          0.881
Loss Time (sec):       12 (Y+R=4.0 sec)  Average Delay (sec/veh):      28.4
Optimal Cycle:        102          Level Of Service:                  C
******************************************************************************
Approach:       North Bound      South Bound       East Bound      West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include            Ovl            Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:       2  0  1  1  0    1  0  1  1  0    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     613 2035  100     10 1550    5     10   45  245    120   75   95
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  613 2035  100     10 1550    5     10   45  245    120   75   95
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume:   645 2142  105     11 1632    5     11   47  258    126   79  100
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  645 2142  105     11 1632    5     11   47  258    126   79  100
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:  645 2142  105     11 1632    5     11   47  258    126   79  100
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.88 0.90 0.90   0.90 0.90 0.90   0.93 0.98 0.83   0.93 0.90 0.90
Lanes:       2.00 1.91 0.09   1.00 1.99 0.01   1.00 1.00 1.00   1.00 0.44 0.56
Final Sat.:  3334 3253  160   1718 3426   11   1769 1862 1583   1769  752  953
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.66 0.66   0.01 0.48 0.48   0.01 0.03 0.16   0.07 0.10 0.10
Crit Moves:       ****            ****            ****            ****
Green/Cycle: 0.22 0.75 0.75   0.01 0.54 0.54   0.01 0.03 0.25   0.09 0.12 0.12
Volume/Cap:  0.89 0.88 0.88   0.88 0.89 0.89   0.88 0.77 0.65   0.77 0.88 0.88
Delay/Veh:   50.8 13.3 13.3  244.5 26.2 26.2  244.6 91.8 37.3   64.0 76.3 76.3
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  50.8 13.3 13.3  244.5 26.2 26.2  244.6 91.8 37.3   64.0 76.3 76.3
LOS by Move:   D    B    B      F    C    C      F    F    D      E    E    E
HCM2kAvgQ:    13   30   30      1   27   27      1    3    8      6    8    8
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

                              2030 GPU
                              mitigated
                        1690-10 LIVE OAK GPU

                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #25 SR 99 / APRICOT
****
Average Delay (sec/veh): 44440.6   Worst Case Level Of Service: F[374310.6]
****
Street Name: SR 99   APRICOT
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|----------------||----------------||----------------||----------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 1 0 1 0 0   0 0 1 0 1   0 0 1! 0 0   0 0 0 0 0
------------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol: 195 1780   0   0 1785 360   360   0 195   0   0   0
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 195 1780   0   0 1785 360   360   0 195   0   0   0
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume: 205 1874   0   0 1879 379   379   0 205   0   0   0
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 205 1874   0   0 1879 379   379   0 205   0   0   0
------------|----------------||----------------||----------------||----------------|
Critical Gap Module:
Critical Gp: 4.1 xxxx xxxxx   xxxxx xxxx xxxxx   6.4 6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim: 2.2 xxxx xxxxx   xxxxx xxxx xxxxx   3.5 4.0   3.3 xxxxx xxxx xxxxx
------------|----------------||----------------||----------------||----------------|
Capacity Module:
Cnflict Vol: 2258 xxxx xxxxx   xxxx xxxx xxxxx   4163 4163 1879 xxxx xxxx xxxxx
Potent Cap.: 221 xxxx xxxxx   xxxx xxxx xxxxx   3   2   89 xxxx xxxx xxxxx
Move Cap.:   221 xxxx xxxxx   xxxx xxxx xxxxx   0   0   89 xxxx xxxx xxxxx
Volume/Cap: 0.93 xxxx xxxx   xxxx xxxx xxxx   xxxx 0.00 2.31 xxxx xxxx xxxx
------------|----------------||----------------||----------------||----------------|
Level Of Service Module:
2Way95thQ: 7.8 xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx
Control Del: 88.9 xxxx xxxxx   xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: F   *   *   *   *   *   *   *   *   *   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx   1 xxxxx   xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   xxxxx xxxx xxxxx xxxxx 75.8 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   F   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   xxxxxx
ApproachLOS: *   *   F   *
****
Note: Queue reported is the number of cars per lane.
****

                              2030 GPU
                    mitigated - Coleman Alternative
                      1690-10   LIVE OAK GPU

                           Scenario Report
Scenario: GPU KOLA AM

Command: Default Command
Volume: GPU KOLA AM
Geometry: existing
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

                                2030 GPU
                      mitigated - Coleman Alternative
                        1690-10   LIVE OAK GPU

                         Intersection Volume Report
                         Base Volume Alternative

		Northbound			Southbound			Eastbound			Westbound		
Node	Intersection	L	T	R	L	T	R	L	T	R	L	T	R
6	SR 99 / Kola	35	1110	15	85	1430	200	195	120	35	15	120	80
12	SR 99 / Penni	165	1110	15	130	1420	250	315	290	130	50	395	50
13	Pengtn Rd / L	30	125	60	120	120	150	145	275	30	30	205	50
18	SR 99 / Elm S	140	1200	185	60	1610	10	10	155	260	175	80	55
19	SR 99 / Arche	0	1380	5	0	1920	0	0	0	0	0	0	5
20	SR 99 / Colem	10	1130	5	130	2015	115	140	315	10	30	375	185
25	SR 99 / APRIC	0	1385	0	0	1920	0	0	0	0	0	0	0
26	SR 99 / ASH	0	1380	90	0	1850	0	0	0	0	0	0	90

