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# THE PRESERVE AT SUNRIDGE

## DRAFT ENVIRONMENTAL IMPACT REPORT

### VOLUME II: TECHNICAL APPENDICES

SCH # 2004092051

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*Prepared by:*

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October 2005

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**DRAFT ENVIRONMENTAL IMPACT REPORT**  
**VOLUME II — APPENDICES**  
**FOR**  
**THE PRESERVE AT SUNRIDGE**  
**CITY OF RANCHO CORDOVA, CALIFORNIA**

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**OCTOBER 2005**

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**APPENDIX 3.0**  
**PROPOSED AMENDMENTS TO THE**  
**SDCP AND THE**  
**GENERAL PLAN AND SPECIAL**  
**PLANNING AREA ZONING HANDBOOK**

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JUL 18 2005

RANCHO CORDOVA  
PLANNING

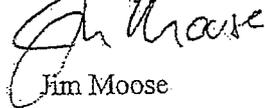
Re: Justification for Proposed Amendments to the Sunrise Douglas Community  
Plan in Connection with Preserve at Sunridge Project

Dear Mr. Junker:

On behalf of River West Investments, I am hereby transmitting proposed amendments to two mitigation measures currently found in the text of the Sunrise Douglas Community Plan, along with a detailed Justification for the proposals. As the Justification explains, the mitigation measures at issue are included in the Community Plan itself, and thus cannot be amended except by action of the Rancho Cordova City Council. River West Investments respectfully requests that the proposed amendments be set forth in the Project Description portion of the draft environmental impact report ("EIR") now being prepared for the Preserve project, and that they ultimately be put before the City Council at the same time the rest of the entitlements necessary for the Preserve are considered (i.e., after certification of the Final EIR for the project).

Thank you for your consideration.

Sincerely,

  
Jim Moose

cc: Brian Vail  
Tim Taron

enclosure  
50703058.002.wpd

**JUSTIFICATION FOR PROPOSED AMENDMENTS  
TO SUNRISE DOUGLAS COMMUNITY PLAN**

As inherited from the Sacramento County Board of Supervisors upon incorporation of the City of Rancho Cordova, the Sunrise Douglas Community Plan contains a number of mitigation measures that, being adopted as part of the Community Plan, function as textual requirements of the Community Plan. These measures, then, cannot be amended or deleted without action by the Rancho Cordova City Council.<sup>1</sup>

In the perception of the proponents of the Preserve at Sunridge, many of these mitigation measures do not reflect the policy preferences of Rancho Cordova decision makers, and do not reflect the City's common practices in areas outside the boundaries of the Sunrise Douglas Community Plan.

As part of the package of approvals necessary to develop the Preserve at Sunridge, the project proponents respectfully request that the City Council amend Mitigation Measures BR-2 and BR-4, which appear on pages 8-10 and 8-11 of the Sunrise Douglas Community Plan. The reasons for these requests are discussed in detail below.

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<sup>1/</sup> The County appropriately included these measures within the Community Plan text, pursuant to the following statutory command from the California Environmental Quality Act ("CEQA"):

A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, *in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.*

(Pub. Resources Code, § 21081.6, subd. (b) (italics added).)

**A. Mitigation Measure BR-4**

The proponents of the Preserve at Sunridge request that Measure BR-4 be amended as follows:

Prior to approval of any future development projects (such as tentative subdivision maps, development plans, improvement plans) improvement plan or grading permit within any portion of a future Specific Plan area containing wetlands subject to the jurisdiction of the US Army Corps of Engineers, the habitat of an endangered, threatened or rare species protected by federal or state law, or a stream or other water body subject to the direct regulatory jurisdiction of the California Department of Fish and Game, the applicants shall obtain all necessary US Army Corps of Engineers permits pursuant to Section 404 of the Clean Water Act, and all necessary California Endangered Species Act permits and Streambed Alteration Agreements from the CDFG, pursuant to the Fish and Game Code.

The proponents offer several reasons in support of these requested amendments. First, Measure BR-4 as written is overly broad in that it requires the acquisition of certain permits prior to the issuance of certain City approvals (most notably a tentative subdivision map) that, by themselves, do not directly authorize any physical alteration of property subject to federal or state regulatory protection. In other words, there is no need, at the tentative map stage of land use planning, to require project applicants to have all necessary federal and state permits in hand, as land alteration can only occur much later in the City's planning process, specifically after the issuance of grading permits. Thus, Measure BR-4 as adopted by the County reflects the County's subjective views about the proper order in which landowners should seek various regulatory approvals necessary for development. Nothing in the measure directly protects the environment.

Second, the City has not been following the approach embodied in BR-4 outside the Sunrise Douglas area. Thus, the measure inherited from the County puts Sunrise Douglas property owners on a different, less competitive footing than landowners elsewhere within the City.

Third, nothing in the CEQA findings adopted by the Board of Supervisors suggests that Measure BR-4 was necessary to achieve the actual on-the-ground mitigation of physical

impacts. Notably, the proponents are not suggesting any changes to the language within Mitigation Measure BR-2 requiring applicants to prepare "Wetlands Avoidance/Mitigation Plan[s]" by which "no net loss of wetland habitat acreage and values i[s] achieved." This performance standard requires real mitigation, whereas BR-4 as written deals solely with process.

Fourth, Measure BR-4 implicitly assumes that, as a practical matter, applicants are able to successfully obtain approved federal wetlands permits prior to obtaining tentative maps from the City. This assumption has proven in practice to be too optimistic. As is well known, the Corps of Engineers has recently suffered from limited budgets that have increased dramatically the time required to obtain such permits. There is no reason why the City's planning process should be frozen in its tracks until the lengthy federal permitting process is complete. In the event that the Corps will not allow land use configurations as embodied in approved tentative maps, the City and project applicants have the option of seeking modifications to their approved tentative or final maps.

Fifth, there are good policy reasons for allowing tentative map approvals to precede the issuance of 404 permits and streambed alteration agreements. By acting on tentative map applications prior to federal or state permitting decisions, the City will be able to demonstrate to its sister agencies its own preferences and policies regarding such issues as lot design, local circulation, and the location of facilities for recreation and other public uses. Since these sister agencies are not supposed to be in the land use business, the City, as the appropriate land use authority, has every right to make known its preferences known to these sister agencies. These agencies, then, should react to the City's preferences, rather than vice versa.

Sixth and finally, the notion that applicants will have streambed alteration agreements in hand prior to tentative map approval is also unrealistic. The Department of Fish and Game ("DFG") typically wants to function as a "responsible agency" under CEQA, and thus looks to local land use agencies such as the City to act as "lead agencies" responsible for completing the environmental analysis required for the issuance of streambed alteration

agreements. Since plan-level environmental documents only rarely provide sufficient site-specific detail to allow DFG to approve such agreements, DFG typically looks to project-level environmental documents (e.g., EIRs prepared for tentative maps) for the "CEQA coverage" the state agency needs. BR-4 as written is particularly impractical in this respect.

#### **B. Mitigation Measure BR-2**

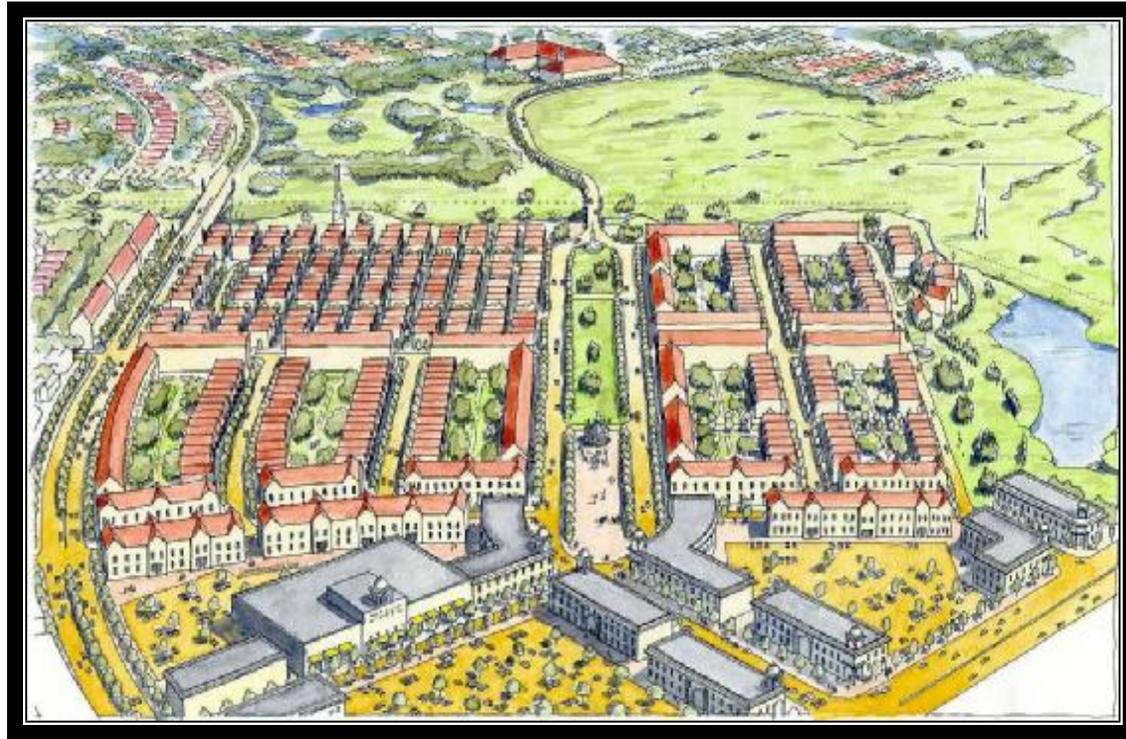
The proponents propose to amend the first paragraph of Measure BR-2 as follows:

~~In conjunction with the filing and processing of applications for future development entitlements (such as tentative subdivision maps or development plans) within any future Specific Plan area, such~~ Prior to approval of any improvement plans or grading permits within any portion of a Specific Plan area containing wetlands subject to the jurisdiction of the US Army Corps of Engineers, project proponents shall submit a detailed wetland delineation for the proposed development area, and a detailed plan which describes the specific methods to be implemented to avoid and/or mitigate any project impacts upon wetlands such that no net loss in wetland habitat acreage i[s] achieved. This detailed Wetland Avoidance/Mitigation Plan shall be prepared in consultation with the US Army Corps of Engineers, ~~the USFWS, the CDFG, and the US Environmental Protection Agency~~ and shall incorporate the following components:

Most of the reasons described above for the proposed amendments to BR-4 apply equally to BR-2. In addition, there is no need to require consultation with the United States Fish and Wildlife Service, Fish and Game, and US EPA with respect to every permit to fill wetlands. Federal law already requires the Corps to consult with Fish and Wildlife where endangered or threatened species may be involved; DFG only has jurisdiction over the alterations to the bed, banks, or channels of rivers, streams, and lakes; and EPA only gets involved in wetlands permitting in limited situations. As inherited from the County, BR-2 requires the City, at the tentative map stage, to conduct a far more extensive consultation with numerous, hard-to-reach agencies than is required by any existing federal or state statute.

# *The Preserve at Sunridge*

General Plan and Special Planning Area Zoning Handbook



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## **section 1 – Overview / Intent of this Handbook**

### **1.1 Overview**

As a newly incorporated City, Rancho Cordova has defined an aggressive Vision, to “*Build a City*”. Its implementing themes are equally important – *Place Making, Catalyst for Change, Great Ideas, Land Use Change, and Services for Quality of Life.*

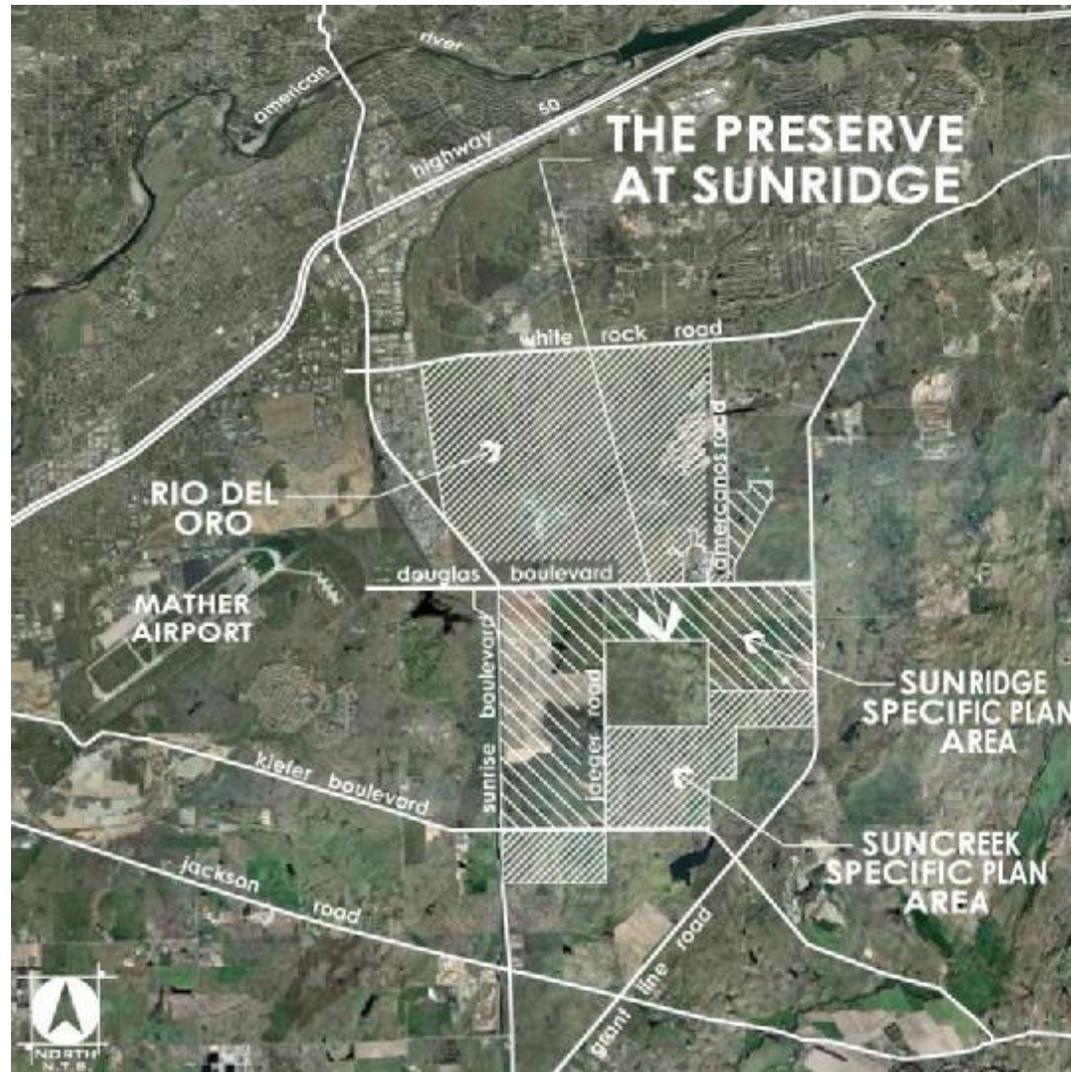
Since Rancho Cordova is not a traditional City, built around an historic downtown, the long-term strategy is to create a unique urban form. The City has elected to pursue an urban form composed of multiple centers, each designed to contribute a complementary role to the way the City functions. This future urban form reflects many of the individual visions defined for land use, urban design, economic development, housing, circulation, and open space, natural, and cultural resources.

Such an approach to urban form relies on a hierarchy of activity centers that responds to the diverse civic, symbolic, residential, commercial, employment, and recreational needs of this growing community. The Preserve at Sunridge represents a dynamic opportunity due to its central location in the eastern part of the City.

Because the project is important to the community and the applicants, the City determined that a SPA process was the best means to test and validate The Preserve at Sunridge Land Use Plan and Development Program.

Prior to preparing this handbook, a series of activities took place to better inform the applicant/developers, design team and City staff and officials about the general planning context for the Preserve at Sunridge. This understanding was central to placing the project in a broader perspective. These activities included a review and analysis of existing plans, studies, applications and recommendations including the items as follows.

- City of Rancho Cordova General Plan Vision Book 2025
- City of Rancho Cordova Urban Design Workshop Results
- City of Rancho Cordova Interim General Plan
- City of Rancho Cordova Draft Pedestrian Master Plan
- City of Rancho Cordova Draft Pedestrian Design Guidelines
- City of Rancho Cordova Draft Design Guidelines
- The Sunrise Douglas Community Plan
- Development applications and supporting information for The Preserve at Sunridge, as well as the surrounding community
- The Preserve at Sunridge Design Charrette Summary



**Exhibit 1 – Overall Location Aerial Map**

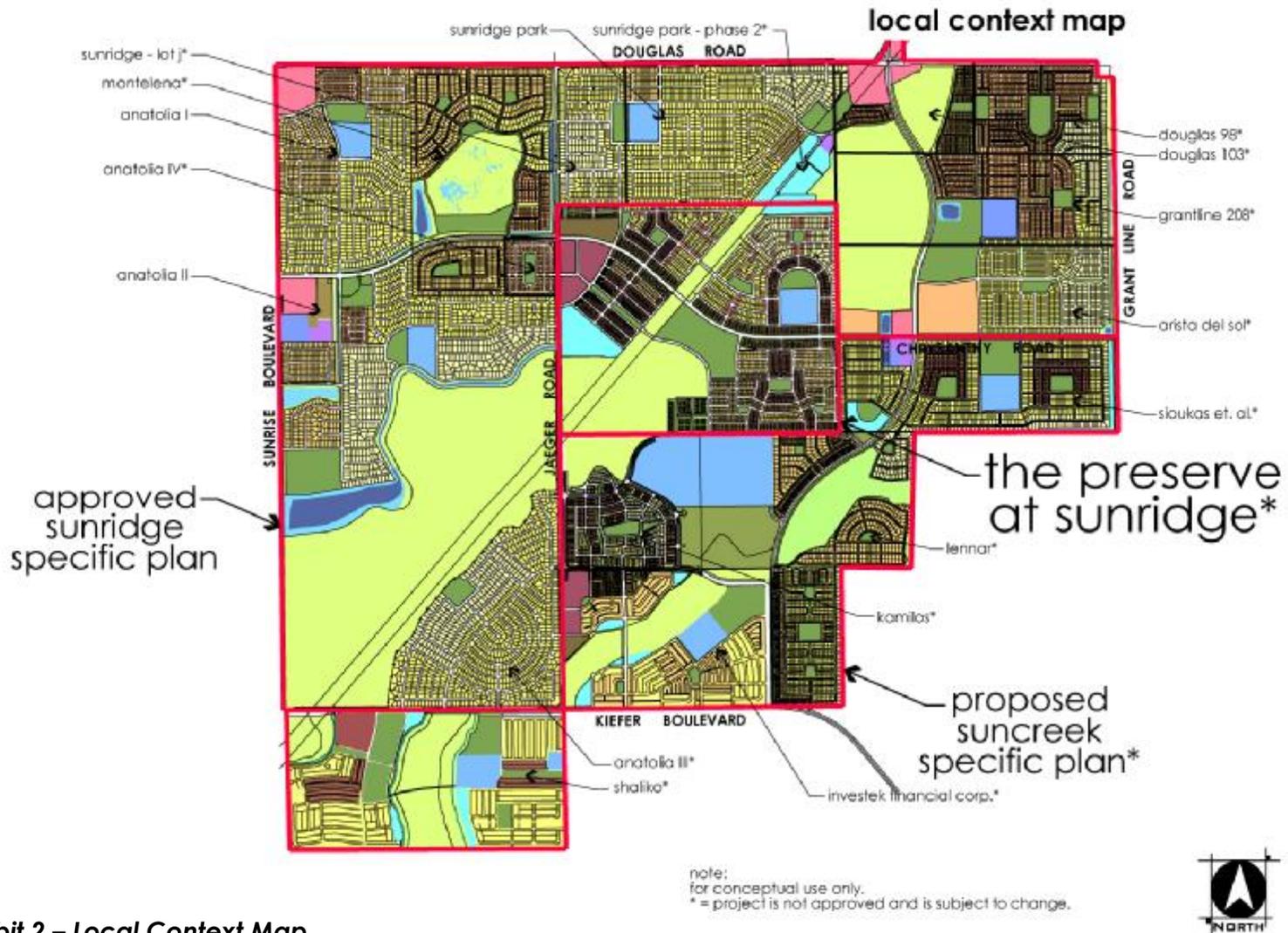
## **1.2 Project Context**

The Preserve at Sunridge Special Planning Area (PS-SPA) lies within the Sunrise Douglas Community Plan area. However, the PS-SPA was not included in the approved Sunridge Specific Plan (approved June 2003) nor was it planned for inclusion in the adjacent Suncreek Specific Plan (proposed). This plan area, commonly referred to as 'the donut hole,' is located in the heart of the Sunrise Douglas Community Plan area and development of the plan would fill in a large gap in the center of the planned community.