2030 GPU
mitigated - Coleman Alternative
1690-10 LIVE OAK GPU

Impact Analysis Report
Level Of Service

Intersection		Base			Future			Change
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	in	
# 6 SR 99 / Kola Street	C	32.3	0.919	C	32.9	0.919	+ 0.615	D/V
# 12 SR 99 / Pennington Rd	D	54.4	1.029	E	72.2	1.113	+17.854	D/V
# 13 Pengtn Rd / Larkin Road	F	815.2	0.000	C	17.4	0.000	-797.749	D/
# 18 SR 99 / Elm Street	E	65.1	1.085	E	58.4	1.070	-6.622	D/V
# 19 SR 99 / Archer Ave	C	15.7	0.000	C	15.7	0.000	+ 0.000	D/V
# 20 SR 99 / Coleman Rd	D	51.7	1.056	D	51.7	1.056	+ 0.000	D/V
# 25 SR 99 / APRICOT	A	0.0	0.000	A	0.0	0.000	+ 0.000	D/V
# 26 SR 99 / ASH ST	C	21.3	0.000	C	21.3	0.000	+ 0.000	D/V

                                  2030 GPU
                      mitigated - Coleman Alternative
                          1690-10 LIVE OAK GPU

                      Level Of Service Computation Report
                2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #6 SR 99 / Kola Street
****
Cycle (sec):   100   Critical Vol./Cap.(X):   0.919
Loss Time (sec):   12 (Y+R=4.0 sec) Average Delay (sec/veh):   32.3
Optimal Cycle: 119   Level Of Service: C
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Protected   Protected
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 1 0 1 1 0   1 0 1 1 0   1 0 0 1 0   1 0 0 1 0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 35 1110   15   85 1430 200   195 120   35   15 120   80
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 1110   15   85 1430 200   195 120   35   15 120   80
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 39 1233   17   94 1589 222   217 133   39   17 133   89
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 39 1233   17   94 1589 222   217 133   39   17 133   89
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 39 1233   17   94 1589 222   217 133   39   17 133   89
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.90 0.90 0.90 0.89 0.89 0.93 0.95 0.95 0.93 0.92 0.92
Lanes: 1.00 1.97 0.03 1.00 1.75 0.25 1.00 0.77 0.23 1.00 0.60 0.40
Final Sat.: 1718 3384   46 1718 2961 414 1769 1393 406 1769 1050 700
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.02 0.36 0.36 0.05 0.54 0.54 0.12 0.10 0.10 0.01 0.13 0.13
Crit Moves: ****   ****   ****   ****
Green/Cycle: 0.02 0.53 0.53 0.08 0.58 0.58 0.13 0.25 0.25 0.02 0.14 0.14
Volume/Cap: 0.92 0.69 0.69 0.69 0.92 0.92 0.92 0.39 0.39 0.39 0.92 0.92
Delay/Veh: 155.5 18.6 18.6 58.7 26.2 26.2 80.1 31.9 31.9 53.8 79.2 79.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 155.5 18.6 18.6 58.7 26.2 26.2 80.1 31.9 31.9 53.8 79.2 79.2
LOS by Move: F   B   B   E   C   C   F   C   C   D   E   E
HCM2kAvgQ: 3   16   16   4   31   31   10   5   5   1   10   10
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                              2030 GPU
                    mitigated - Coleman Alternative
                      1690-10  LIVE OAK GPU
```

```
                    Level Of Service Computation Report
          2000 HCM Operations Method (Base Volume Alternative)
**************************************************************************
Intersection #12 SR 99 / Pennington Rd
**************************************************************************
Cycle (sec):           100      Critical Vol./Cap.(X):         1.029
Loss Time (sec):        12 (Y+R=4.0 sec) Average Delay (sec/veh):  54.4
Optimal Cycle:         180      Level Of Service:                  D
**************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Protected        Protected
Rights:         Include          Include          Include          Include
Min. Green:   0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  1  1  0    1  0  2  0  1    1  0  1  1  0    1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     165 1110   15    130 1420  250    315  290  130    50  395   50
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  165 1110   15    130 1420  250    315  290  130    50  395   50
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume:   183 1233   17    144 1578  278    350  322  144    56  439   56
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  183 1233   17    144 1578  278    350  322  144    56  439   56
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:  183 1233   17    144 1578  278    350  322  144    56  439   56
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.90 0.90 0.90   0.90 0.90 0.81   0.93 0.89 0.89   0.93 0.92 0.92
Lanes:       1.00 1.97 0.03   1.00 2.00 1.00   1.00 1.38 0.62   1.00 1.78 0.22
Final Sat.:  1718 3384   46   1718 3437 1537   1769 2330 1045   1769 3087  391
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.36 0.36   0.08 0.46 0.18   0.20 0.14 0.14   0.03 0.14 0.14
Crit Moves:  ****              ****             ****              ****
Green/Cycle: 0.10 0.45 0.45   0.10 0.45 0.45   0.19 0.27 0.27   0.06 0.14 0.14
Volume/Cap:  1.03 0.82 0.82   0.82 1.03 0.41   1.03 0.51 0.51   0.51 1.03 1.03
Delay/Veh:  120.2 27.6 27.6   68.5 58.5 19.1   96.9 31.5 31.5   49.7 91.9 91.9
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 120.2 27.6 27.6   68.5 58.5 19.1   96.9 31.5 31.5   49.7 91.9 91.9
LOS by Move:  F    C    C      E    E    B      F    C    C      D    F    F
HCM2kAvgQ:   10   20   20      7   35    6     17    7    7      2   13   13
**************************************************************************
Note: Queue reported is the number of cars per lane.
**************************************************************************
```

```
    Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.
```

                                   2030 GPU
                        mitigated - Coleman Alternative
                           1690-10 LIVE OAK GPU

                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #13 Pengtn Rd / Larkin Road
****
Average Delay (sec/veh):   273.3   Worst Case Level Of Service: F[815.2]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-------------|----------------||----------------||----------------||----------------|
Control: Stop Sign   Stop Sign   Uncontrolled   Uncontrolled
Rights: Include   Include   Include   Include
Lanes: 0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0   0 0 1! 0 0
-------------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol: 30 125   60   120 120   150   145 275   30   30 205   50
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 125   60   120 120   150   145 275   30   30 205   50
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 33 139   67   133 133   167   161 306   33   33 228   56
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 33 139   67   133 133   167   161 306   33   33 228   56
-------------|----------------||----------------||----------------||----------------|
Critical Gap Module:
Critical Gp: 7.1 6.5   6.2   7.1 6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim: 3.5 4.0   3.3   3.5 4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
-------------|----------------||----------------||----------------||----------------|
Capacity Module:
Cnflict Vol: 1117 994   322   1069 983   256   283 xxxx xxxxx   339 xxxx xxxxx
Potent Cap.: 185 245   719   199 249   783   1279 xxxx xxxxx   1220 xxxx xxxxx
Move Cap.:   63 205   719   73 208   783   1279 xxxx xxxxx   1220 xxxx xxxxx
Volume/Cap: 0.53 0.68 0.09   1.82 0.64 0.21   0.13 xxxx xxxx   0.03 xxxx xxxx
-------------|----------------||----------------||----------------||----------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx   xxxx xxxx xxxxx   0.4 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.2 xxxx xxxxx   8.0 xxxx xxxxx
LOS by Move: *   *   *   *   *   *   A   *   *   A   *   *
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx 184 xxxxx   xxxx 162 xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx
SharedQueue:xxxxx 13.5 xxxxx   xxxxx 38.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 218 xxxxx   xxxxx 815 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   F   *   *   F   *   *   *   *   *   *   *
ApproachDel: 217.7   815.2   xxxxxx   xxxxxx
ApproachLOS: F   F   *   *
****
Note: Queue reported is the number of cars per lane.
****

```
--------------------------------------------------------------------------------
                              2030 GPU
                     mitigated - Coleman Alternative
                        1690-10  LIVE OAK GPU
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
               2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #18 SR 99 / Elm Street
********************************************************************************
Cycle (sec):          100          Critical Vol./Cap.(X):        1.085
Loss Time (sec):       12 (Y+R=4.0 sec) Average Delay (sec/veh):   65.1
Optimal Cycle:        180          Level Of Service:                 E
********************************************************************************
Approach:        North Bound       South Bound       East Bound        West Bound
Movement:    L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Protected        Split Phase       Split Phase
Rights:          Include           Include           Include           Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  1  1  0    1  0  1  1  0    0  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    140 1200   185     60 1610    10     10  155  260    175   80   55
Growth Adj: 1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 140 1200   185     60 1610    10     10  155  260    175   80   55
User Adj:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:    0.90 0.90  0.90   0.90 0.90  0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume:  156 1333   206     67 1789    11     11  172  289    194   89   61
Reduct Vol:    0    0     0      0    0     0      0    0    0      0    0    0
Reduced Vol: 156 1333   206     67 1789    11     11  172  289    194   89   61
PCE Adj:    1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:    1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume: 156 1333   206     67 1789    11     11  172  289    194   89   61
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:   1900 1900  1900   1900 1900  1900   1900 1900 1900   1900 1900 1900
Adjustment: 0.90 0.89  0.89   0.90 0.90  0.90   0.98 0.98 0.83   0.95 0.95 0.83
Lanes:      1.00 1.73  0.27   1.00 1.99  0.01   0.06 0.94 1.00   0.69 0.31 1.00
Final Sat.: 1718 2918   450   1718 3412    21    113 1744 1583   1236  565 1583
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.09 0.46  0.46   0.04 0.52  0.52   0.10 0.10 0.18   0.16 0.16 0.04
Crit Moves: ****               ****               ****  ****
Green/Cycle: 0.08 0.52  0.52   0.04 0.48  0.48   0.17 0.17 0.17   0.15 0.15 0.15
Volume/Cap: 1.08 0.87  0.87   0.87 1.08  1.08   0.59 0.59 1.08   1.08 1.08 0.27
Delay/Veh: 145.5 26.2  26.2  110.0 74.8  74.8   41.3 41.3 121.2 122.9  123 38.6
User DelAdj: 1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 145.5 26.2 26.2  110.0 74.8  74.8   41.3 41.3 121.2 122.9  123 38.6
LOS by Move:   F    C     C      F    E     E      D    D    F      F    F    D
HCM2kAvgQ:    10   25    25      4   43    43      6    6   16     15   15    2
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

        Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                 2030 GPU
                      mitigated - Coleman Alternative
                        1690-10 LIVE OAK GPU

                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #19 SR 99 / Archer Ave
****
Average Delay (sec/veh):   0.0   Worst Case Level Of Service: C[15.7]
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0 0 1 1 0   0 0 2 0 0   0 0 0 0 0   0 0 0 0 1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0 1380   5   0 1920   0   0   0   0   0   0   5
Growth Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse: 0 1380   5   0 1920   0   0   0   0   0   0   5
User Adj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume: 0 1533   6   0 2133   0   0   0   0   0   0   6
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 0 1533   6   0 2133   0   0   0   0   0   0   6
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx   769
Potent Cap.: xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx   344
Move Cap.:   xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx   344
Volume/Cap: xxxx xxxx xxxx   xxxx xxxx xxxx   xxxx xxxx xxxx   xxxx xxxx   0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx   0.0
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   15.7
LOS by Move: *   *   *   *   *   *   *   *   *   *   *   C
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx   xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   15.7
ApproachLOS: *   *   *   C
****
Note: Queue reported is the number of cars per lane.
****

```
                                   2030 GPU
                       mitigated - Coleman Alternative
                          1690-10  LIVE OAK GPU
```

```
                       Level Of Service Computation Report
                  2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #20 SR 99 / Coleman Rd
*******************************************************************************
Cycle (sec):          100          Critical Vol./Cap.(X):          1.056
Loss Time (sec):       12 (Y+R=4.0 sec)  Average Delay (sec/veh):    51.7
Optimal Cycle:        180          Level Of Service:                  D
*******************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected         Protected         Protected         Protected
Rights:          Ovl               Ovl              Include           Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  1  1  0    1  0  2  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10 1130    5    130 2015  115    140  315   10     30  375  185
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   10 1130    5    130 2015  115    140  315   10     30  375  185
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90   0.90 0.90 0.90
PHF Volume:    11 1256    6    144 2239  128    156  350   11     33  417  206
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   11 1256    6    144 2239  128    156  350   11     33  417  206
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:   11 1256    6    144 2239  128    156  350   11     33  417  206
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.90 0.90 0.90   0.90 0.90 0.81   0.95 0.95 0.95   0.93 0.89 0.89
Lanes:       1.00 1.99 0.01   1.00 2.00 1.00   1.00 1.94 0.06   1.00 1.34 0.66
Final Sat.:  1718 3418   15   1718 3437 1537   1805 3481  111   1769 2253 1111
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.37 0.37   0.08 0.65 0.08   0.09 0.10 0.10   0.02 0.18 0.18
Crit Moves:  ****                   ****        ****                   ****
Green/Cycle: 0.01 0.51 0.55   0.12 0.62 0.70   0.08 0.22 0.22   0.04 0.18 0.18
Volume/Cap:  1.06 0.72 0.67   0.72 1.06 0.12   1.06 0.46 0.46   0.46 1.06 1.06
Delay/Veh:  347.6 20.7 17.1   55.0 55.4  5.0  135.7 34.6 34.6   51.6 93.9 93.9
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 347.6 20.7 17.1   55.0 55.4  5.0  135.7 34.6 34.6   51.6 93.9 93.9
LOS by Move:   F    C    B      E    E    A      F    C    C      D    F    F
HCM2kAvgQ:      2   17   15      6   49    1      9    5    5      2   17   17
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```


```
    Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.
```

```
                              2030 GPU
                    mitigated - Coleman Alternative
                     1690-10  LIVE OAK GPU
```

```
                   Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*****************************************************************************
Intersection #25 SR 99 / APRICOT
*****************************************************************************
Average Delay (sec/veh):      0.0     Worst Case Level Of Service: A[  0.0]
*****************************************************************************
Street Name:            SR 99                        APRICOT
Approach:       North Bound       South Bound      East Bound       West Bound
Movement:      L  -  T  -  R     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled      Uncontrolled     Stop Sign        Stop Sign
Rights:          Include           Include          Include          Include
Lanes:       1  0  1  0  0     0  0  1  0  1    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0 1385     0     0 1920     0     0    0     0     0    0     0
Growth Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   0 1385     0     0 1920     0     0    0     0     0    0     0
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:    0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:    0 1539     0     0 2133     0     0    0     0     0    0     0
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   0 1539     0     0 2133     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx 3672 3672  2133 xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx    5    5    62 xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx    5    5    62 xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx 0.00 0.00  0.00 xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxx xxxx xxxxx xxxx    0 xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             xxxxxx           xxxxxx           xxxxxx
ApproachLOS:      *                  *                *                *
*****************************************************************************
Note: Queue reported is the number of cars per lane.
*****************************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                2030 GPU
                     mitigated - Coleman Alternative
                       1690-10 LIVE OAK GPU