The Preserve at Sunridge Special Planning Area comprises approximately 530 contiguous acres and is bound on the north by the proposed Sunridge Lot J Tentative Subdivision Map and the approved Sunridge Park subdivision, which is currently under construction. The subject property is bound on the east by currently vacant lands in various stages of the planning process including the Grantline 208 and Arista Del Sol proposed Tentative Subdivision Maps. The site is bound on the south by the proposed Suncreek Specific Plan area and on the west by the approved Anatolia 2 subdivision and the proposed Anatolia 4 Tentative Subdivision Map.

Access to the subject property is provided by arterial roadways including Jaeger Road on the west, which is planned to extend from Kiefer Road at the south to Douglas Road north of the site, and Chrysanthy Boulevard which is planned for extension though the project ultimately connecting Sunrise Boulevard to Grantline Road.

With The Preserve at Sunridge SPA's proximity to the existing Rancho Cordova job base, Folsom Boulevard Transit Corridor, Highway 50, as well as the sites location in the heart of the Sunrise Douglas Community Plan, the SPA is strongly positioned to be a focal community within Rancho Cordova. In order to accomplish this type of new development, development guidelines and standards must be carefully crafted to allow for flexible retail development, compact design, unique street scenes and cohesiveness among the varied and diverse housing types. It is for these reasons that The Preserve at Sunridge Special Planning Area Handbook has been created and why this community will be a unique and model community in Rancho Cordova and in the greater Sacramento region.



**Exhibit 2 – Local Context Map**

### **1.3 Intent of this Handbook**

The purpose of The Preserve at Sunridge General Plan and Special Planning Area Zoning Handbook is to guide future development(s) within The Preserve at Sunridge SPA project. A comprehensive Design Charrette was held November 15-18, 2004 with the sole purpose to meet or exceed the City's *Vision and Guiding Principles*, while accommodating the applicant/developer's program requirements.

- **Pre-Charrette Activities**

Developing an understanding of the issues, the site, the current program and plan, and the regional/city market context.

- **The Design Charrette**

An intensive, interactive design process to develop a revised program and plan to meet City and applicant goals.

- **Post-Charrette Activities**

Documentation of the charrette process, findings and future actions.

Rancho Cordova City officials and staff, the HDR Design Team, the Cordova Park and Recreation District, the Elk Grove Unified School District, the applicant/developers, and their consultants were all very active participants in the design charrette. The charrette focused energy and effort into an intensive,

concentrated, four-day design process. The intent was to test the initial commercial market assumptions, the residential product mix, and the design.

Based on the City's *Vision* in the *Draft General Plan*, the *Urban Design Workshop Results*, and applicant expectations, the charrette goals were established to meet the following criteria.

- **Set a High Standard** for the development of the Preserve at Sunridge in the City of Rancho Cordova.
- **Employ the City's Vision and Guiding Principles** in evaluating the currently proposed plan and preparing other alternatives.
- **Prepare a Development Program** that coincides with the City's Vision for The Preserve at Sunridge as a centerpiece for the burgeoning eastern side of the City, serving as the initial public, civic, recreational and commercial focus.
- **Apply appropriate tenets of the New Urbanism** in developing an alternative master plan for The Preserve at Sunridge.
- **Present a Consensus Plan** that creates a viable, fully-integrated community that reflects the City's Vision and applicant's economic requirements.
- **Approval Process to Move as Expeditiously as Possible** to final plan approvals.

## **1.4 Design Principles**

There are two sources of design principles that guided the plan making process, as determined through the Design Charrette process. The first is the Rancho Cordova's vision of creating a city. The second source for design standards and guidelines is from the Congress for the New Urbanism (CNU). The principles are drawn from its Charter, specifically dealing with the Neighborhood, the Block, the Street, and the Building.

The following pages were taken from the Design Charrette Summary and combine the two sources into a single complementary set. The City's principles are in bold text, and the CNU principles are shown in plain text.

### ***Positive public realm experience***

**Focus is on the space that buildings and landscape create together, rather than just on their interior or exterior design.**

- A broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.
- Individual architectural projects should be seamlessly linked to their surroundings.
- A range of parks, from tot-lots and village greens to ball fields and community gardens, should be distributed within the neighborhood.

### ***Comprehensive park and open space system***

**A programmed, interconnected open space system that crosses ownership and unites the City's communities together.**

- Concentrations of civic, institutional, and commercial activity should be embedded, not isolated in remote, single-use complexes.
- Offer a range of parks, from tot-lots and village greens to ball fields and community gardens, should be distributed within the neighborhood.

### ***Interconnected and gridded street framework***

**Distinctive grid system that connects people, properties and places.**

- An interconnected network of streets, encourages walking, reduces the number and length of automobile trips, and conserves energy.
- Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.
- Views should be terminated by public squares, office buildings, landmarks, gazebos, or some other form of memorable identification.

***Integrated total community layout***

**Combined street and open space system connects the districts with neighbors regardless of use.**

- The neighborhood is the essential element of development. It is an identifiable area that encourages citizens to take responsibility for its maintenance and evolution.
- A neighborhood should have a center and an edge. The center should be a public space, whether a square or a green.

***Balance creative workplaces and housing***

**Rancho Cordova provides a healthy land use mix which allows one to live, work, (shop and play) within an interesting, creative and walkable environment.**

- Neighborhoods have interconnected networks of streets designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.

***Access to interactive shopping experiences***

**Shopping/entertainment at all scales (convenience, neighborhood, destination, regional, entertainment) is easily accessible to all neighborhoods**

- Centers should be compact, pedestrian-friendly, and mixed-use.
- Daily living activities should be satisfied within walking distance allowing independence to those who do not drive especially the elderly and the young.

***Diverse housing choices***

**Appealing to the diverse marketplace.**

- A broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.

***Pedestrian-friendly street design***

**Street designs consider their “place” as an assemblage of buildings, landscape, and engineering elements.**

- The design of streets, buildings should reinforce safe environments but not at the expense of accessibility and openness.
- The block structure should promote clear direction, coherence, interconnectivity and walkability.

***Prominent public buildings***

**Key sites with strong vistas and redevelopment opportunities should be preserved for public buildings.**

- Civic buildings and public gathering places require important sites to reinforce community identity. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.
- Public squares, civic buildings, landmarks, gazebos, or some other form of memorable identification should terminate views.

## **section 2 – Review Authority / Future Submittals**

### **2.1 Review Authority**

The Preserve at Sunridge SPA is subject to the City of Rancho Cordova's Design Review process in place at the time of subsequent applications and/or approvals unless otherwise provided for in this Handbook and/or the SPA's Development Agreement. In addition, by preparation of this General Plan and Special Planning Area Zoning Handbook, this project is held to a higher standard of development than that which has come before the Planning Staff, Planning Commission and City Council in prior applications. By virtue of the adoption of this Handbook by ordinance, certain development standards and guidelines, above and beyond those approved by the City, will apply.

This General Plan and Special Planning Area Zoning Handbook and the subsequent PS-SPA Development Agreement work together to insure a high-quality cohesively designed and implemented project with a specific design vision. Because this Handbook and the future project Development Agreement are a result of intensive project-specific planning, including the participation in an intensive Design Charrette, if/where there is a conflict between these documents and other City documents, this Handbook and PS-SPA Development Agreement will prevail.

### **2.2 The Preserve at Sunridge General Plan and Special Planning Area Zoning Handbook Approvals**

This General Plan and Zoning Handbook recognizes the participation in the Design Charrette process as an effective tool in guiding planning entitlement approvals within this SPA as well as setting the basic framework for the SPA Land Use Plan to be developed. This Handbook will grant approval for those items described and illustrated herein and will require future Design Guidelines and Design Review at a later date(s), separate from this Development Handbook.

This General Plan and Zoning Handbook sets forth the following areas of approval by the City via adoption of this Handbook by ordinance. This includes all items, text and exhibits, discussed herein and summarized below.

- General Plan Land Use
- Zoning
- Commercial Land Use Permitted Uses
- Land Use Plan and Summary Table
- Land Use Districts and Architectural Character
- Residential Development Standards
- Overall Circulation Plan and Street Sections
- Overall Park and Open Space Plan
- Conceptual Park Design and Program for Uses
- Parkway/Drainage Corridor Character
- Wetland Preserve Use/Maintenance

### **2.3 Future Submittals**

This General Plan and Special Planning Area Zoning Handbook identifies many of the development standards to implement successful and quality-image development. It outlines some of the standards and guidelines by which future development will be guided and shaped and sets up a design image that will stand the test of time. With that said however, future submittals with further detail will refine the various project components.

Subsequent Design Guidelines and Design Review applications/submittals will be made in behalf of the PS-SPA project, as a whole or in part, that will further convey the high quality image as identified through years of project visioning by the applicant/developer, including active participation in the Design Charrette process, and furthered by the development and adoption of this Handbook.

These applications and submittals may include but are not limited to the following items.

- Project-Wide Design Guidelines and Landscape Architecture
- Single-Family Residential Design Review
- Site-Specific Multi-Family Design Review
- Site-Specific Commercial Design Review
- Design Guidelines

One of the critical components of this Handbook is the future development of detailed project-wide Design Guidelines. The Design Guidelines will include at minimum mandatory contents such as detailed project-wide landscape architecture, single-family and multi-family residential design guidelines, commercial site design guidelines, public facility design guidelines, and park/open space design guidelines. In addition to the mandatory contents described briefly above, the Design Guidelines may include other optional topics as needed to describe and convey the overall design concept and implementation of the SPA's vision.

#### ***Single-Family Residential***

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Beyond the Typical (Residential) Development Standards exhibits in this SPA handbook (see section 3) that outline the setbacks, lot coverage and other information pertinent to the specific residential designs included in the SPA, the single-family residential component of the Design Guidelines may include more-specific site design; building placement, orientation, form, massing and style; building materials and colors; and other topics necessary to describe the design of single-family residential projects.

***Multi-Family Residential***

The multi-family residential component of the Design Guidelines may include site-specific designs and detail; site streetscape and circulation; public spaces and amenities; building massing, placement, orientation, form and scale; architectural style and design concepts; building materials and colors; screening and service areas; and lot coverage and parking standards.

***Commercial and Public Facilities***

The commercial component of the Design Guidelines may include more detailed site design; second floor residential design concepts; streetscape design and circulation; public spaces and site amenities; lot coverage and parking standards; screening and service areas; lighting and signage; building placement, massing, orientation, form and scale; building materials and colors; landscape design, plant palettes and shade coverage; irrigation design guidelines; and other topics necessary to describe the design of commercial projects.

***Parks and Open Space***

The parks and open space component of the Design Guidelines may include overall circulation concepts; trail design standards; more refined individual park design and program for uses; planting plans and plant palettes; irrigation design and standards; and other information as necessary to describe the design and intended uses of the parks and open space.

***Landscape Architecture***

The Landscape Architecture component of the Design Guidelines may include community monumentation, project-entry monumentation, project signage, lighting, street furnishings, traffic calming measures, hardscapes, and planting design and plant palettes.

**2.3.2 Design Review Process**

The Preserve at Sunridge SPA is subject to the City of Rancho Cordova's Design Review process in place at the time of subsequent applications and/or approvals unless otherwise provided for in this Handbook or the PS-SPA Development Agreement.

Future Design Review applications and submittals will be made in accordance with current City policy and process and are anticipated to include but are not limited to the following items.

- Project-Wide Landscape Architecture
- Single-Family Residential Design(s)
- Multi-Family Residential Design
- Public Facility Design
- Commercial Design
- Parks and Open Space Design

## **section 3 – The Preserve at Sunridge SPA Development Details**

### **3.1 Relationship to General Plan / Zoning**

The City of Rancho Cordova's Interim General Plan and Draft Land Use Map reflect an approach that combines specific land use designations in some areas of the City and more general descriptions of land uses in areas planned for future growth, such as the PS-SPA.

The Draft Land Use Map establishes a variety of new land use designations that reflect more mixed, and in many cases, more intense land uses envisioned for the City. These mixed-use categories provide for the mixing of residential, commercial and office uses on a single site. In some cases, the mixing may be 'horizontal' (residential uses next to non-residential uses), in other cases the mixing may be 'vertical' (residential uses as a second or third floor over non-residential uses).

The City's Draft Land Use Map also designates the general location of several 'Town Centers' of varying size, use and intensity. The locations shown are conceptual, but clearly illustrate the City's intent to provide for a variety of shopping, working and living opportunities within the City, and to take advantage of the opportunities provided by Highway 50, public transit, and other major access to build regionally and community-oriented commercial centers.

The Preserve at Sunridge SPA blends well into the existing General Plan fabric of the Sunrise Douglas Community Plan Area as well as the greater Rancho Cordova area beyond. By design, the PS-SPA comprises a Local Town Center that has been placed where a local town center has been designated on the City's Interim General Plan Land Use Map. Although the PS-SPA is not by intent a transit-oriented development, it does provide significant opportunities for transit extension in the form of bus and transit stops at the perimeter of the project as well as in the heart of the Local Town Center along "Main Street".

The PS-SPA Local Town Center will be supported locally and community-wide by the provision of a variety of residential housing products offered both for rental and home-ownership opportunities at varying price ranges. Additionally, the plan intends to meet the educational, recreational and open space needs of the community by providing an elementary school and many active and passive park lands in close proximity to residential areas thereby encouraging walking and interaction among future plan area residents.

**3.1.1 PS-SPA General Plan Land Uses**

The General Plan Land Use Designations for The Preserve at Sunridge SPA utilize the Land Use designations as shown and described in the City's Interim General Plan.

**Low Density Residential (LDR) 2.1 – 6.0 du/ac**

The Single-Family Residential Land Use Designation is generally characterized by single-family detached, conventional residential lots in a wide variety of lot sizes and configurations. Within the PS-SPA this land use designation is used for the single-family residential at 55x105' lot size. Other lot sizes and configurations meeting the specified density range are possible and are permitted.

**Medium Density Residential (MDR) 6.1 – 18.0 du/ac**

The Medium Density Residential Land Use Designation is generally characterized by small lot single-family detached or single-family attached products including condominium and townhome type development. Within the PS-SPA this land use designation is used for the small lot single-family residential at various lot sizes and configurations including but not limited to 50x105' conventional lots, 43x72' conventional lots, 48x60' conventional lots, 30x76' alley-loaded lots, 22x70' alley-loaded lots, courtyard lots and cottage lots. Other lot sizes and configurations meeting the specified density range are possible and are permitted.

**High Density Residential (HDR) 18.1+ - 40.0 du/ac**

The High Density Residential Land Use Designation is generally characterized by apartments, condominiums, or clustered single-family generally in multi-family configurations. Parking is generally provided in traditional surface lots however parking structures are permitted and may be used at higher densities. Within the PS-SPA this land use designation is used for the high-density (30 du/ac) multi-family site. Other types and configurations meeting the specified density range are possible and are permitted.

**Village Center Mixed-Use (VCMU)**

The Village Center Mixed-Use Land Use Designation is generally characterized by a mix of retail and office uses that serve the daily shopping needs as well as special shopping needs not typically met in a typical Village Center. Typical uses in the Village Center Mixed Use designation include grocery and specialty markets, large retail stores, restaurants, and daily services such as dry cleaners and similar personal service providers.

Village Centers are typically vibrant destination places with both day and nighttime activities. Town Centers typically meet the needs of 30,000 persons providing office and retail inter-mixed with medium and high-density residential housing. Medium and high-density residential uses may be vertically or horizontally integrated with the non-residential uses.

The commercial component of the project would have approximately fifteen commercial building pads ranging from approximately 2,400 square feet to approximately 55,000 square feet for a total of approximately 147,000 square feet to 165,000 square feet. Proposed uses include mixed-uses on the smaller pads, retail on the mid-sized pads, and a grocery store to anchor the commercial uses. The mixed-uses may include up to 18 units of second story units or "live-work" lofts of approximately 1,000 square feet each bringing the commercial total to approximately 165,000 square feet. Within the PS-SPA this land use designation is used for the commercial parcels.

***Public / Quasi-Public***

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The Public/Quasi Public Land Use designation is generally characterized by a variety of public land uses including lands owned by the City of Rancho Cordova and other public agencies, schools and churches. Within the PS-SPA this land use designation is used for the detention basins and the elementary school.

***Parks and Open Space***

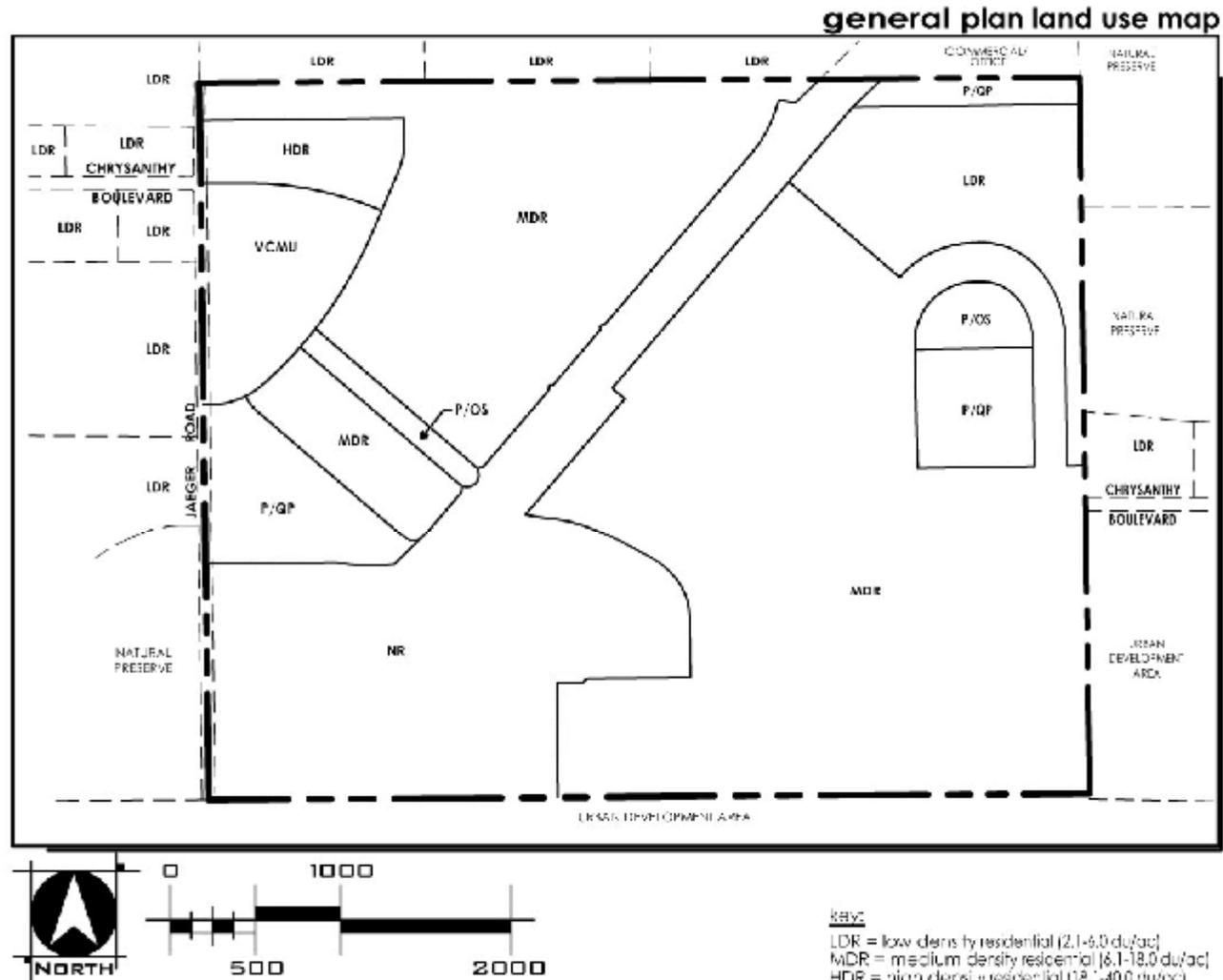
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The Parks and Open Space Land Use Designation is generally characterized by public parks and other public facilities owned and operated by the Cordova Recreation and Park District or other public agencies as well as lands which have been reserved for open space uses. Within the PS-SPA this land use is used for the many parks and open space associated with the power line corridor and associated trail connections.

***Natural Resources***

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This land use is generally characterized by lands set aside as natural habitat to protect natural and/or protected resources. Within the PS-SPA this land use designation is used for the wetland preserve.



**3.1.2 Exhibit 3 - General Plan Land Use Map**

### **3.1.2 PS-SPA Zoning**

The Preserve at Sunridge SPA is zoned SPA (Special Planning Area) and is subject to development according to the text and exhibits contained herein, as well as subject to provisions as set forth by the project's Development Agreement.

#### ***Commercial Land Use Permitted Uses***

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The following table lists all the Permitted, Conditionally Permitted and Temporarily Permitted uses within the Commercial Land Use Designation. An "X" indicates that the described use is permitted in the commercial zone designation. The initials "CUP" indicate that the use is allowed, with the approval of a Conditional Use Permit by the appropriate authority, as specified in the Zoning Code. The initials "TUP" indicate that the use is allowed, with the approval of the Planning Director, according to the procedures prescribed in the Zoning Code.

If a use is not specifically listed in the table of uses, the Planning Director shall make a determination as set forth in Article 3, Title I of the Zoning Code. The determination by the Planning Director may be appealed to the Planning Commission with the filing of an appeal and payment of the established fee, according to the city's adopted fee/deposit schedule.

Unless otherwise indicated, listings denote retail sales operations.

**A. Automotive Sales, Service, Repair**

- 1. Auto Radio, Stereo, CB CUP
- 2. Auto Service Station, Primary CUP
- 3. Auto Service Station, Secondary CUP
- 4. Auto Parts and Accessory Store X
- 5. Auto Wash, Self-Service or Automatic CUP

**B. Business Services**

- 1. Addressing and Mailing Services X
- 2. Advertising Business X
- 3. Alarm/Warning System - Sales and Service X
- 4. Blueprinting-Photostating Service X
- 5. Computer Programming/ Software and System Design X
- 6. Computer Sales, Rental and Lease X
- 7. Computer Service and Training X
- 8. Data Processing Service (Section 130-53) X
- 9. Delivery Service CUP
- 10. Drafting Service X
- 11. Equipment Rental Agency - Office Related Uses Only CUP
- 12. Furniture Rental Agency CUP
- 13. Locksmith - Safe Repair Shop CUP
- 14. Mail or Delivery Service Pickup Station CUP
- 15. Locksmith - Key and Lock Shop X

- 16. Mail Order Business X
- 17. Messenger Service X
- 18. Office Machines and Equipment Sales and Minor Repair X
- 19. Photocopy Service X
- 20. Print Shop CUP
- 21. Remote Teller, Freestanding for Pedestrian Use (ATM) X
- 22. Sign, On-Site X
- 23. Stenographic Service X
- 24. Studio - Radio, Television, Recording X
- 25. Telegraph Office X
- 26. Telephone Answering Service X
- 27. Ticket Agency X

**C. Health Services**

- 1. Acupuncture Clinic or Office X
- 2. Adult Day Health Center X
- 3. Clinic, Child-Family Guidance X
- 4. Clinic, Counseling X
- 5. Clinic, Diet Counseling with Incidental Sales of Diet Products X
- 6. Clinic; Kidney Dialysis CUP
- 7. Clinic; Physical Therapy X
- 8. Eyeglasses, Frames, Contact Lens - Sales and Service X
- 9. Hearing Aids - Sales and Service X

10. Laboratory - Medical, Dental or Optical	X	3. Kennel, Cattery, Boarding/Training	CUP
11. Medical or Dental Office	X	4. Laundromat, Self-Service	X
12. Orthopedic Appliances Sales/Service	X	5. Laundry or Cleaning Agency, Retail (On-Site Cleaning Permitted)	X
<b>D. Personal Services</b>		6. Laundry or Cleaning Pickup Station	X
1. Barber Shop	X	7. Photography Studio, Including Incidental Processing	X
2. Bath House - Sauna, Turkish, Steam, Spa and Tanning	X	8. Picture Framing Shop	X
3. Beauty Shop	X	9. Travel Agency	X
4. Child Care Center	X	10. Veterinarian-Animal Hospital	X
5. Dressmaker	X	<b>F. Repair Services (See Section A for Auto Repair)</b>	
6. Electrolysis	X	1. Appliance Repair Shop	CUP
7. Massage Incidental to a Permitted Use, such as Health Club, Athletic Club or Beauty Shop	CUP	2. Electronic Equipment Repair	X
8. Reducing-Body Building/Aerobics Studio	X	3. Shoe Repair Shop	X
9. Shoe Shine Parlor	X	4. Television and Radio Repair Shop	CUP
10. Studio - Dance, Voice, Music, Gymnastics	X	<b>G. Eating/Drinking/Lodging</b>	
11. Tailor	X	1. Bar-Tavern	X
12. Wedding Chapel, Reception Hall	CUP	2. Bakery, Pastry Shop	X
13. Wig Sales and Service	X	3. Bed and Breakfast Inn	X
14. Dating Service (Computerized Video Matching)	X	4. Brew Pub (No Wholesale or Off-Site Sale of Beer, Wine, or Alcohol)	X
15. Social Center	X	5. Catering Service	X
<b>E. Miscellaneous Services</b>		6. Delicatessen	X
1. Cold Storage - Frozen Food Locker	10	7. Drive-in Restaurant (Fast Food)	CUP
2. Pet Grooming Service	X	8. Restaurant-Coffee Shop-Cafeteria	X

- 9. Soda Fountain-Ice Cream Parlor X
- 10. Snack Bar Incidental to a Park CUP

**H. Entertainment/Recreation Services**

- 1. Arcade - Electronic, Mechanical, or Video Games CUP
- 2. Art Gallery X
- 3. Art Studio X
- 4. Card Room CUP
- 5. Carnival TUP
- 6. Circus TUP
- 7. Coin-Operated Amusement Machine (as Defined in Section 130-43.5 of this Code, Incidental to a Permitted Use) X
- 8. Dance Hall-Ballroom-Discoteque CUP
- 9. Dancing as an Incidental Use in a Bar or Restaurant CUP
- 10. Library X
- 11. Live Theater CUP
- 12. Motion Picture Theater CUP
- 13. Museum X
- 14. Physical Fitness Studio X
- 15. Recreation Facility, Indoor CUP
- 16. Recreation Facility, Outdoor CUP

**I. Food, Drug, Liquor Sales**

- 1. Bakery, Pastry Shop X
- 2. Butcher and Meat Market X
- 3. Candy Store X
- 4. Certified Farmers Market TUP
- 5. Coin-Operated Dispenser X
- 6. Convenience Store/Neighborhood Market (Less than 6,000 square feet in size) CUP
- 7. Drive-in Food Market CUP
- 8. Drug Store - Nonprescriptive Drugs and Sundries X
- 9. Food Market Ancillary to Service Station CUP
- 10. Liquor Store X
- 11. Prescription Pharmacy X
- 12. Supermarket-Food Store X
- 13. Winery Sales Facility-Tasting Room X

**J. General Merchandise Sales**

- 1. Book-Record Store X
- 2. Building Material and Lumber Sales CUP
- 3. Clothing and Apparel Store X
- 4. Costume Shop - Sale and Rent X
- 5. Curio-Novelty Shop X
- 6. Electronic Equipment Store X
- 7. Florist X
- 8. General Retail or Department Store X
- 9. Gift-Card Shop X

10. Gunshop-Gunsmith	X	3. Floor Covering, Drapery or Upholstery Store	X
11. Hardware Store	X	4. Upholstery Shop (no refinishing)	X
12. Jewelry Store - Sales, Repair	X	5. Furniture Store	X
13. Lapidary Shop	X	6. Gardening-Landscaping Supply Store	CUP
14. Music Store, Including Instrument Repair	X	7. Paint and Wallpaper Store	X
15. Newspaper-Magazine Stand	X	8. General Glass Sales, Services	X
16. Nursery, Plants	X		
17. Office Machines and Equipment Sales and Minor Repair	X	<b>L. Recreation Equipment Sales</b>	
18. Pet Store, No Kennel	X	1. Athletic Equipment and Sporting Goods Store	X
19. Photographic Supply-Camera Store	X	2. Bicycle Sale, Rent, Service	X
20. Pool Table Sale and Repair Service	X	3. Boat Parts and Accessories Store	CUP
21. Power Tools - Sales, Repair	X	4. Boat Sale, Rent Service	CUP
22. Shoe Store	X	5. Hang Glider - Sales and Service	CUP
23. Stamp-Coin Store	X	6. Marine Supply Store	CUP
24. Stationery Store	X	7. Saddlery Shop	X
25. Television and Radio Sales	X	8. Swimming Pool, Spa - Sales and Service	X
26. Tobacco Shop	X	9. Tackle Shop	X
27. Toy Store	X	<b>M. Manufacturing/Processing</b>	
28. Trophy-Emblem Store	X	1. Recycling Center	X
29. Video Store, Sales and Rental	X	<b>N. Membership Organizations</b>	
30. Watches - Sales, Repair	X	1. Church	X
<b>K. Home Accessories and Services</b>		2. Citizens Improvement Club - Community Center	X
1. Antique Store	X	3. Labor Union Hall	CUP
2. Appliance Store	X	4. Lodge-Fraternal Hall	X

<b>O. Offices</b>		5. Federal and State Uses within Privately-Owned Buildings, Facilities, and Grounds	X
1. Accountants, Bookkeepers Office	X	6. Public Utility and Public Service Facility	CUP
2. Bank, Savings and Loan, Finance, Loan, Credit Office	X	<b>Q. Residential</b>	
3. Business or Professional Office	X	1. Live/Work	X
4. Collection, Counseling, Personnel Office	X	<b>R. Schools</b>	
5. Insurance Office	X	1. Business School	CUP
6. Interior Decorator Office	X	2. Charm, Culture School	CUP
7. Medical or Dental Office	X	3. College and University	CUP
8. Public Relations or Advertising office	X	4. Other Private School	CUP
9. Real Estate Office	X	5. Self-Defense, Judo, Boxing, Gymnastics, Swimming or Similar Activities	X
<b>P. Public Facilities</b>		6. Trade School	CUP
1. Privately-Owned Uses within Public and Government-Owned Buildings, Facilities and Grounds	X	7. Vocational School	CUP
2. Building and Facility owned by Federal and State Governments, and located on Federal and State owned property.	X		
3. Public and Government-Owned Buildings and Facilities Other than Federal and State	CUP		
4. Public and Government Uses, Other than Federal and State, within Privately-Owned Buildings, Facilities and Grounds	CUP		



### **3.2 The Preserve at Sunridge Land Use Plan**

The Preserve at Sunridge Land Use Plan is consistent with the patterns for development as set forth in the City's Interim General Plan and Draft Land Use Map. The Land Use Plan locates a Local Town Center along Chrysanthy Boulevard and Jaeger Road, two 4-lane arterial roadways, and provides varied housing opportunities in close proximity to shopping and daily services as well as to the existing employment opportunities.

The Land Use Plan provides nine different single-family lot sizes/product types to accommodate various income levels and lifestyle choices within the plan area. Additionally, the Plan provides for live/work housing within the Town Center and high-density attached housing in close proximity to transit opportunities.

The Preserve at Sunridge Land Use Plan provides many varied recreation opportunities in the location of both active and passive parks and open spaces. Eleven parks, ranging in size, and an elementary school are located within the Plan Area, linked by residential streets and trails, in addition to many open space connections enhanced with pedestrian trails and landscaping.

The Plan Area also includes a large Wetlands Preserve that will be maintained in perpetuity for the preservation of threatened and/or endangered species. A pedestrian trail around the Wetlands Preserve will incorporate interpretive signage regarding the Wetlands Preserve's special site characteristics, plant and animal inhabitants and on-going maintenance efforts.

The following pages illustrate the Land Use Plan and Land Use Summary in detail.



Exhibit 5 – Land Use Plan Map



land use summary table

village no./lot no.	general plan	use	acres (n)	acres (g)	units
villages 8 & 9	LDR	s-f residential (canterbury 55'x105' typ.)	32.9	32.9	183
villages 2, 4, 6 & 7	MDR	s-f residential (cove 50'x105' typ.)	60.6	60.6	351
villages 14, 16, 20 & 28	MDR	s-f residential (manor 43'x72' typ.)	27.5	27.5	261
villages 17, 21 & 22	MDR	s-f residential (ridgefield 48'x60' typ.)	26.8	26.8	246
villages 3, 10, 11, 15, 18, 24 & 27	MDR	s-f residential (carriage 30'x76' typ.)	68.7	68.7	701
villages 25 & 26	MDR	s-f residential (metropolitan 22'x70' typ.)	6.6	6.6	101
villages 5, 12, 13, 19 & 29	MDR	s-f residential (courtyard typ.)	38.9	50.1	380
villages 1 & 23	MDR	s-f residential (cottage typ.)	18.8	19.1	192
subtotal			280.8	292.3	2,415
lot a	HDR	rd-30	9.6	11.2	288
subtotal			9.6	11.2	288
lots b, c & d	VCMU	shopping center	17.0	21.6	-
subtotal			17.0	21.6	-
lot e	P/QP	elementary school	11.0	12.1	-
lot f	P/OS	community park	24.4	27.3	-
lots g-p	P/OS	neighborhood park	16.6	22.2	-
lot q	NR/O	open space/wetland preserve	89.7	92.4	-
lot r	P/QP	detention/water quality basin	17.0	18.1	-
lot s	P/QP	detention/water quality basin	6.0	6.0	-
lots t, u & v	P/OS	parkway/drainage corridor	19.8	20.8	-
lot w	P/OS	parkway	0.4	0.5	-
lots x & y	P/OS	parkway	2.9	3.1	-
lots z & aa	P/OS	parkway	2.5	2.5	-
lots bb-kk	-	landscape corridor*	4.23	-	-
subtotal			197.5	205.0	-
total			-	530.1 acres	2,703

\* landscape corridor totals are included in gross acreages of above parcels.  
gross acreages include all streets & landscape corridor lots. net acreages includes minor residential streets only.

note: see land use plan on previous page for detailed information

Exhibit 6 – Land Use Summary Table

### **3.3 The Preserve at Sunridge Land Use Districts**

The Preserve at Sunridge Plan area is divided into four Land Use Districts that are generally separated by Chrysanthy Boulevard and the parkway/drainage corridor. These Districts include the following and are described and illustrated in further detail below.

- Metropolitan District (Town Center)
- New England Classics District (Northwest)
- American Traditional District (Northeast)
- California Revival District (Southeast)

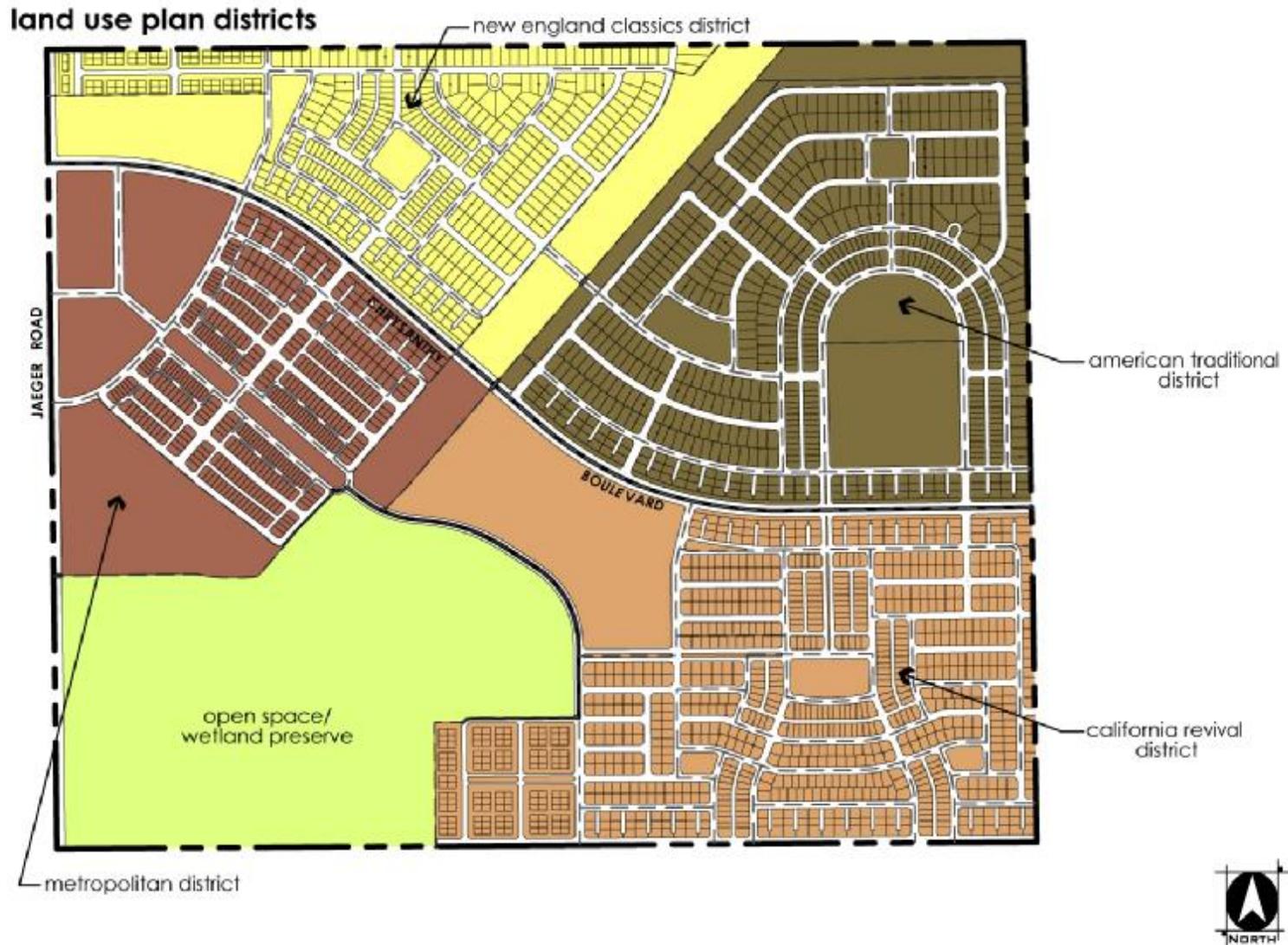


Exhibit 7 - Land Use Plan Districts

**3.3.1 Metropolitan District (Town Center)**

The Metropolitan District (Town Center) is generally bound on the north by Chrysanthy Boulevard, on the east by the linear open space parkway formed by the parkway/drainage corridor, on the south by the Wetlands Preserve and on the west by Jaeger Road.