                      Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
****
Intersection #26 SR 99 / ASH ST
****
Average Delay (sec/veh):   0.6   Worst Case Level Of Service: C[21.3]
****
Street Name: SR 99   ASH ST
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Uncontrolled   Uncontrolled   Stop Sign   Stop Sign
Rights: Include   Include   Include   Include
Lanes: 0 0 1 1 0   0 0 2 0 0   0 0 0 0 0   0 0 0 0 1
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 0 1380   90   0 1850   0   0   0   0   0   0   90
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1380   90   0 1850   0   0   0   0   0   0   90
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 0 1533   100   0 2056   0   0   0   0   0   0   100
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
FinalVolume: 0 1533   100   0 2056   0   0   0   0   0   0   100
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx   817
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx   320
Move Cap.:   xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx   320
Volume/Cap: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.31
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx   1.3
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 21.3
LOS by Move: *   *   *   *   *   *   *   *   *   *   *   C
Movement: LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: *   *   *   *   *   *   *   *   *   *   *   *
ApproachDel: xxxxxx   xxxxxx   xxxxxx   21.3
ApproachLOS: *   *   *   C
****
Note: Queue reported is the number of cars per lane.
****

                              2030 GPU
                   mitigated - Coleman Alternative
                      1690-10 LIVE OAK GPU

                          Scenario Report
Scenario: GPU KOLA PM

Command: Default Command
Volume: GPU KOLA PM
Geometry: existing
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

```
                              2030 GPU
                  mitigated - Coleman Alternative
                    1690-10  LIVE OAK GPU
```

```
                        Intersection Volume Report
                        Base Volume Alternative
```

Node	Intersection	Northbound L -- T -- R			Southbound L -- T -- R			Eastbound L -- T -- R			Westbound L -- T -- R		
6	SR 99 / Kola	110	1755	25	135	1410	335	305	135	50	20	140	65
12	SR 99 / Penni	105	1605	25	70	1455	320	490	110	90	90	180	110
13	Pengtn Rd / L	45	245	40	120	165	260	115	110	25	25	125	60
18	SR 99 / Elm S	265	1510	170	55	1655	10	10	75	205	175	80	55
19	SR 99 / Arche	0	1840	10	0	2010	0	0	0	0	0	0	10
20	SR 99 / Colem	15	1965	25	265	1635	145	165	340	15	10	340	145
25	SR 99 / APRIC	0	1845	0	0	2010	0	0	0	0	0	0	0
26	SR 99 / ASH	0	1890	90	0	1990	0	0	0	0	0	0	90

```
                            2030 GPU
                mitigated - Coleman Alternative
                  1690-10  LIVE OAK GPU
```

```
                     Impact Analysis Report
                      Level Of Service
```

Intersection		Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C		
# 6 SR 99 / Kola Street	E	69.5	1.059	E	75.8	1.107	+	6.299 D/V
# 12 SR 99 / Pennington Rd	E	62.8	1.053	E	72.3	1.079	+	9.417 D/V
# 13 Pengtn Rd / Larkin Road	F	401.9	0.000	B	11.9	0.000		-389.957 D/
# 18 SR 99 / Elm Street	E	64.5	1.089	E	62.2	1.084		-2.351 D/V
# 19 SR 99 / Archer Ave	C	19.9	0.000	C	19.9	0.000	+	0.000 D/V
# 20 SR 99 / Coleman Rd	E	74.2	1.160	E	74.2	1.160	+	0.000 D/V
# 25 SR 99 / APRICOT	A	0.0	0.000	A	0.0	0.000	+	0.000 D/V
# 26 SR 99 / ASH ST	D	31.9	0.000	D	31.9	0.000	+	0.000 D/V

                              2030 GPU
                    mitigated - Coleman Alternative
                      1690-10 LIVE OAK GPU

                    Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #6 SR 99 / Kola Street
****
Cycle (sec):   100   Critical Vol./Cap.(X):   1.059
Loss Time (sec):   12 (Y+R=4.0 sec) Average Delay (sec/veh):   69.5
Optimal Cycle: 180   Level Of Service: E
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Protected   Protected
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 1 0 1 1 0   1 0 1 1 0   1 0 0 1 0   1 0 0 1 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 110 1755   25   135 1410   335   305 135   50   20 140   65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 110 1755   25   135 1410   335   305 135   50   20 140   65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 116 1847   26   142 1484   353   321 142   53   21 147   68
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 116 1847   26   142 1484   353   321 142   53   21 147   68
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 116 1847   26   142 1484   353   321 142   53   21 147   68
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.90 0.90 0.90 0.88 0.88 0.93 0.94 0.94 0.93 0.93 0.93
Lanes: 1.00 1.97 0.03 1.00 1.62 0.38 1.00 0.73 0.27 1.00 0.68 0.32
Final Sat.:   1718 3382   48 1718 2696   641 1769 1304   483 1769 1211   562
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.07 0.55 0.55 0.08 0.55 0.55 0.18 0.11 0.11 0.01 0.12 0.12
Crit Moves: ****   ****   ****   ****
Green/Cycle: 0.06 0.52 0.52 0.08 0.53 0.53 0.17 0.26 0.26 0.03 0.11 0.11
Volume/Cap: 1.04 1.06 1.06 1.06 1.04 1.04 1.06 0.42 0.42 0.42 1.06 1.06
Delay/Veh: 143.4 63.3 63.3 140.5 56.3 56.3 109.6 31.5 31.5 53.5 124 123.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 143.4 63.3 63.3 140.5 56.3 56.3 109.6 31.5 31.5 53.5 124 123.9
LOS by Move: F   E   E   F   E   E   F   C   C   D   F   F
HCM2kAvgQ: 7   42   42   9   40   40   16   5   5   1   12   12
****
Note: Queue reported is the number of cars per lane.
****