This District is home to the Town Center commercial and live/work housing as well as various single-family residential villages of varying lot size and shape. The District is bisected, yet connected, by the siting of a large linear park or 'Village Green' that will serve to orient and identify the mixed-use neighborhood and provide for active and passive park and open space uses.

Also located within this District is a large detention/water quality basin that will be designed to incorporate trails and possible other pedestrian amenities such as landscaping and benches.

The Metropolitan District creates a public front door to The Preserve at Sunridge Plan Area. The mixed-use center is located at the southeast corner of Jaeger Road and Chrysanthy Boulevard and forms the commercial edge to the Metropolitan District. The Town Center provides amenities and commercial uses to both the surrounding neighborhoods and vehicle traffic along Jaeger Road and Chrysanthy Boulevard.

**Market/Grocer & Retail/Restaurants**

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The town center is anchored by a large grocery store that has clear visibility and parking from both major roads. The grocery site design acts in a very traditional pattern with designated store parking perpendicular to the store for easy shopping convenience. The front elevation and corner entries of the store forms a pedestrian streetscape edge for the start of the smaller mixed-use buildings into the residential neighborhood. A clear "back of house" function allows for easy access and circulation for delivery of goods.

Larger retail/restaurant buildings visible along Jaeger Road provide for quick "in and out" for non-residential users and provide easy parking that does not interfere with the grocery and village center shared parking. They have entrances off the public street and parking on the side and/or behind the buildings.

**Village "Mixed-use" Center**

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The smaller mixed-use buildings create "outdoor rooms" along the small main street leading from Jaeger Road to the linear park in the center of the Metropolitan District residential neighborhood. These buildings form the "gateway" feature to the public and frame both sides along Main Street creating "outdoor rooms" with enhance pedestrian streetscape, on-street parking and front doors to the retail/commercial spaces with the larger parking behind the buildings.

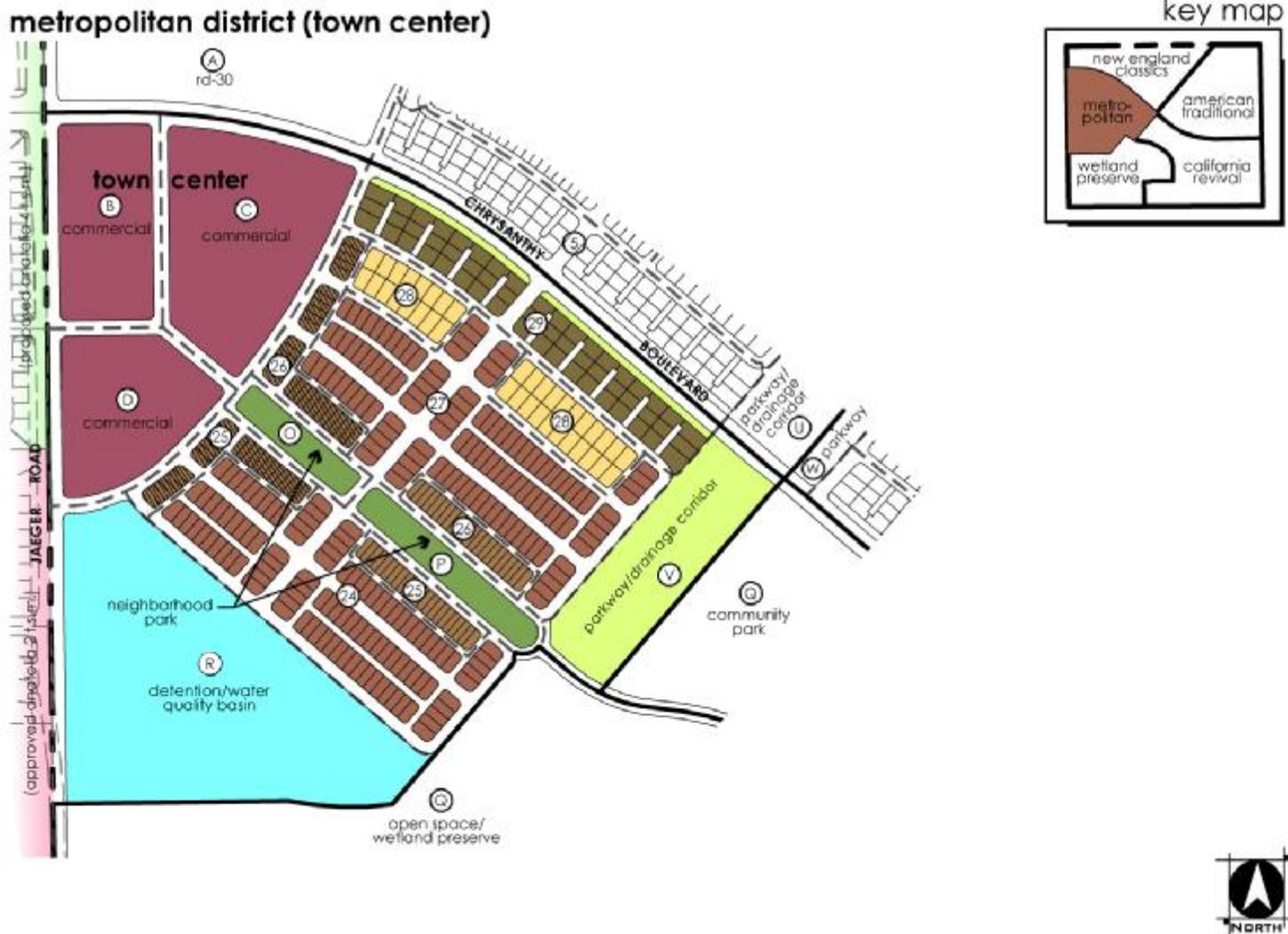


Exhibit 8 – Metropolitan District (Town Center)

Major pedestrian-friendly street level activities such as raised intersections and wide landscaped sidewalks emphasize the pedestrian over the automobile. Honoring the human scale by creating a pedestrian-friendly place involves a strong focus on improving the public domain and the design and activity within the streetscape and public places. Vehicle circulation is clear and supports the safety of the pedestrian.

The heights of the buildings range from one to two stories with office/residential occurring at the second floors. The buildings allow for shared parking opportunities behind the buildings with convenient on street parking in front for retail. All retail/commercial entrances occur along the street. The main street continues into a landscaped Village Center with additional on-street parking and landscape. This Village Center allows for civic buildings to bridge this public activity to the large linear neighborhood park. They allow for a smaller scale neighborhood entrance into the commercial Town Center.

***Live/Work Housing***

The live/work housing creates an active pedestrian residential neighborhood. They provide an edge from the commercial town center to the single-family residential neighborhood. They have on-street parking in the front and rear-loaded alleys with garage doors in the back. Additional landscape visually separates the residential alleys from the large shared Village Center parking areas.

The townhouses have lower level floor accessory units that allow for commercial, in-house business and/or additional living space for the residence. Internal stairs provide connection to all floors. The primary residential front door is raised above the sidewalk to allow for more privacy with the lower accessory entrance providing easy public access. The live/work townhouses provide a bridge from the very public Town/Village Center to the less public residential neighborhoods.

The architectural character of the Metropolitan District is characterized by Metropolitan, Contemporary and Loft/Townhome type architecture consistent with an urban-themed mixed-use commercial Town Center.

The Metropolitan District Conceptual Commercial Site Plan and architectural character are illustrated on the following pages.



**Exhibit 9 - Commercial Site Conceptual Plan**



**Exhibit 10 - Commercial Site Market/Grocer**  
**Architectural Character**



**Exhibit 11 - Commercial Site Inline Shops**  
**Architectural Character**



**Exhibit 12 - Commercial Site Live/Work Housing  
Architectural Character**



**contemporary**

**Architectural Character**

---

**Roof**

material	composition asphalt shingles
shape	gables

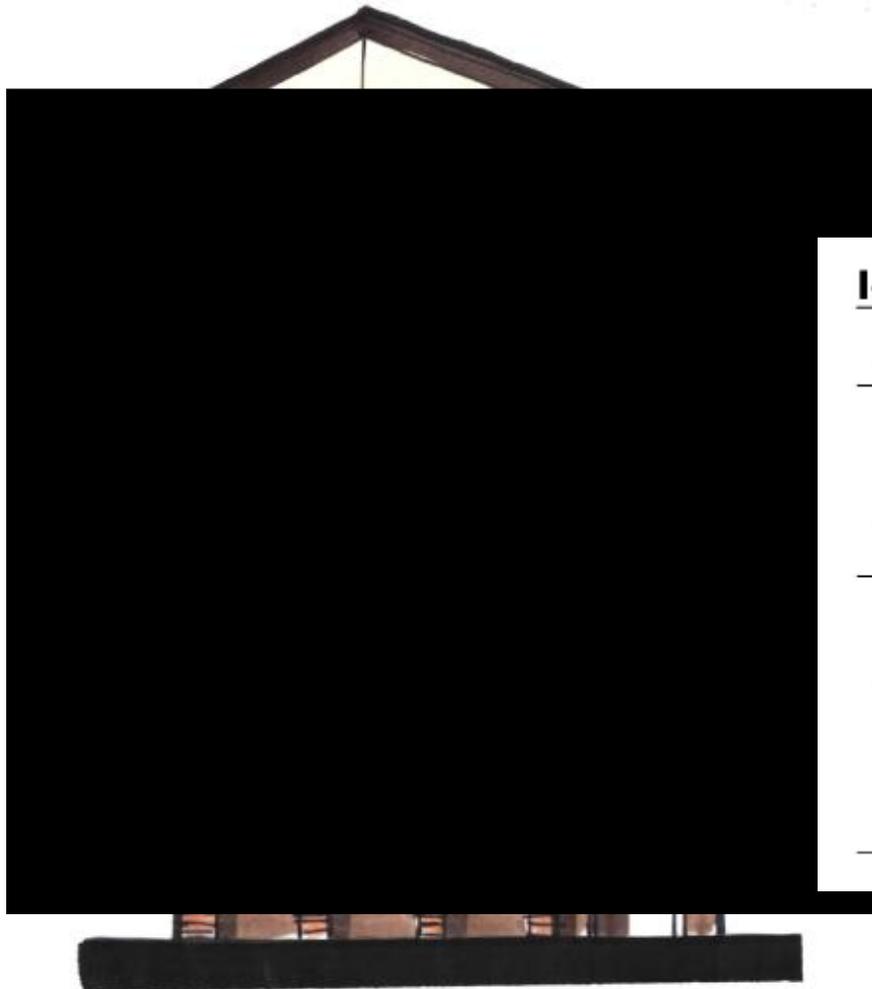
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**Exterior**

material	cement plaster
details	brick veneer
	wrought iron railing
	vertical architectural accent
	horizontal architectural accent
	accent trim

---

**Exhibit 13 - Contemporary  
Residential Architectural Character**



**loft/townhouse**

**Architectural Character**

---

**Roof**

material	flat concrete tile
shape	gable and shed

---

**Exterior**

material	cement plaster
details	brick veneer
	wrought iron railing
	tile gable end accent
	accent trim

---

**Exhibit 14 –Loft/ Townhouse  
Residential Architectural Character**

**3.3.2 New England Classics District (Northwest)**

The New England Classics District is generally bound on the north by the project boundary and approved/pending single-family residential uses, on the east by the linear open space parkway formed by the parkway/drainage corridor, on the south by Chrysanthy Boulevard and on the west by Jaeger Road.

This District is home to the two neighborhood parks surrounded by single-family residential at various lot sizes and configurations.

Also located within this District is a multi-family attached residential parcel located adjacent to Chrysanthy Boulevard for convenient access to transit opportunities as well as the Town Center located just across Chrysanthy Boulevard.

The architectural character of the New England Classics District is characterized by Cape Cod, Shingle, and Tudor and Victorian type architecture consistent with the New England Classics theme.

The New England Classics District area and architectural character are illustrated on the following pages.



Exhibit 15 –New England Classics District (Northwest)



**cape cod**

**Architectural Character**

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**Roof**

material	flat concrete tile
shape	gables, gambrel, dormers

---

**Exterior**

material	simulated shingles
details	wood entry columns
	shutters
	oval vents
	carriage type garage door
	accent trim

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**Exhibit 16 - Cape Cod**  
**Residential Architectural Character**



**shingle**

**Architectural Character**

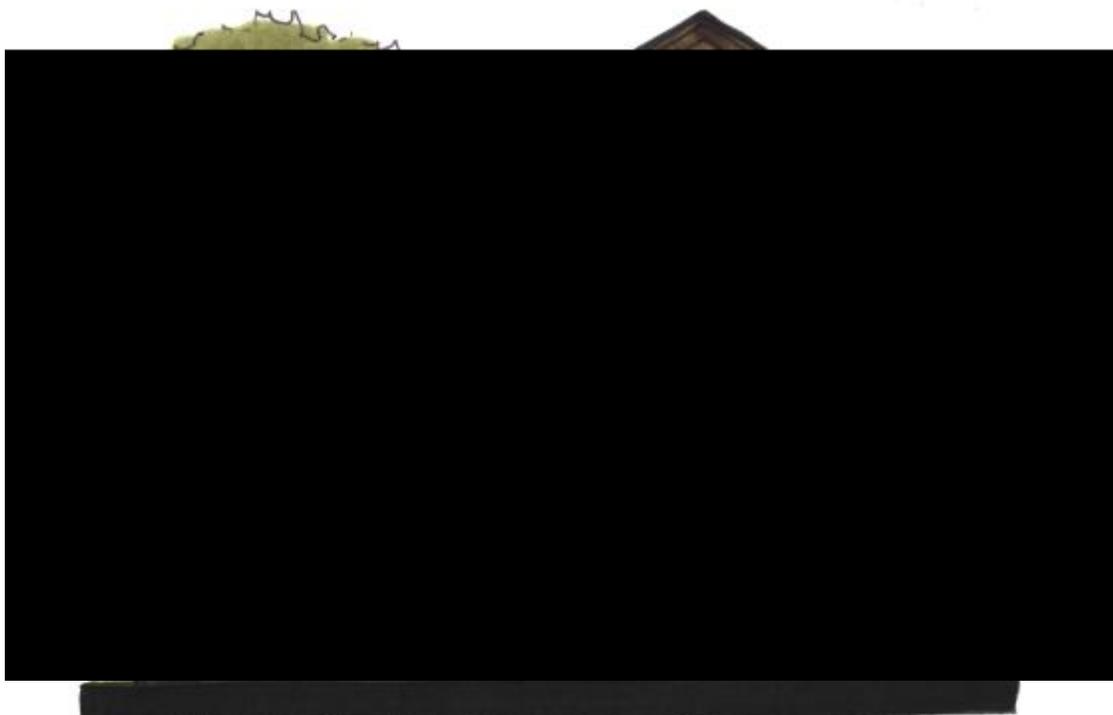
**Roof**

material	flat concrete tile
shape	gables

**Exterior**

material	simulated shingles
details	arches
	wood entry columns
	stone veneer
	carriage type garage door
	accent trim

**Exhibit 17 - Shingle  
Residential Architectural Character**



**tudor**

**Architectural Character**

---

**Roof**

material	flat concrete tile
shape	gables, slipped gables, steep roof accents

---

**Exterior**

material	cement plaster
details	corbels wood entry columns shutters carriage type garage door contrasting accent trim

---

**Exhibit 18 - Tudor  
Residential Architectural Character**



**victorian**

**Architectural Character**

---

**Roof**

material	flat concrete tile
shape	gables

---

**Exterior**

material	simulated lap siding
details	ornate wood entry columns
	ornate porch/gable trim
	scallop shingle accent
	wood railing
	carriage type garage door
	accent trim

---

**Exhibit 19 - Victorian  
Residential Architectural Character**

**3.3.2 American Traditional District (Northeast)**

The American Traditional District is generally bound on the north by the project boundary and approved and pending single-family residential uses, on the east by the project boundary and a proposed wetlands preserve, on the south by Chrysanthy Boulevard and on the west by the linear open space parkway formed by the parkway/drainage corridor.

This District is home to the three neighborhood parks surrounded by single-family residential at various lot sizes and configurations, one of which is co-located adjacent to an elementary school.

Also located within this District is a large detention/water quality basin that will be designed to incorporate trails and possible other pedestrian amenities such as landscaping and benches.

The architectural character of the American Traditional District is characterized by Bungalow, Craftsman, Farmhouse and Prairie type architecture consistent with the American Traditional theme.

The American Traditional District area and architectural character are illustrated on the following pages.

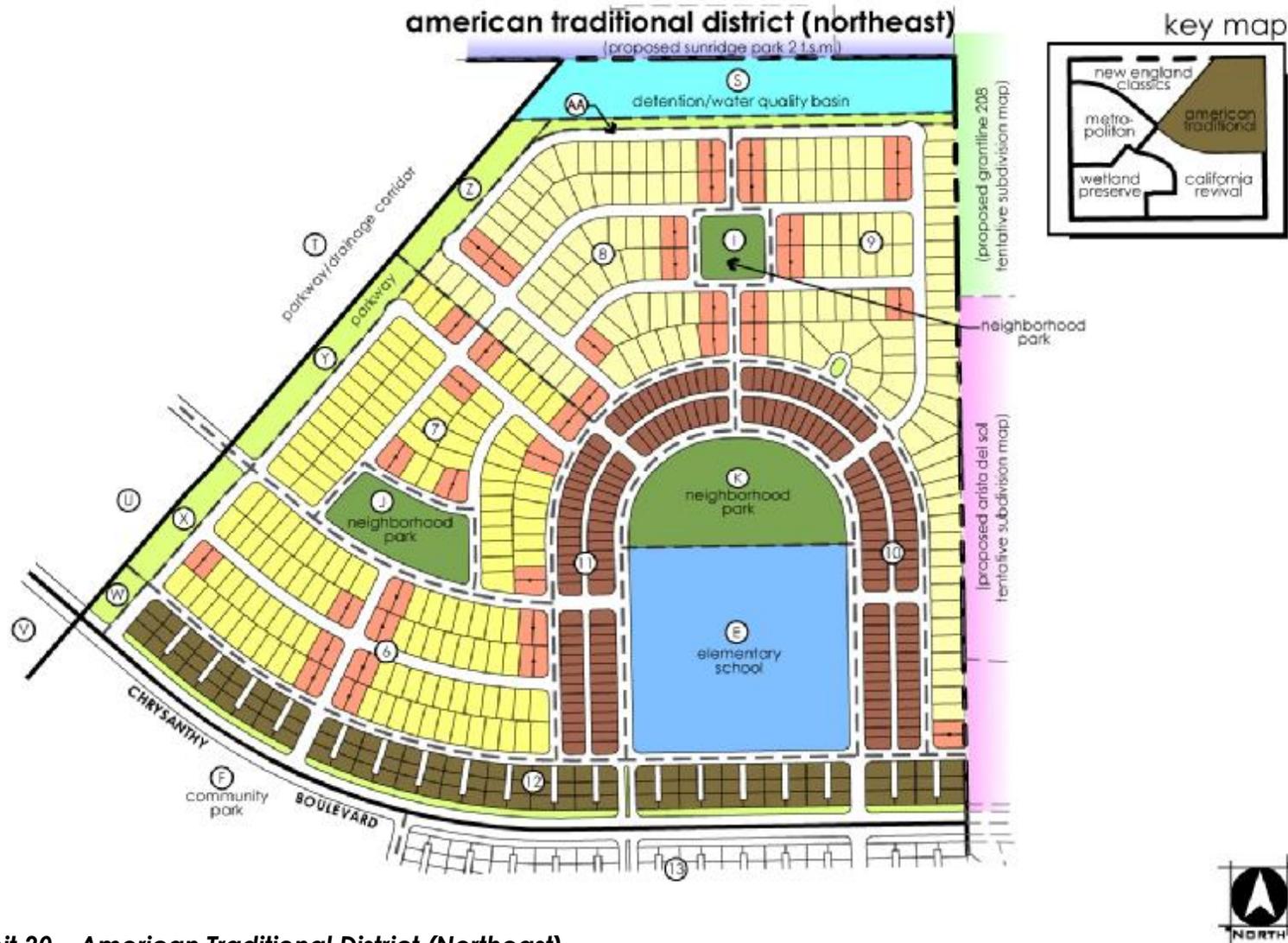
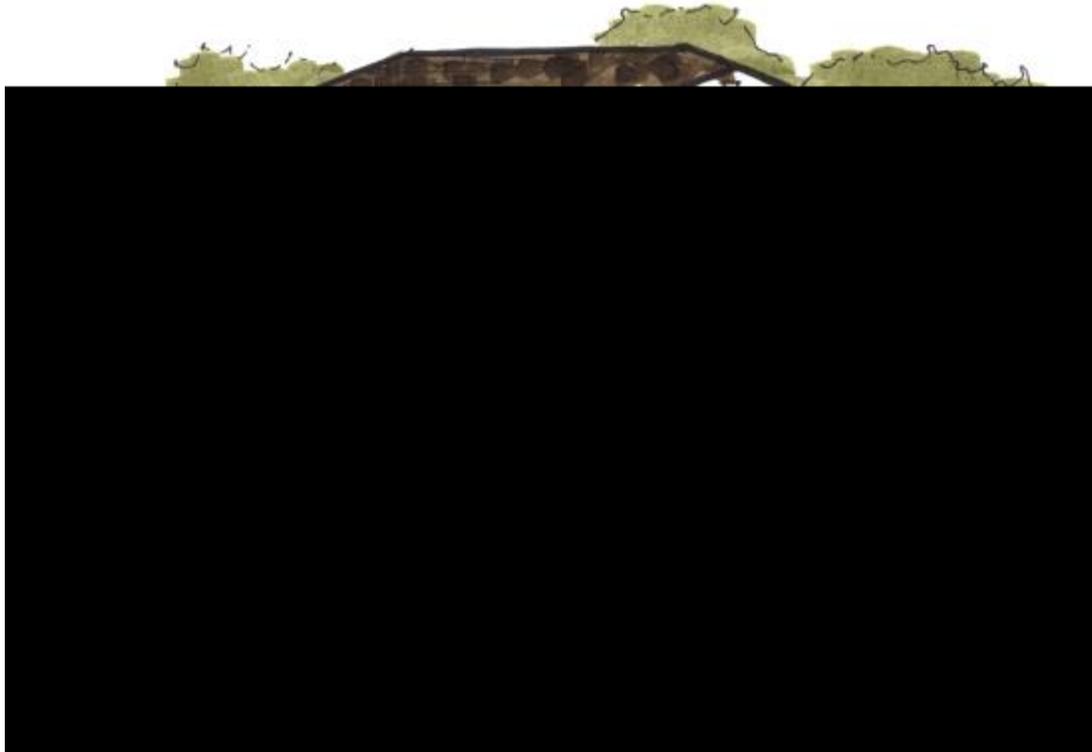


Exhibit 20 – American Traditional District (Northeast)



**bungalow**

**Architectural Character**

**Roof**

material	"s" shape concrete tile
shape	hip and gable combination

**Exterior**

material	cement plaster
details	outriggers at gables tapered columns wood railing carriage type garage door accent trim

**Exhibit 21 - Bungalow**  
**Residential Architectural Character**



**craftsman**

**Architectural Character**

**Roof**

material	flat concrete tile
shape	hip and gable combination

**Exterior**

material	cement plaster
details	outriggers at gables simulated vertical siding simulated shingle siding stone veneer carriage type garage door accent trim

**Exhibit 22 - Craftsman  
Residential Architectural Character**



**farmhouse**

**Architectural Character**

---

**Roof**

material	flat concrete tile
shape	gables

---

**Exterior**

material	simulated lap siding
details	wood porch columns
	wood railing
	shutters
	carriage type garage door
	accent trim

---

**Exhibit 23 - Farmhouse**  
**Residential Architectural Character**



**prairie**

**Architectural Character**

**Roof**

material	flat concrete tile
shape	hips

**Exterior**

material	cement plaster
details	stone veneer
	wrought iron railing
	carriage type garage door
	accent trim

**Exhibit 24 - Prairie**  
**Residential Architectural Character**

**3.3.3 California Revival District (Southeast)**

The California Revival District is generally bound on the north by Chrysanthy Boulevard, on the east by the project boundary and proposed single-family residential uses, on the south by the project boundary and a pending Specific Plan area (including a high school and regional park) and east by the Wetlands Preserve and the linear open space parkway formed by the parkway/drainage corridor.

This District is home to the three neighborhood parks that are surrounded by single-family residential uses at various lot sizes and configurations.

Also located within this District is a large community park that will serve to orient and identify the Plan Area and provide for active and passive park and open space uses. The park will be designed to accommodate the local neighborhood needs as well as these needs of large groups and will have off-street parking available.

The architectural character of the California Revival District is characterized by Mediterranean, Mission, Monterey and Spanish type architecture consistent with the California Revival theme.

The California Revival District area and architectural character are illustrated on the following pages.

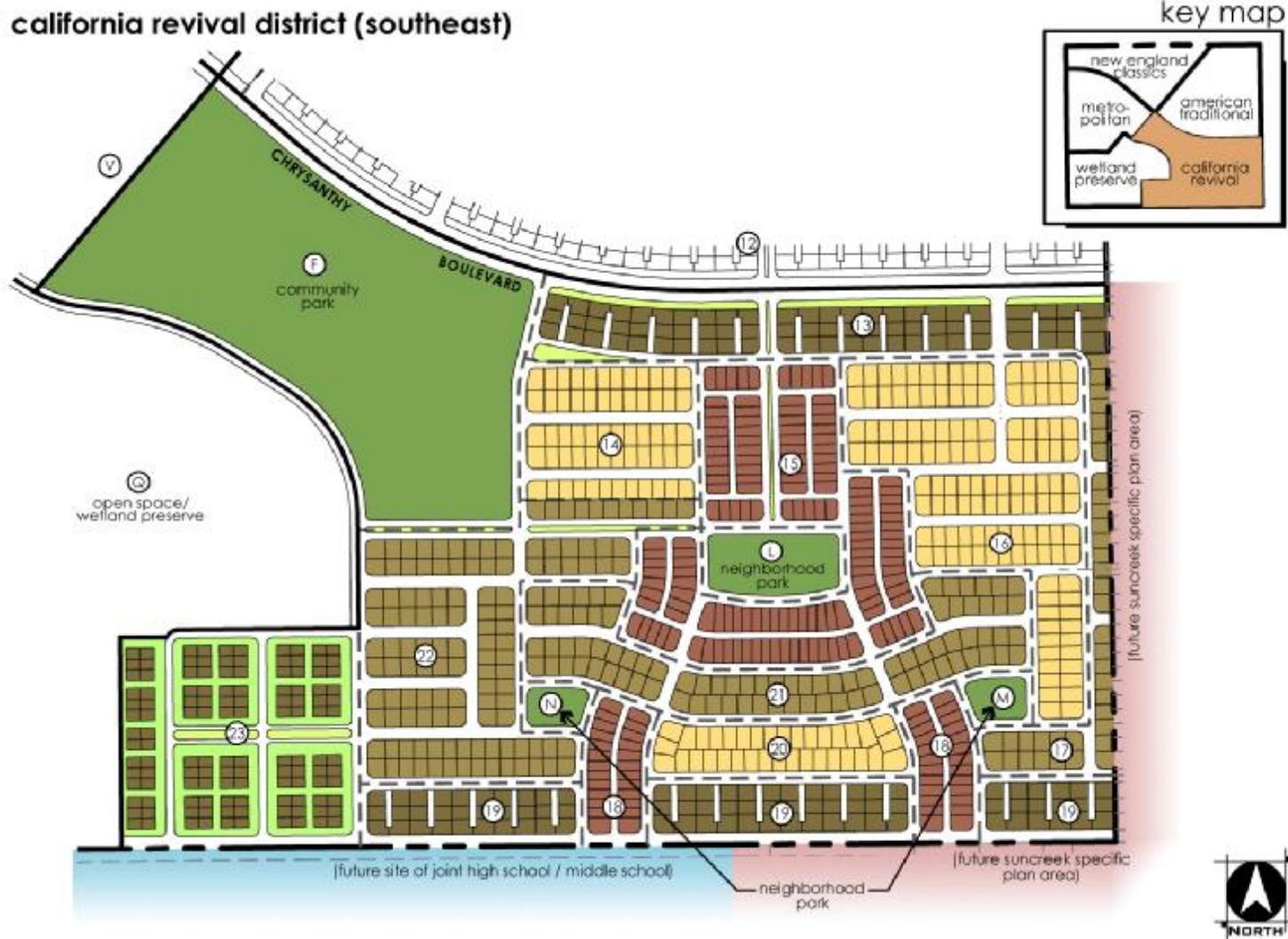


Exhibit 25 – California Revival District (Southeast)



**mediterranean**

**Architectural Character**

---

**Roof**

material	"s" shape concrete tile
shape	hips

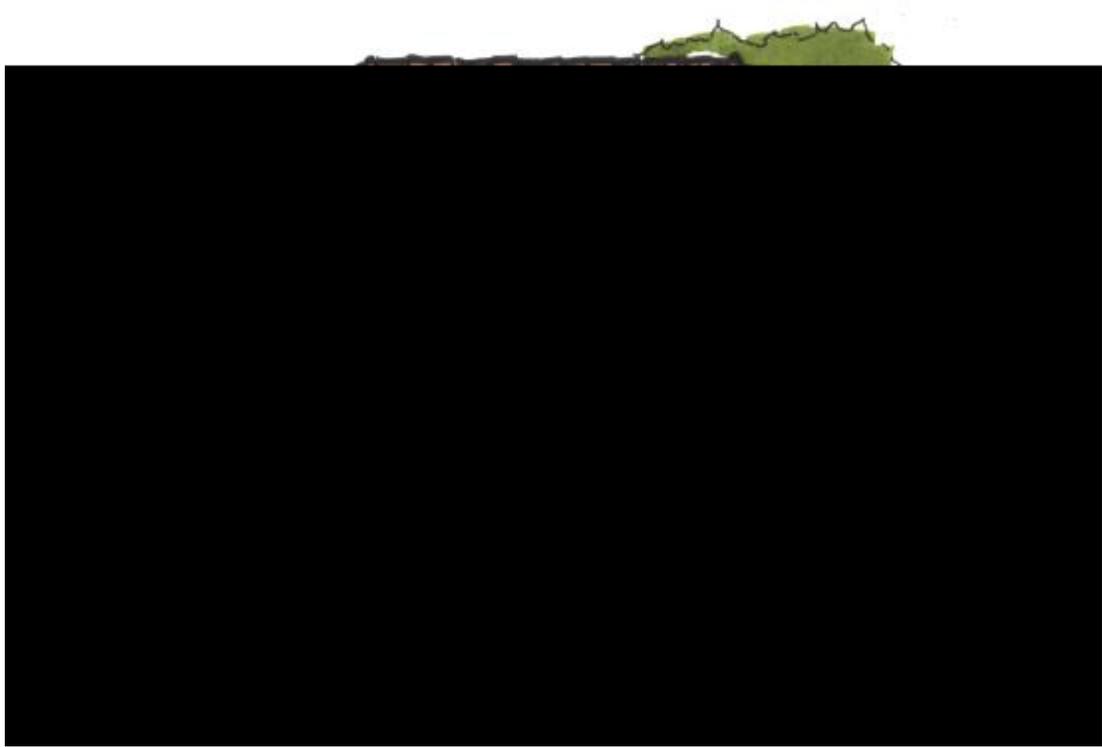
---

**Exterior**

material	cement plaster
details	stone veneer
	wrought iron railing
	ornate eave
	carriage type garage door
	accent trim

---

**Exhibit 26 - Mediterranean  
Residential Architectural Character**



**mission**

**Architectural Character**

---

**Roof**

material	"s" shape concrete tile
shape	hips

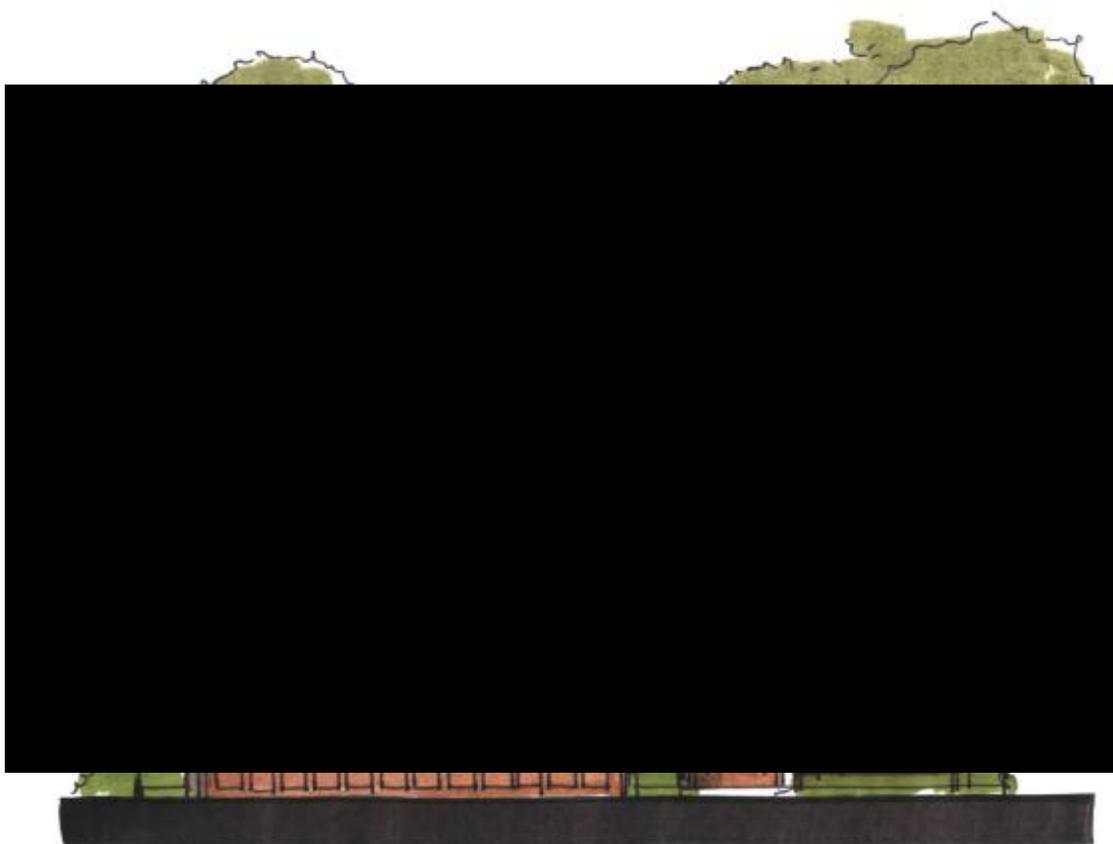
---

**Exterior**

material	cement plaster
details	arches
	clay tile gable accent
	ornate cement plaster accent
	carriage type garage door
	accent trim

---

**Exhibit 27 - Mission  
Residential Architectural Character**



**monterey**

**Architectural Character**

---

**Roof**

material	"s" shape concrete tile
shape	gables

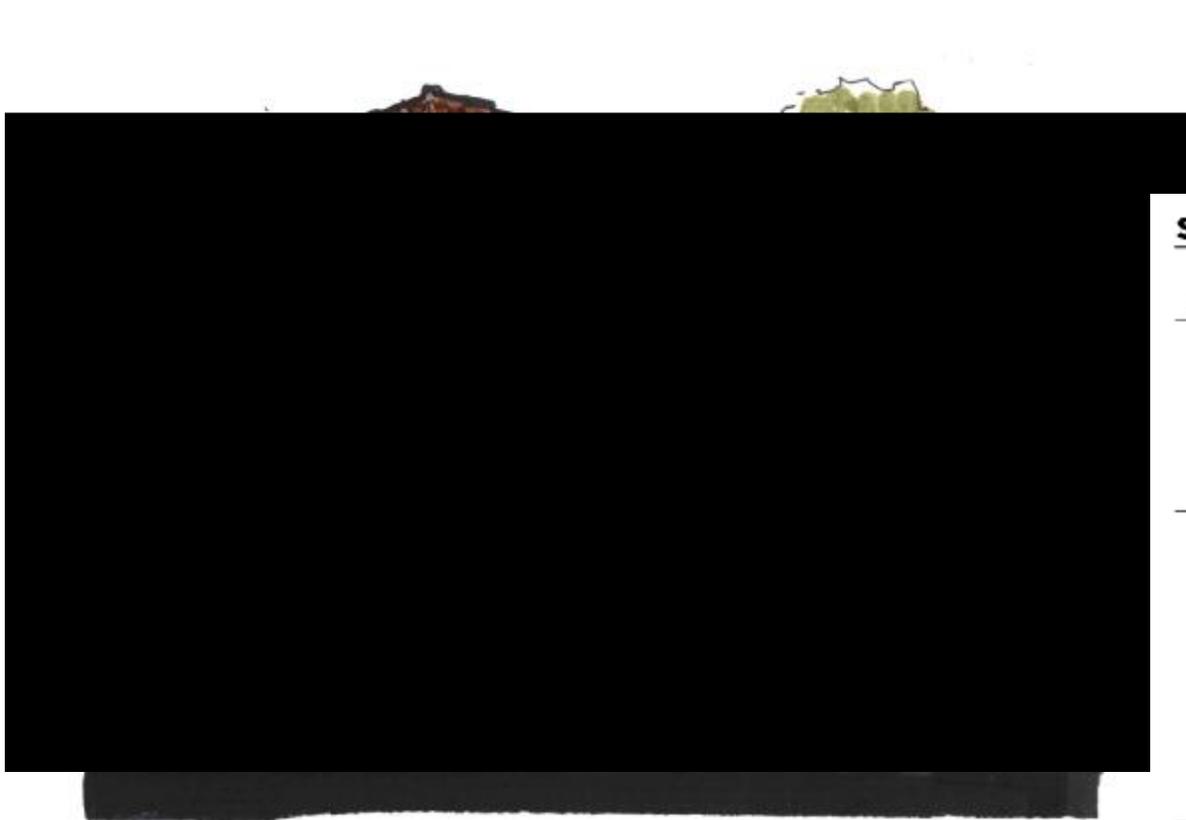
---

**Exterior**

material	cement plaster
details	corbels
	shutters
	clay tile gable accent
	wrought iron railing
	carriage type garage door
	accent trim

---

**Exhibit 28 - Monterey**  
**Residential Architectural Character**



**spanish**

**Architectural Character**

---

**Roof**

material	"s" shape concrete tile
shape	hips

---

**Exterior**

material	cement plaster
details	arches ornamental relief wrought iron railing carriage type garage door accent trim

---

**Exhibit 29 - Spanish  
Residential Architectural Character**

### **3.4 Single-Family Detached Residential Typical Development Standards**

The Preserve at Sunridge Land Use Plan provides for varied single-family residential opportunities to attract a diverse population. Nine different single-family residential home-ownership opportunities are located within the Plan Area to appeal to an economically- and lifestyle-diverse community of future residents. These single-family lot sizes/product types are listed below and described in detail on the exhibits on the following pages.