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

                                2030 GPU
                      mitigated - Coleman Alternative
                         1690-10 LIVE OAK GPU

                   Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #12 SR 99 / Pennington Rd
****
Cycle (sec):   100   Critical Vol./Cap.(X):   1.053
Loss Time (sec):   12 (Y+R=4.0 sec) Average Delay (sec/veh):   62.8
Optimal Cycle: 180   Level Of Service: E
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
------------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Protected   Protected
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 1 0 1 1 0   1 0 2 0 1   1 0 1 1 0   1 0 1 1 0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 105 1605   25   70 1455 320 490 110   90   90 180 110
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 105 1605   25   70 1455 320 490 110   90   90 180 110
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 111 1689   26   74 1532 337 516 116   95   95 189 116
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 111 1689   26   74 1532 337 516 116   95   95 189 116
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 111 1689   26   74 1532 337 516 116   95   95 189 116
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.90 0.90 0.90 0.90 0.81 0.93 0.87 0.87 0.93 0.88 0.88
Lanes: 1.00 1.97 0.03 1.00 2.00 1.00 1.00 1.10 0.90 1.00 1.24 0.76
Final Sat.: 1718 3377   53 1718 3437 1537 1769 1815 1485 1769 2071 1265
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.06 0.50 0.50 0.04 0.45 0.22 0.29 0.06 0.06 0.05 0.09 0.09
Crit Moves: ****   ****   ****   ****
Green/Cycle: 0.07 0.48 0.48 0.04 0.45 0.45 0.28 0.20 0.20 0.17 0.09 0.09
Volume/Cap: 0.99 1.05 1.05 1.05 0.99 0.49 1.05 0.32 0.32 0.32 1.05 1.05
Delay/Veh: 127.9 63.8 63.8 170.8 47.2 19.8 91.3 34.7 34.7 37.4 113 113.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 127.9 63.8 63.8 170.8 47.2 19.8 91.3 34.7 34.7 37.4 113 113.0
LOS by Move: F   E   E   F   D   B   F   C   C   D   F   F
HCM2kAvgQ: 7   39   39   5   32   8   24   3   3   3   9   9
****
Note: Queue reported is the number of cars per lane.
****

      Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
---------------------------------------------------------------------------
                               2030 GPU
                    mitigated - Coleman Alternative
                       1690-10  LIVE OAK GPU
---------------------------------------------------------------------------
                    Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
***************************************************************************
Intersection #13 Pengtn Rd / Larkin Road
***************************************************************************
Average Delay (sec/veh):    199.4    Worst Case Level Of Service: F[401.9]
***************************************************************************
Approach:        North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-------------|----------------||----------------||----------------||----------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0  0  1! 0   0    0  0  1! 0   0    0  0  1! 0   0    0  0  1! 0   0
-------------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol:      45  245    40    120  165   260   115  110    25    25  125    60
Growth Adj:  1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   45  245    40    120  165   260   115  110    25    25  125    60
User Adj:    1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.95 0.95  0.95   0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:    47  258    42    126  174   274   121  116    26    26  132    63
Reduct Vol:     0    0     0      0    0     0     0    0     0     0    0     0
FinalVolume:   47  258    42    126  174   274   121  116    26    26  132    63
-------------|----------------||----------------||----------------||----------------|
Critical Gap Module:
Critical Gp: 7.1  6.5   6.2    7.1  6.5   6.2   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim: 3.5  4.0   3.3    3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
-------------|----------------||----------------||----------------||----------------|
Capacity Module:
Cnflict Vol: 811  618   129    737  600   163   195 xxxx xxxxx   142 xxxx xxxxx
Potent Cap.: 298  405   921    334  415   882  1378 xxxx xxxxx  1441 xxxx xxxxx
Move Cap.:   120  360   921    124  369   882  1378 xxxx xxxxx  1441 xxxx xxxxx
Volume/Cap:  0.40 0.72  0.05   1.02 0.47  0.31  0.09 xxxx  xxxx  0.02 xxxx  xxxx
-------------|----------------||----------------||----------------||----------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   xxxx xxxx xxxxx   0.3 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  xxxxx xxxx xxxxx   7.9 xxxx xxxxx   7.5 xxxx xxxxx
LOS by Move:   *    *     *      *    *     *     A    *     *     A    *     *
Movement:    LT - LTR - RT    LT - LTR - RT     LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  300 xxxxx   xxxx  318 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx 14.8 xxxxx  xxxxx 37.7 xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx  139 xxxxx  xxxxx  402 xxxxx  xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    F     *      *    F     *     *    *     *     *    *     *
ApproachDel:      139.5            401.9            xxxxxx           xxxxxx
ApproachLOS:       F                F                  *                *
***************************************************************************
Note: Queue reported is the number of cars per lane.
***************************************************************************
```

                              2030 GPU
                  mitigated - Coleman Alternative
                     1690-10 LIVE OAK GPU

                 Level Of Service Computation Report
         2000 HCM Operations Method (Base Volume Alternative)
****
Intersection #18 SR 99 / Elm Street
****
Cycle (sec):   100   Critical Vol./Cap.(X):   1.089
Loss Time (sec):   12 (Y+R=4.0 sec) Average Delay (sec/veh):   64.5
Optimal Cycle: 180   Level Of Service: E
****
Approach: North Bound   South Bound   East Bound   West Bound
Movement: L - T - R   L - T - R   L - T - R   L - T - R
-----------|---------------||---------------||---------------||---------------|
Control: Protected   Protected   Split Phase   Split Phase
Rights: Include   Include   Include   Include
Min. Green: 0   0   0   0   0   0   0   0   0   0   0   0
Lanes: 1 0 1 1 0   1 0 1 1 0   0 1 0 0 1   0 1 0 0 1
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol: 265 1510   170   55 1655   10   10   75   205   175   80   55
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 265 1510   170   55 1655   10   10   75   205   175   80   55
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 279 1589   179   58 1742   11   11   79   216   184   84   58
Reduct Vol: 0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol: 279 1589   179   58 1742   11   11   79   216   184   84   58
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 279 1589   179   58 1742   11   11   79   216   184   84   58
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.89 0.89 0.90 0.90 0.90 0.97 0.97 0.83 0.95 0.95 0.83
Lanes: 1.00 1.80 0.20 1.00 1.99 0.01 0.12 0.88 1.00 0.69 0.31 1.00
Final Sat.: 1718 3043   343 1718 3413   21   218 1633 1583 1236 565 1583
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat: 0.16 0.52 0.52 0.03 0.51 0.51 0.05 0.05 0.14 0.15 0.15 0.04
Crit Moves: ****   ****   **** ****
Green/Cycle: 0.15 0.58 0.58 0.04 0.47 0.47 0.13 0.13 0.13 0.14 0.14 0.14
Volume/Cap: 1.09 0.90 0.90 0.90 1.09 1.09 0.39 0.39 1.09 1.09 1.09 0.27
Delay/Veh: 124.5 24.5 24.5 125.6 77.4 77.4 41.3 41.3 133.4 126.2 126 39.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 124.5 24.5 24.5 125.6 77.4 77.4 41.3 41.3 133.4 126.2 126 39.3
LOS by Move: F   C   C   F   E   E   D   D   F   F   F   D
HCM2kAvgQ: 15   29   29   4   42   42   3   3   12   15   15   2
****
Note: Queue reported is the number of cars per lane.
****

```
                                    2030 GPU
                        mitigated - Coleman Alternative
                           1690-10  LIVE OAK GPU
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                 2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #19 SR 99 / Archer Ave
*******************************************************************************
Average Delay (sec/veh):      0.1      Worst Case Level Of Service: C[ 19.9]
*******************************************************************************
Approach:       North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled      Uncontrolled       Stop Sign        Stop Sign
Rights:          Include           Include           Include          Include
Lanes:       0  0  1  1  0     0  0  2  0  0     0  0  0  0  0     0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0 1840    10     0 2010     0     0    0    0      0    0    10
Growth Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
Initial Bse:   0 1840    10     0 2010     0     0    0    0      0    0    10
User Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00  1.00
PHF Adj:    0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95 0.95   0.95 0.95  0.95
PHF Volume:    0 1937    11     0 2116     0     0    0    0      0    0    11
Reduct Vol:    0    0     0     0    0     0     0    0    0      0    0     0
FinalVolume:   0 1937    11     0 2116     0     0    0    0      0    0    11
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   974
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   251
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   251
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.04
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.1
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  19.9
LOS by Move:   *    *     *     *    *     *     *    *     *     *    *     C
Movement:    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            xxxxxx            xxxxxx             19.9
ApproachLOS:      *                 *                 *                 C
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

     Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
----------------------------------------------------------------------
                              2030 GPU
                  mitigated - Coleman Alternative
                    1690-10  LIVE OAK GPU
----------------------------------------------------------------------
                 Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
************************************************************************
Intersection #20 SR 99 / Coleman Rd
************************************************************************
Cycle (sec):           100          Critical Vol./Cap.(X):        1.160
Loss Time (sec):        12 (Y+R=4.0 sec)  Average Delay (sec/veh):  74.2
Optimal Cycle:         180          Level Of Service:                 E
************************************************************************
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Protected        Protected
Rights:          Ovl              Ovl             Include          Include
Min. Green:    0    0    0      0    0    0      0    0    0      0    0    0
Lanes:       1  0  1  1  0    1  0  2  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15 1965   25    265 1635  145    165  340   15     10  340  145
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   15 1965   25    265 1635  145    165  340   15     10  340  145
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95   0.95 0.95 0.95
PHF Volume:    16 2068   26    279 1721  153    174  358   16     11  358  153
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   16 2068   26    279 1721  153    174  358   16     11  358  153
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:   16 2068   26    279 1721  153    174  358   16     11  358  153
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.90 0.90 0.90   0.90 0.90 0.81   0.95 0.94 0.94   0.93 0.89 0.89
Lanes:       1.00 1.97 0.03   1.00 2.00 1.00   1.00 1.92 0.08   1.00 1.40 0.60
Final Sat.:  1718 3387   43   1718 3437 1537   1805 3437  152   1769 2369 1010
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.61 0.61   0.16 0.50 0.10   0.10 0.10 0.10   0.01 0.15 0.15
Crit Moves:       ****            ****            ****            ****
Green/Cycle: 0.01 0.53 0.54   0.14 0.65 0.74   0.08 0.20 0.20   0.01 0.13 0.13
Volume/Cap:  0.76 1.16 1.13   1.16 0.76 0.13   1.16 0.52 0.52   0.52 1.16 1.16
Delay/Veh:  143.8  102 91.0  151.0 13.6  3.9  168.7 36.2 36.2   70.2  138 137.9
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh: 143.8  102 91.0  151.0 13.6  3.9  168.7 36.2 36.2   70.2  138 137.9
LOS by Move:    F    F    F      F    B    A      F    D    D      E    F    F
HCM2kAvgQ:      2   55   53     17   20    1     11    6    6      1   16   16
************************************************************************
Note: Queue reported is the number of cars per lane.
************************************************************************
```

    Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                              2030 GPU
                   mitigated - Coleman Alternative
                     1690-10  LIVE OAK GPU
-------------------------------------------------------------------
                Level Of Service Computation Report
        2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************
Intersection #25 SR 99 / APRICOT
*******************************************************************
Average Delay (sec/veh):      0.0     Worst Case Level Of Service: A[  0.0]
*******************************************************************
Street Name:            SR 99                      APRICOT
Approach:      North Bound     South Bound     East Bound     West Bound
Movement:      L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
-------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled    Uncontrolled     Stop Sign       Stop Sign
Rights:         Include         Include          Include         Include
Lanes:        1  0  1  0  0   0  0  1  0  1    0  0  1! 0  0   0  0  0  0  0
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0 1845    0     0 2010    0     0    0    0     0    0    0
Growth Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0 1845    0     0 2010    0     0    0    0     0    0    0
User Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:    0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:    0 1942    0     0 2116    0     0    0    0     0    0    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:   0 1942    0     0 2116    0     0    0    0     0    0    0
-------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  3.5  4.0   3.3 xxxxx xxxx xxxxx
-------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx 4058 4058 2116  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx    3    3   64  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx    3    3   64  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx 0.00 0.00 0.00  xxxx xxxx  xxxx
-------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *    *     *    *    *     *    *    *
Movement:    LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx xxxx    0 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:   xxxxxx          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:      *               *               *               *
*******************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************
```

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.

```
                                  2030 GPU
                     mitigated - Coleman Alternative
                       1690-10  LIVE OAK GPU
```

```
                    Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
*****************************************************************************
Intersection #26 SR 99  / ASH ST
*****************************************************************************
Average Delay (sec/veh):        0.7     Worst Case Level Of Service: D[ 31.9]
*****************************************************************************
Street Name:                SR 99                          ASH ST
Approach:        North Bound       South Bound      East Bound       West Bound
Movement:      L  -  T  -  R     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|----------------||----------------||---------------||---------------|
Control:        Uncontrolled      Uncontrolled      Stop Sign        Stop Sign
Rights:            Include           Include          Include          Include
Lanes:         0  0  1  1  0     0  0  2  0  0    0  0  0  0  0    0  0  0  0  1
------------|----------------||----------------||---------------||---------------|
Volume Module:
Base Vol:        0 1890    90     0 1990     0     0    0    0     0    0    90
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:     0 1890    90     0 1990     0     0    0    0     0    0    90
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:      0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95 0.95  0.95 0.95  0.95
PHF Volume:      0 1989    95     0 2095     0     0    0    0     0    0    95
Reduct Vol:      0    0     0     0    0     0     0    0    0     0    0     0
FinalVolume:     0 1989    95     0 2095     0     0    0    0     0    0    95
------------|----------------||----------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|----------------||----------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1042
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   226
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   226
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.42
------------|----------------||----------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   1.9
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  31.9
LOS by Move:   *    *     *     *    *     *     *    *     *     *    *     D
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            xxxxxx            xxxxxx           31.9
ApproachLOS:       *                 *                 *              D
*****************************************************************************
Note: Queue reported is the number of cars per lane.
*****************************************************************************
```

```
    Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to kdANDERSON TRANSP.
```