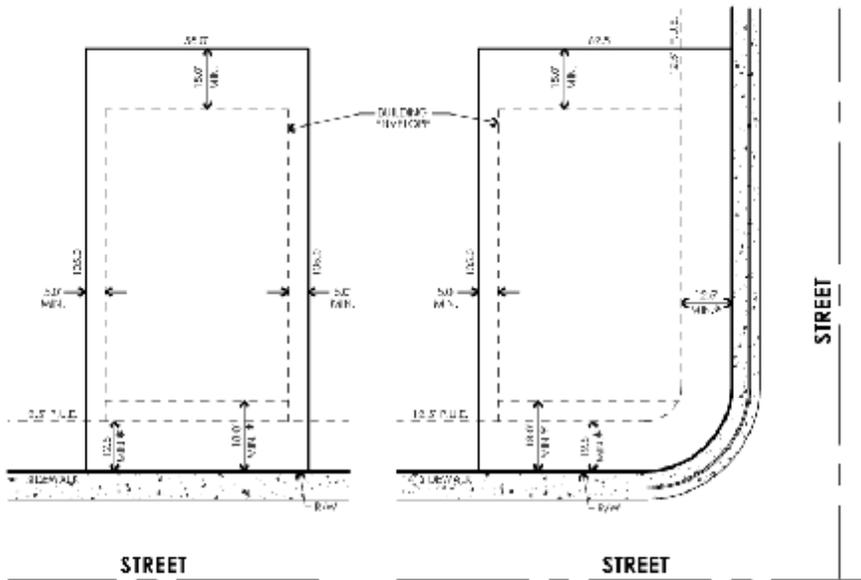
- Canterbury - 55x105' Conventional Lots
- Cove - 50x105' Conventional Lots
- Manor - 43x72' Conventional Lots
- Ridgefield - 48x60' Conventional Lots
- Carriage - 30x76' Alley-Loaded Lots
- Metropolitan - 22x70' Alley-Loaded Lots
- Courtyard Lots
- Cottage Lots
- Duet Lots

The Typical Development Standards Exhibits illustrated in this Handbook outline the typical lot and setback requirements needed for the single-family product types listed above.

The exhibits illustrate and list particular detailed information to accommodate a particular product envisioned for the Plan Area. This information may include but is not limited to the following items.

- Minimum Lot Size
- Minimum Interior Lot Width
- Minimum Corner Lot Width
- Minimum Lot Depth
- Maximum Lot Coverage
- Minimum Front Yard Setback
- Minimum Garage Setback
- Minimum Interior Side Yard Setbacks
- Minimum Corner Side Yard Setbacks
- Minimum Alley / Rear Yard Setback
- Lot Type
- Maximum Building Height
- Public Utility Easement

**canterbury (55'x105')**



**Development Standards Table**

**Lot Requirements**

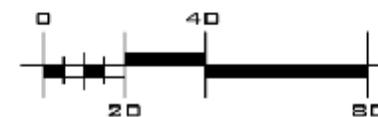
minimum lot size	5775 square feet
minimum interior lot width	55'
minimum corner lot width	62.5'
minimum lot depth	105'

**Setback Requirements**

minimum front yard porch	18'/12.5' porch *
minimum interior side yard	5'
minimum corner side yard	12.5' (with attached sidewalk) *
minimum corner side yard	10' (with detached sidewalk) *
minimum garage	18.0' *
minimum rear yard	15'
public utility easement (p.u.e.)	12.5' (with attached sidewalk) *
public utility easement (p.u.e.)	10' (with detached sidewalk) *

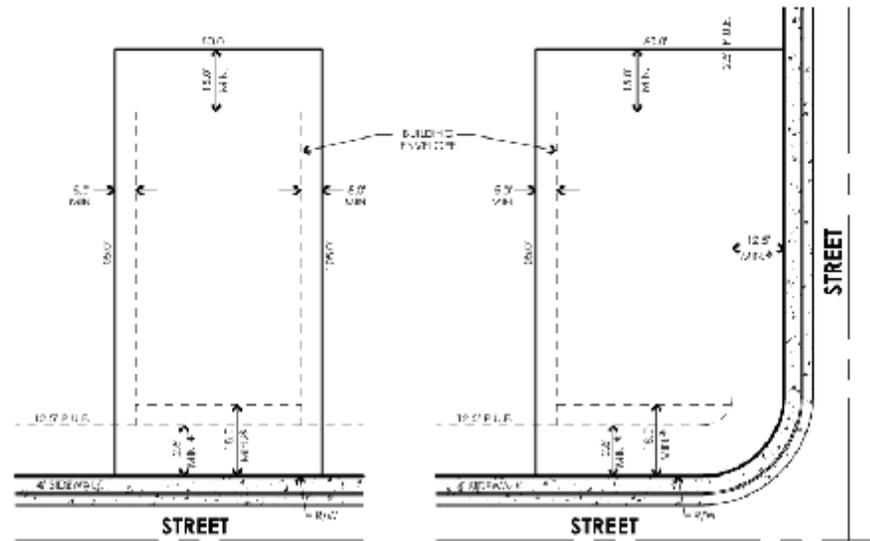
\* = measured from back of walk

lot type | conventional



**Exhibit 30 – Canterbury - 55x105' Conventional Lots  
Typical Development Standards**

**cove (50'x105')**



\* = measured from back of walk

**Development Standards Table**

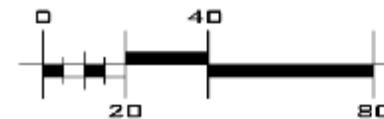
**Lot Requirements**

minimum lot size	5250 square feet
minimum interior lot width	50'
minimum corner lot width	60'
minimum lot depth	105'

**Setback Requirements**

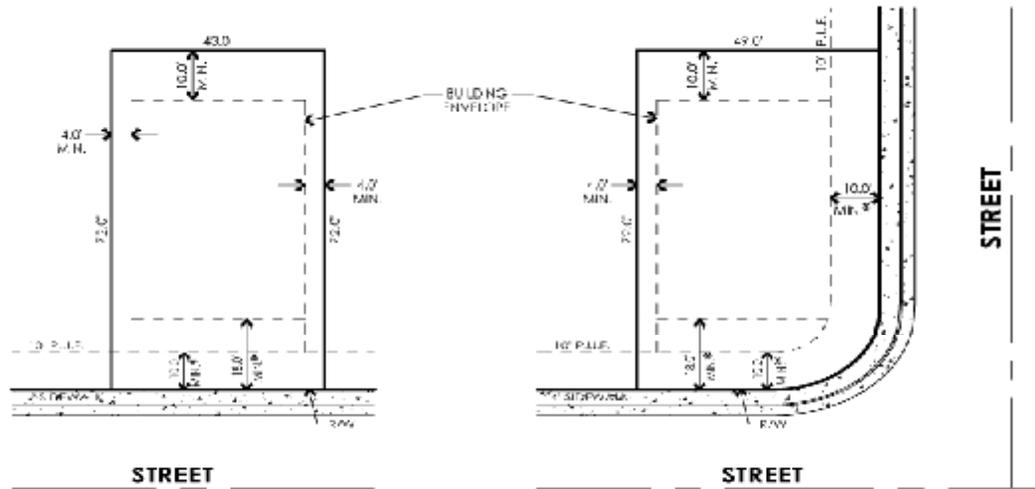
minimum front yard porch	18' / 12.5' porch *
minimum interior side yard	5'
minimum corner side yard	12.5' (with attached sidewalk) *
minimum corner side yard	10' (with detached sidewalk) *
minimum garage	18.0' *
minimum rear yard	15'
public utility easement (p.u.e.)	12.5' (with attached sidewalk) *
public utility easement (p.u.e.)	10' (with detached sidewalk) *

lot type | conventional



**Exhibit 31 – Cove - 50x105' Conventional Lots**  
**Typical Development Standards**

**manor (43'x72')**



\* = measured from back of walk

**Development Standards Table**

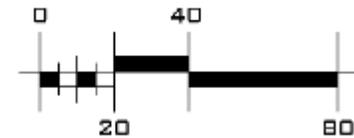
**Lot Requirements**

- minimum lot size 3096 square feet
- minimum interior lot width 43'
- minimum corner lot width 49'
- minimum lot depth 72'

**Setback Requirements**

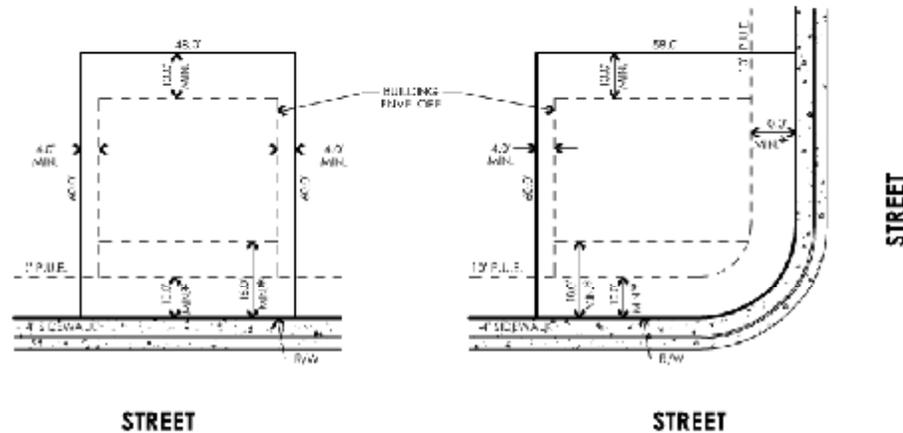
- minimum front yard porch 18'/10' porch \*
- minimum interior side yard 4'
- minimum corner side yard 10' \*
- minimum garage 18' \*
- minimum rear yard 10'
- public utility easement (p.u.e.) 10' \*

lot type conventional



**Exhibit 32 – Manor - 43x72' Conventional Lots**  
**Typical Development Standards**

## ridgefield (48'x60')



\* = measured from back of walk

### Development Standards Table

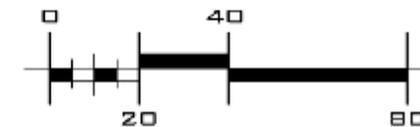
#### Lot Requirements

minimum lot size	2980 square feet
minimum interior lot width	48'
minimum corner lot width	58'
minimum lot depth	60'

#### Setback Requirements

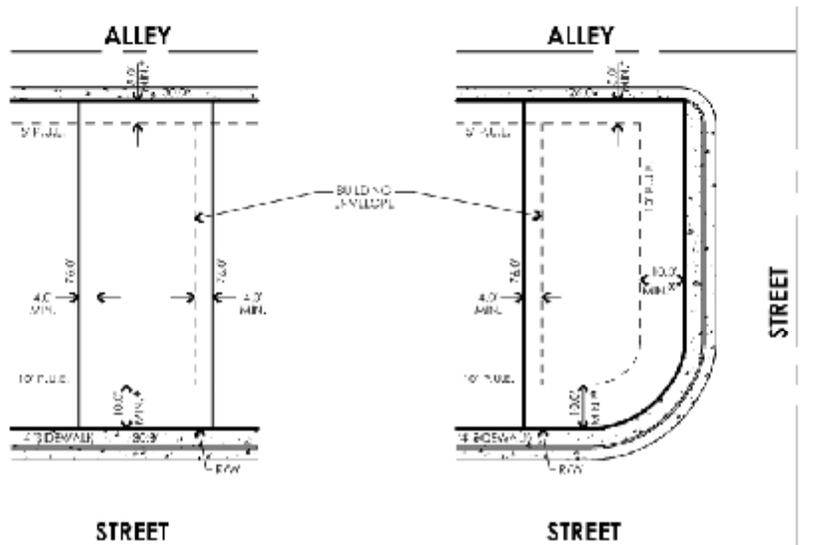
minimum front yard porch	18'/10' porch *
minimum interior side yard	4' *
minimum corner side yard	10' *
minimum garage	18' *
minimum rear yard	10'
public utility easement (p.u.e.)	10' *

lot type | conventional



**Exhibit 33 – Ridgefield - 48x60' Conventional Lots**  
**Typical Development Standards**

**carriage (30'x76')**



\* = measured from back of walk

**Development Standards Table**

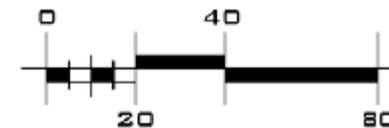
**Lot Requirements**

minimum lot size	2280 square feet
minimum interior lot width	30'
minimum corner lot width	36'
minimum lot depth	76'

**Setback Requirements**

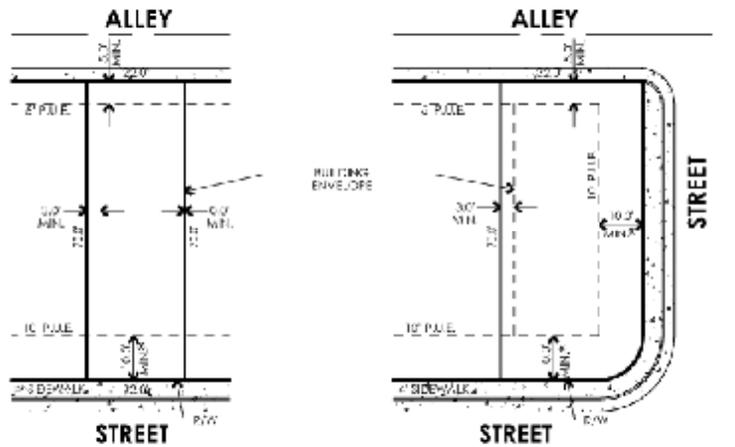
minimum front yard	10' *
minimum interior side yard	4'
minimum corner side yard	10' *
minimum alley/garage/rear yard	5' *
public utility easement (p.u.e.)	10' front/side * 5' rear *

lot type alley-loaded



**Exhibit 34 – Carriage - 30x76' Alley-Loaded Lots  
 Typical Development Standards**

**metropolitan (22'x70')**



\* = measured from back of walk

**Development Standards Table**

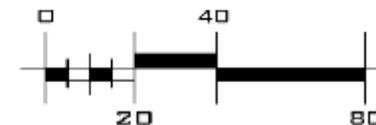
**Lot Requirements**

Minimum Lot Size	1540 square feet
Minimum interior Lot Width	22'
Minimum Corner Lot Width	32'
Minimum Lot Depth	70'

**Setback Requirements**

minimum front yard	10' *
minimum interior side yard	3'0'
minimum corner side yard	10' *
minimum alley/garage/rear yard	5'
public utility easement (p.u.e.)	10' front/side * 5' rear *

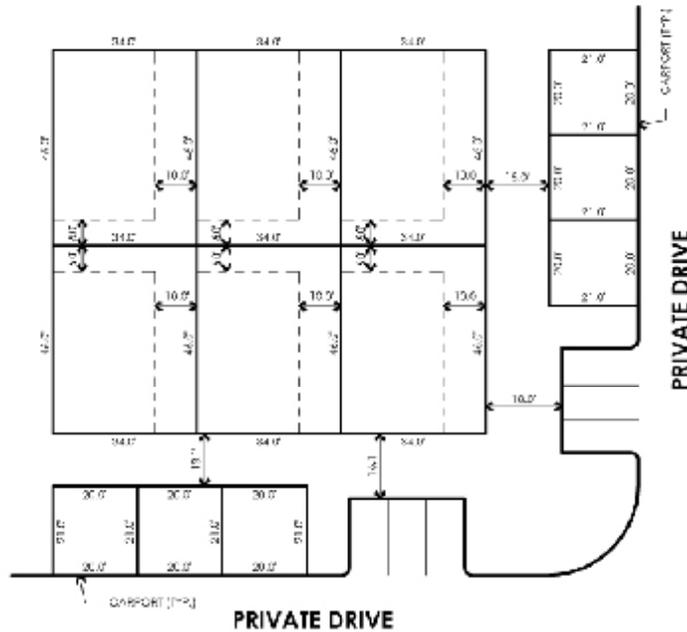
lot type | alley-loaded



**Exhibit 35 – Metropolitan - 22x70' Alley-Loaded Lots  
 Typical Development Standards**



**cottage**



**Development Standards Table**

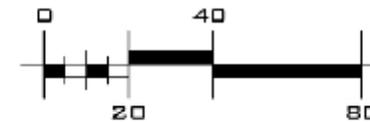
**Lot Requirements**

minimum lot size	1564 square feet
minimum interior lot width	34'
minimum corner lot width	34'
minimum lot depth	46'

**Setback Requirements**

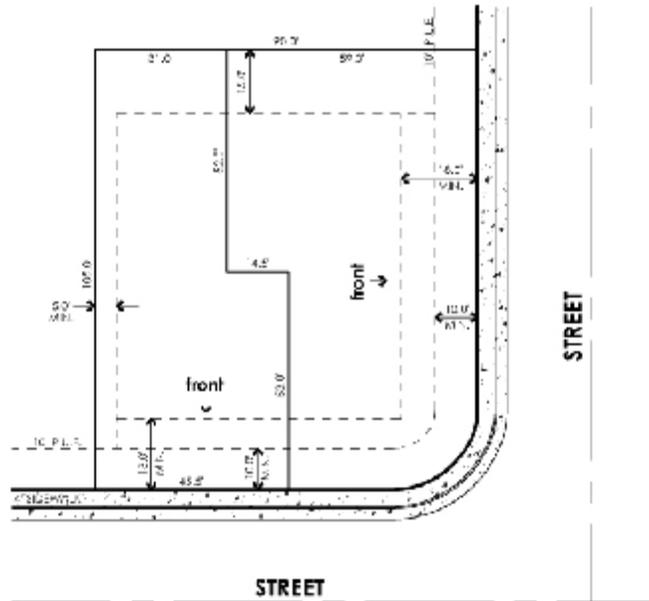
minimum front yard	0'
minimum interior side yard	10'/0'
minimum corner side yard	10'
minimum rear yard	6'

lot type | cottage



**Exhibit 37 – Cottage Lots**  
**Typical Development Standards**

**duet**



**Development Standards Table**

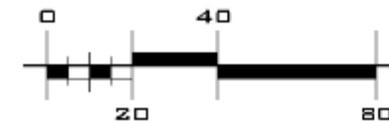
**Lot Requirements**

- minimum lot size 4023 square feet
- minimum interior lot width 31'
- minimum corner lot width 44.5'
- minimum lot depth 105'

**Setback Requirements**

- minimum front yard 10'
- minimum interior side yard 5'
- duet common sideyard 0'
- minimum corner side yard 10'
- minimum garage 18'
- minimum rear yard 15'
- public utility easement (p.u.e.) 10'

lot type conventional



**Exhibit 38 – Duet Lots**  
 Typical Development Standards

### **3.5 Circulation Design Standards**

The design of The Preserve at Sunridge SPA's circulation system utilizes an efficient system of streets and pathways to serve the Plan Area. The internal street system is designed such that a 'block' or 'grid' system is achieved. Various pedestrian pathways are designed to provide non-vehicular transportation opportunities throughout the project site in all directions linking the projects' many park sites. This creation of a well-connected hierarchy of roadways allows for the efficient movement of vehicular traffic and encourages biking, walking and other human-powered alternatives to the automobile.

#### **3.5.1 Overall Circulation Plan**

Arterial streets are the principal streets that serve the through traffic in the vicinity of the Plan Area. These streets include Jaeger Road on the sites' western boundary and Chrysanthy Boulevard that bisects the Plan Area and provides an east-west connection between Sunrise Boulevard and Grant Line Road, which are two major arterial streets (6-lane roadways).

Construction of the Plan Area street system, including the internal streets, will occur in a timely and coordinated manner. Street improvements will be phased according to the specifications contained within the PS-SPA Development Agreement. The Development Agreement will define the financing and

implementation of the projects phased circulation system, among other topics, and to ensure that future improvements are installed concurrent with planned development.

The internal residential streets provide connections into and through the SPA and connect residential neighborhoods with the Town Center, elementary school, and the various planned park and open space facilities thus allowing Plan Area residents to travel within and throughout the Plan without traveling along the arterial roadways. Where necessary, traffic control devices will be installed that will facilitate timely and safe pedestrian crossings.

Currently, Regional Transit (RT) does not exist within The Preserve at Sunridge SPA, however extension is planned. Safe and pedestrian friendly bus shelters will be located as appropriate for the use and protection of the RT users. The design of the SPA encourages the use of public transit by locating some of the most sense residential development nearby the arterial streets and within the Town Center to facilitate easy walkable access to RT bus stops. In addition, it is anticipated that RT will extend into the heart of the Town Center, via the site's 'Main Street', providing direct access to the daily goods and service needs of the community.

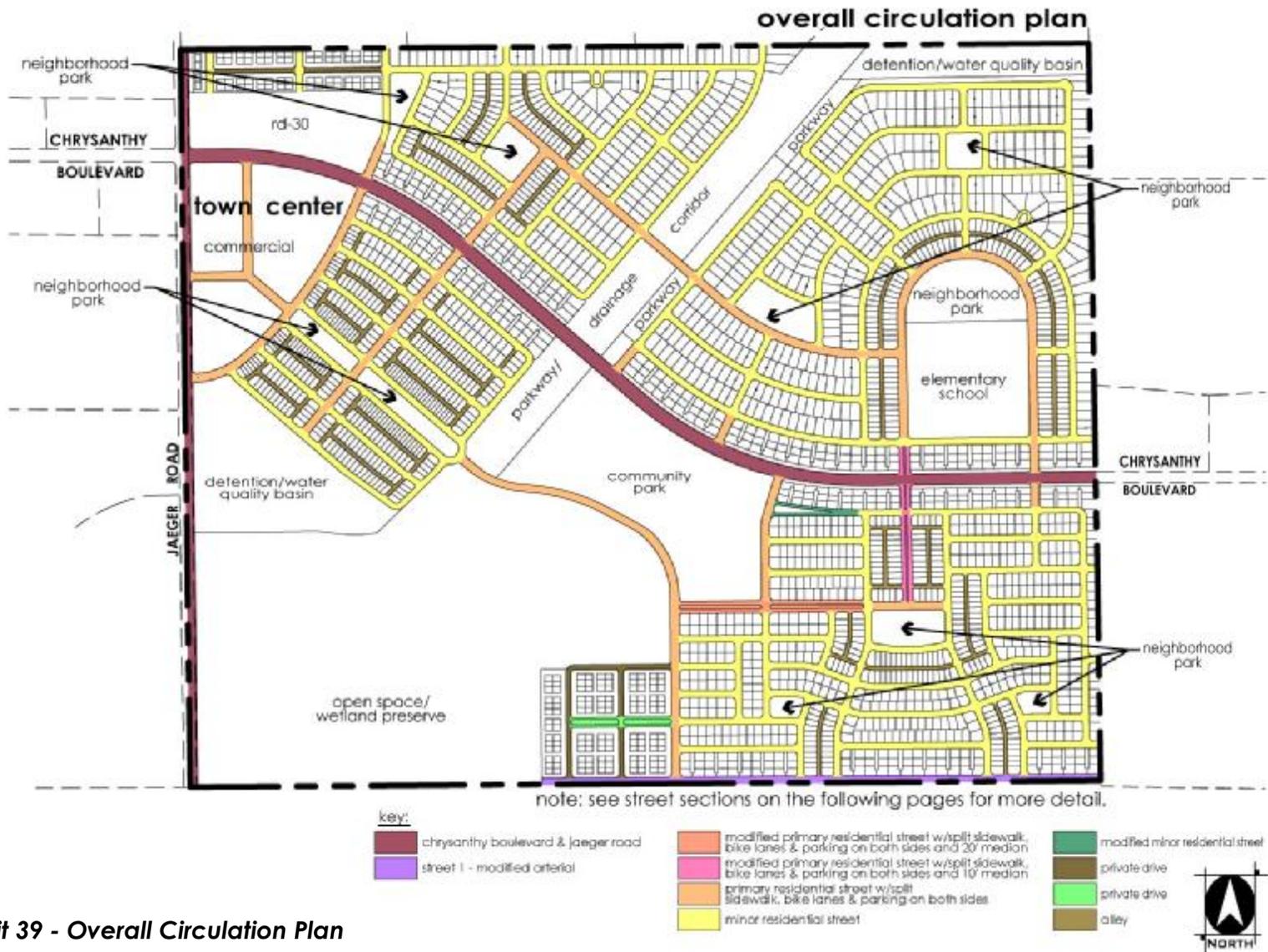


Exhibit 39 - Overall Circulation Plan

Additionally, The Preserve at Sunridge SPA provides a varied network of both on- and off-street pedestrian pathways and trails allowing for safe and convenient non-vehicular travel throughout and within the Plan Area. All arterial and primary residential streets have Class II bike lanes striped on the street. Additionally, all sidewalks along these streets are detached from the street edge and separated from the street by a landscape planter of varying width depending upon the street facility. Additionally, separate Class I trail facilities are located within the SPA along the open space/wetland preserve area as well as within the open space/drainage corridor that facilitate direct northeast/southwest movement within the community.

### **3.5.2 Street and Trail Sections**

The Preserve at Sunridge SPA identifies the basic framework and hierarchy of roadways and establishes the primary circulation system that feeds, defines and connects the Plan Area. Streets within the SPA are classified based on their functional requirements and their relative importance in serving and defining the neighborhoods and establishing the character of the project.

#### **Arterial Streets**

Arterial streets within the SPA include Jaeger Road and Chrysanthy Boulevard. These 4-lane facilities comprise the following components.

- 76' right-of-way
- 14' landscaped median/turn lane
- Two travel lanes (12' and 11') in each direction
- 5' striped bike lane
- 3' curb & gutter
- 25' landscape corridors
- Parking is not permitted

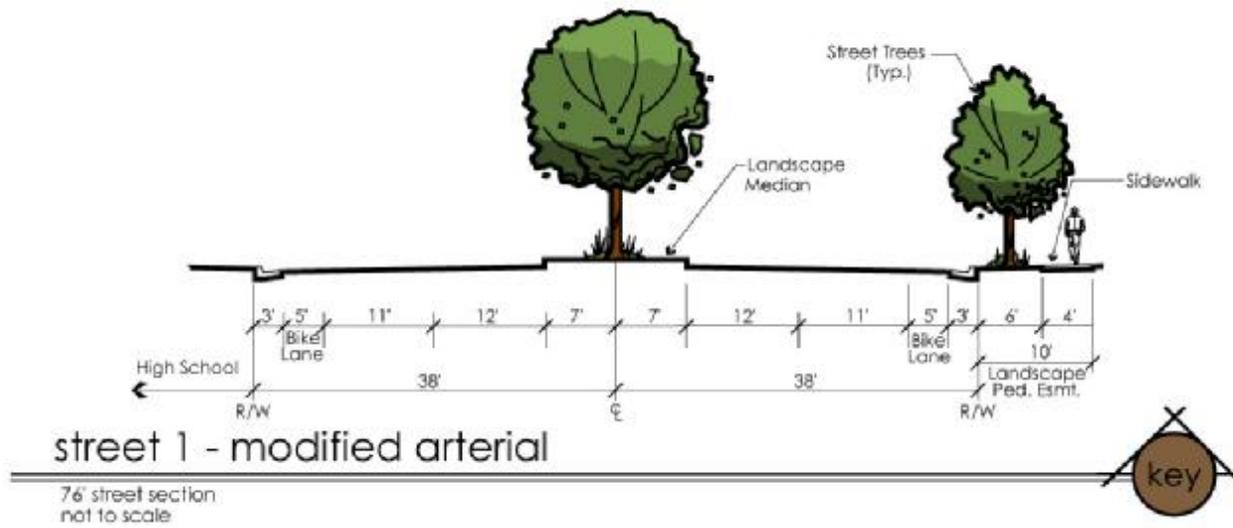
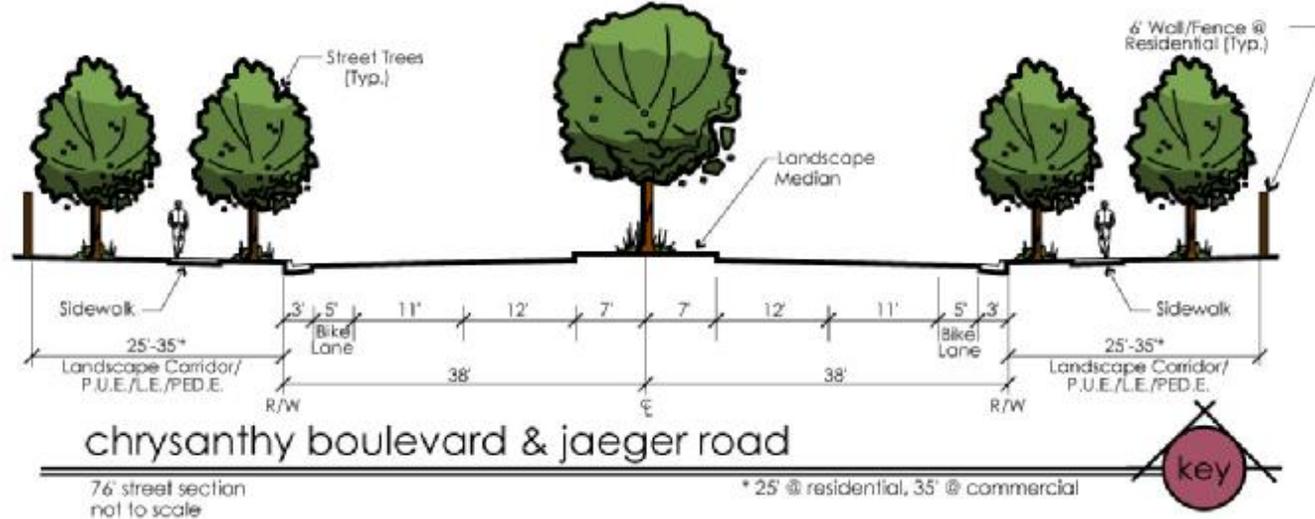


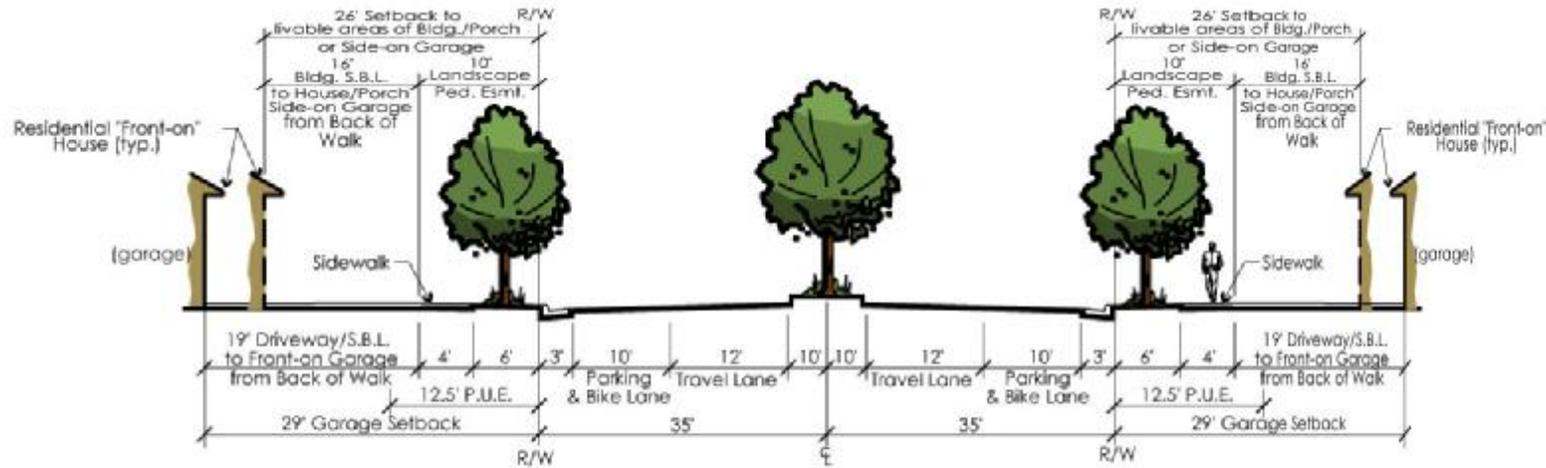
Exhibit 40 – Arterial Street Sections

**Modified Primary Residential Streets**

Modified primary residential streets within the SPA serve as major entries to the individual districts and as primary internal street connections to the community park.

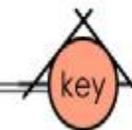
These 2-lane facilities comprise the following components.

- 60' and 70' right-of-way
- 10-20' landscaped median/turn lane (depending upon the facility)
- One 12' travel lane in each direction
- 10' parking/striped bike lane
- 3' curb & gutter
- 10' landscape/pedestrian easement (includes 6' landscaped planter and 4' detached sidewalk)
- Parking is permitted

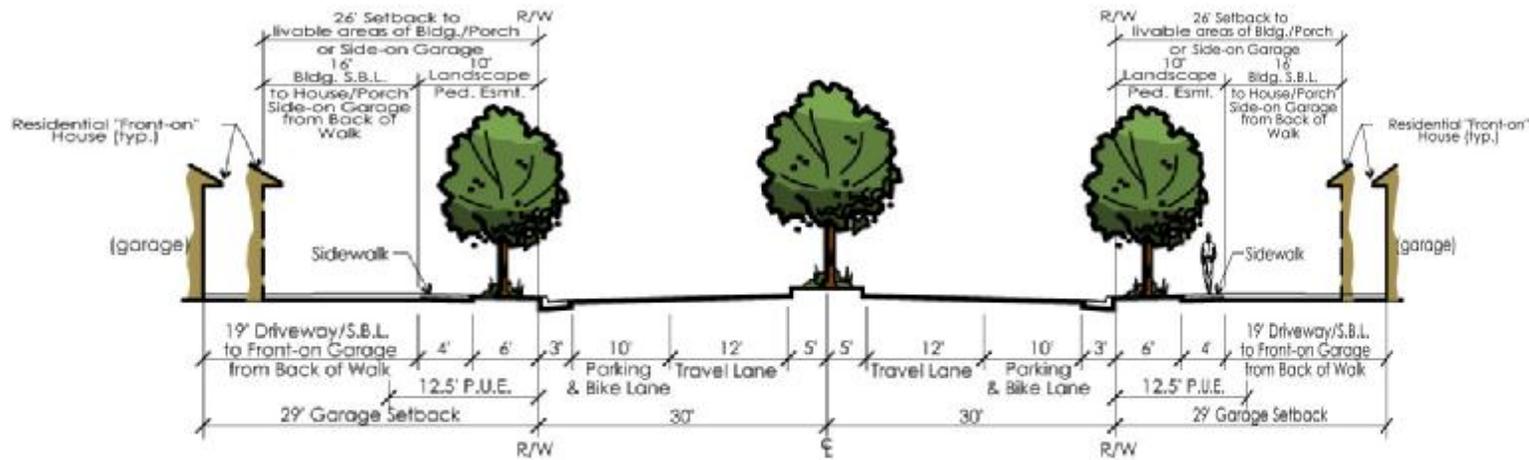


modified primary residential street w/ split sidewalk, bike lanes & parking on both sides and 20' median

70' street section  
not to scale



**Exhibit 41 – Modified Primary Residential Street Sections**



modified primary residential street w/ split sidewalk, bike lanes & parking on both sides and 10' median

60' street section  
 not to scale

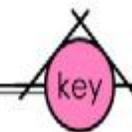


Exhibit 42 – Modified Primary Residential Street Sections

**Primary Residential Streets**

Primary residential streets within the SPA serve as major entries to the individual districts. There are three different types of primary residential streets within the Plan Area with the only difference between the types is that one has parking on both sides, one has parking on one side and the third has no parking. These 2-lane facilities comprise the following components.

- 36-50' right-of-way
- One 12' travel lane in each direction
- 10' parking/striped bike lane (depending upon the facility)

- 3' curb & gutter
- 10' landscape/pedestrian easement (includes 6' landscaped planter and 4' detached sidewalk)
- Parking is permitted on both sides on the 50' primary residential street.
- Parking is permitted on one side of the 43' primary residential street.
- Parking is not permitted on the 36' primary residential street and lots are encouraged to 'side-on' to this facility where parking is not permitted.

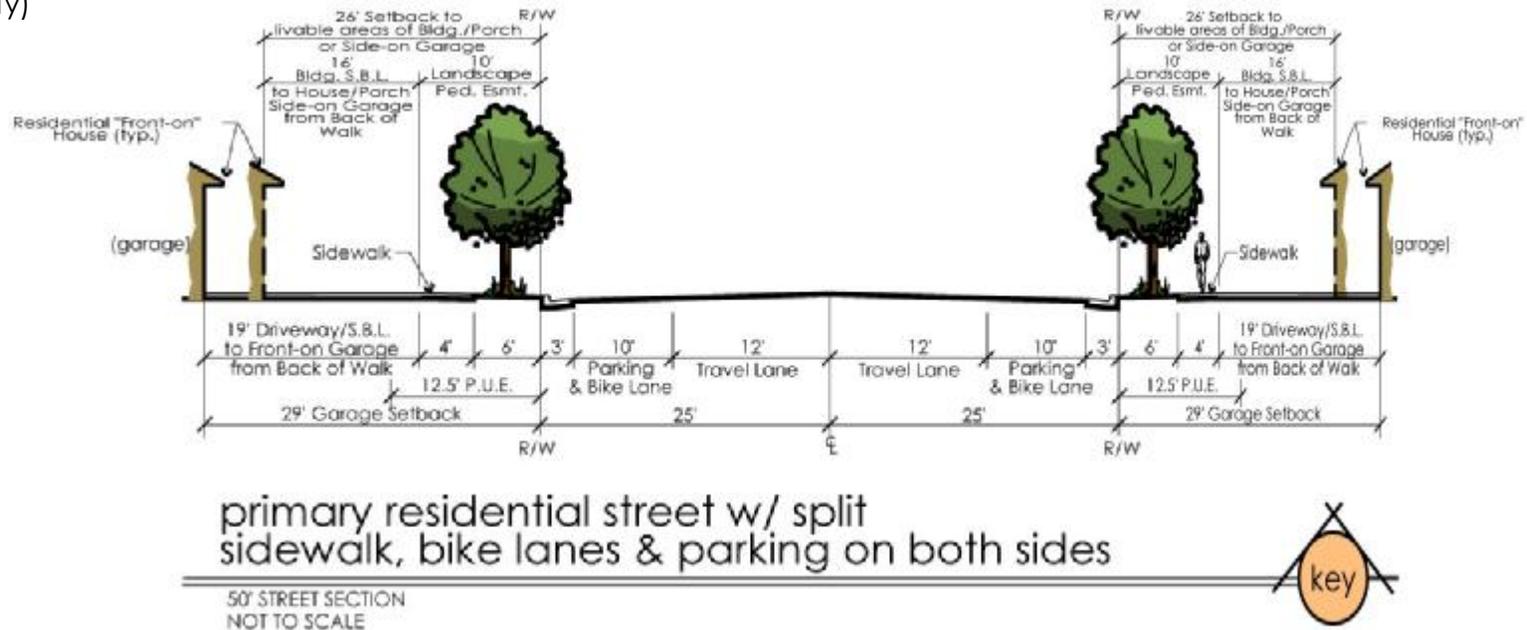


Exhibit 43 – Primary Residential Street Sections

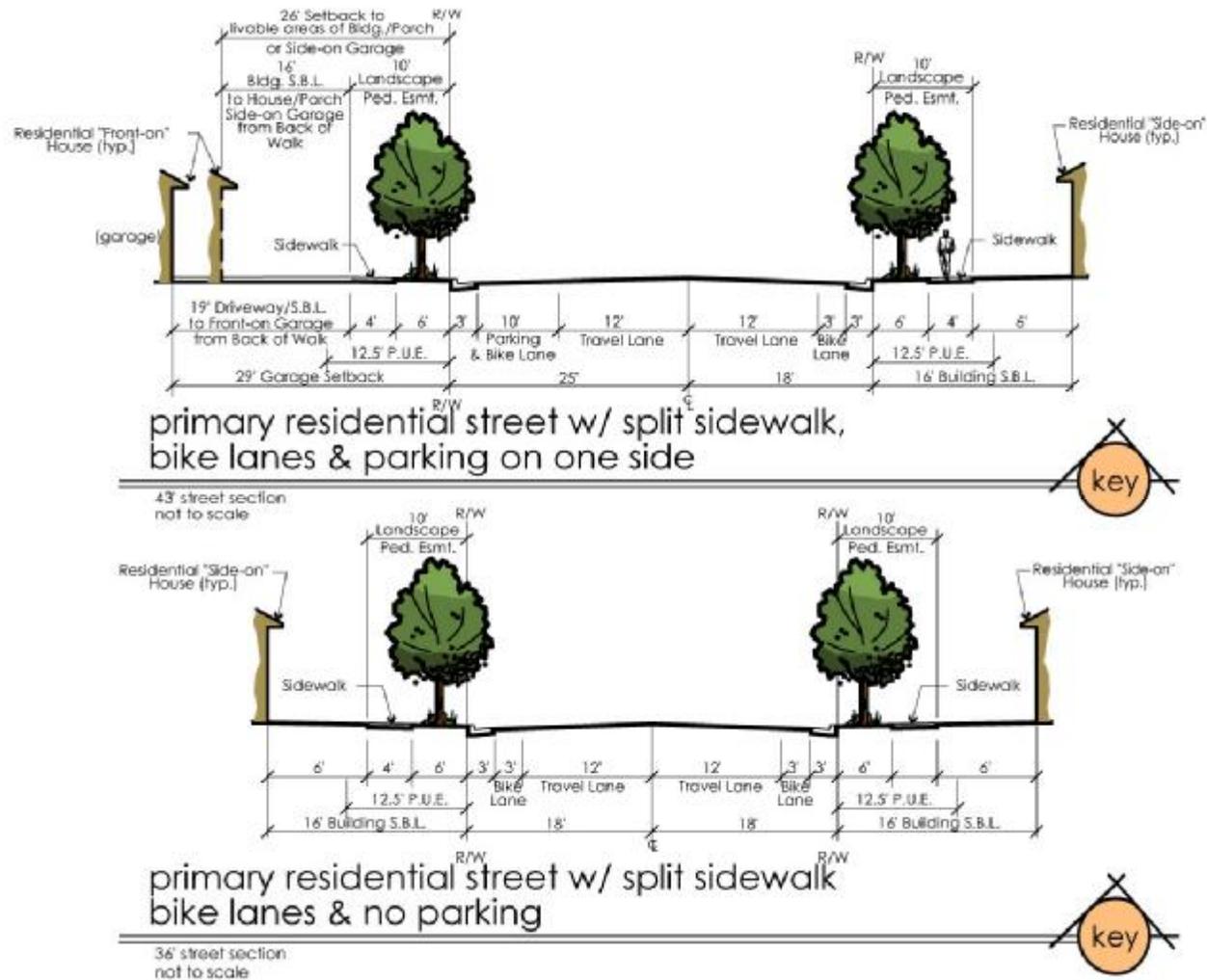


Exhibit 44 – Primary Residential Street Sections

**Minor Residential Streets**

Minor residential streets within the SPA serve as local connector streets within the individual districts. These streets are designed to carry low volumes of local traffic. These 2-lane facilities comprise the following components.

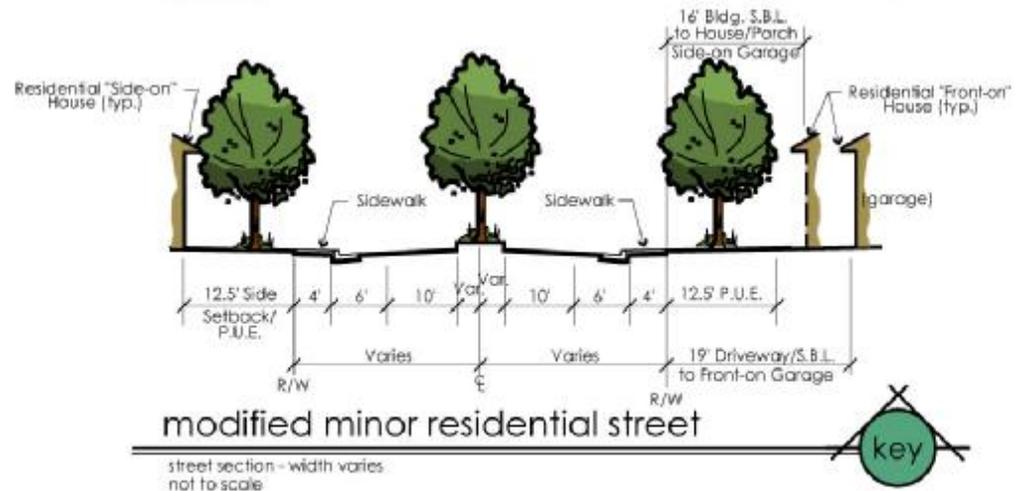
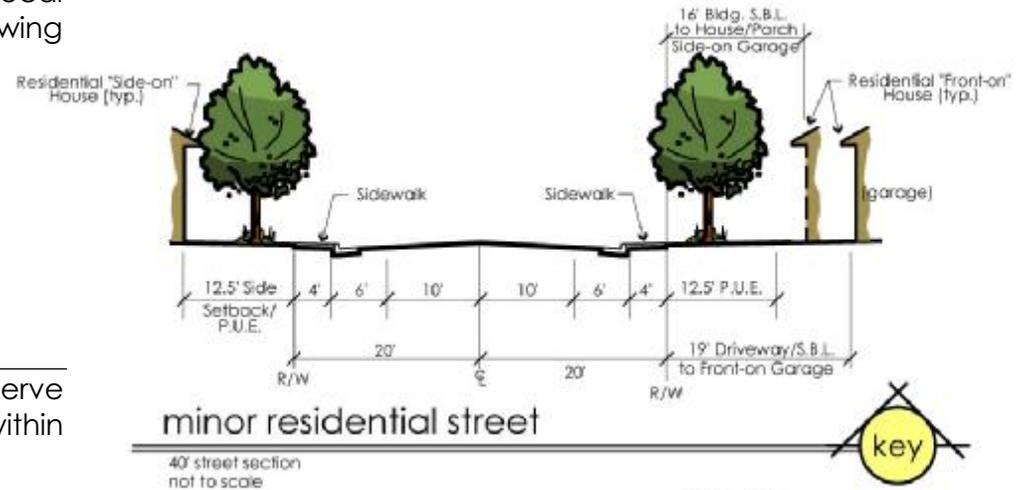
- 40' right-of-way
- One 10' travel lane in each direction
- 6' parking/bike lane/curb & gutter
- 4' attached sidewalk.
- Parking is permitted

**Modified Minor Residential Streets**

Modified minor residential streets within the SPA serve as local connector streets with a special purpose within the individual districts.

These 2-lane facilities comprise the following components.

- Varying right-of-way
- One 10' travel lane in each direction
- Variable width landscaped median
- 6' parking/bike lane/curb & gutter
- 4' attached sidewalk
- Parking is permitted



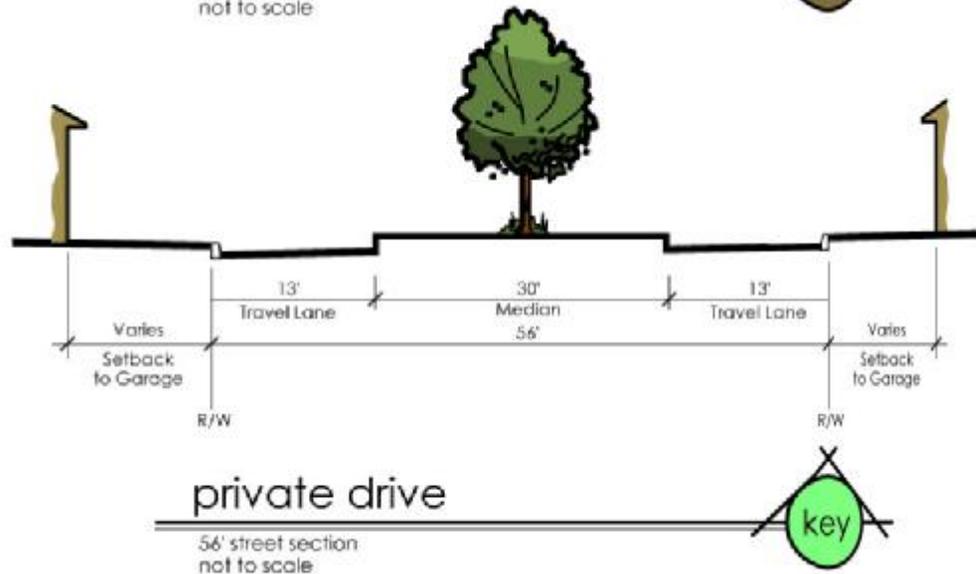
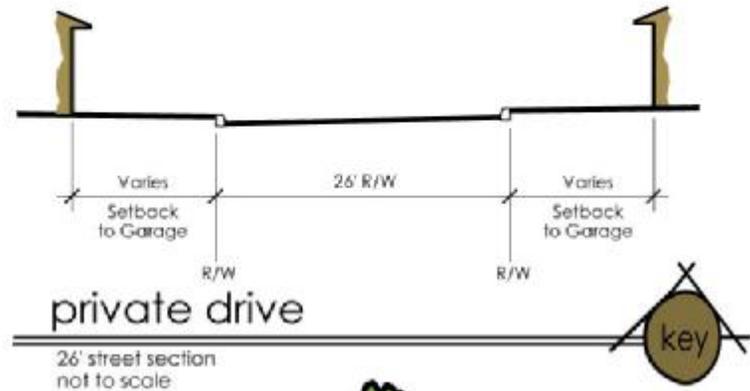
**Exhibit 45 – Minor Residential Street Sections**

**Private Drives**

Private drives within the SPA serve residential units as minor, private streets with a special purpose within the individual districts. Access is provided in a controlled fashion as it precludes direct driveway access to a fronting street by an individual lot. They provide rear garage access in an alley configuration, eliminating garages and driveways in the front yards of the small lot detached residential units and 'garage-dominated' architecture. Private drives carry only the traffic from the residences that they serve and are typically privately maintained as part of a Home Owners Association (HOA).

These 2-lane facilities comprise the following components.

- 26' to 56' right-of-way
- One 13' travel lane in each direction
- 30' landscaped median (in some areas)
- 3' curb & gutter
- No sidewalks
- Parking is not permitted

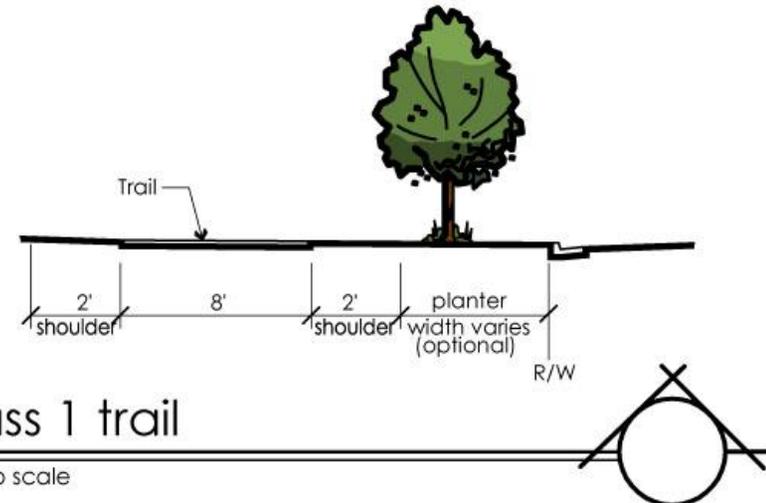
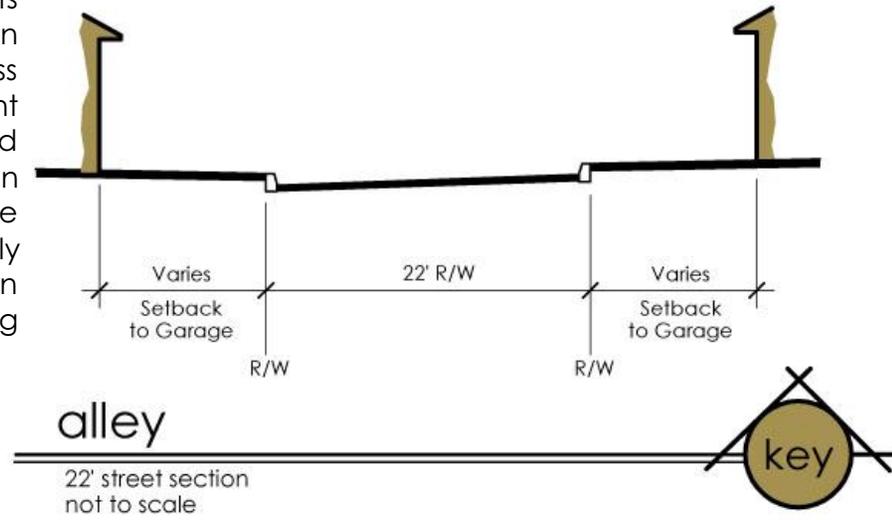


**Exhibit 46 – Private Drive Sections**

**Alleys**

Alleys within the SPA serve alley-loaded residential units as minor, private streets with a special purpose within the individual districts. They provide rear garage access thus eliminating garages and driveways from the front yards of small lot detached residential units and thereby minimizing 'garage-dominant' architecture on these units. Alleys carry only the traffic from the residences that they serve and are typically privately maintained as part of a Home Owners Association (HOA). These 2-lane facilities comprise the following components.

- 22' right-of-way
- One 11' travel lane in each direction
- 3' curb & gutter
- No sidewalks
- Parking is not permitted



**Exhibit 47 – Alley / Class I Trail Sections**

***Class I Trails***

Class I trails are a key component to facilitating pedestrian and bicycle traffic within and throughout the Plan Area. The Class I trails will serve as both a functional transportation alternative to the conventional automobile and as a pedestrian recreation vehicle by residents and the surrounding community.

Within the SPA, Class I trails are located along the expansive open space/wetland preserve as well as within the parkway/drainage corridor. Within the wetland preserve, the trail will consist of an 8' wide asphalt or concrete trail with 2' gravel shoulders. The trail will be set back from the adjacent primary residential street a minimum of 6' by a landscape planter accommodating a mixture of irrigated trees and shrubs. Moderate plantings will occur between the trail and the wetland preserve as well, which may be initially irrigated, however this irrigation may be abandoned once the plant materials are firmly established. The edge of the wetland preserve will be clearly delineated with, at minimum, a low post and cable fence and no landscaping is permitted to occur within the wetland preserve boundary.

Within the parkway/drainage corridor the trail section itself will be similar, however it will occur in quite a different setting. This open space/drainage corridor consists of an existing 275' wide power line easement direct pedestrian connectivity throughout the Plan Area to other areas of the Sunrise Douglas Community Plan. Improvements to the open space corridor include a Class I trail system and a meandering drainage channel that will provide drainage and run-off conveyance as well as water quality functions. The area will be well-landscaped with shrubs, groundcovers and turf however tree planting will be limited due to the presence of overhead power line wires.

This Class I trail provides a great opportunity to connect with other Class I trails, both existing and planned, in the area and in the greater Rancho Cordova community as identified in the City's Draft Pedestrian Master Plan.

### **3.6 Parks and Open Space Design Program**

#### **3.6.1 Overall Park and Open Space Plan**

The Preserve at Sunridge Overall Park and Open Space Plan provides many varied recreation opportunities in the siting of both active and passive parks and open spaces within the Plan Area. Eleven parks, ranging in size, and an elementary school are located within the Plan Area, linked by residential streets and trails, in addition to many open space connections enhanced with pedestrian trails and landscaping.

The Overall Parks and Open Space Plan highlights the inclusion of a linear open space parkway/drainage corridor that will accommodate the sites overland drainage needs in a reconstructed stream corridor. This parkway/drainage corridor trends generally in a northeast-southwest orientation and provides a major pedestrian and bicycle circulation and recreation facility. The drainage component will be designed to efficiently carry flows through the site as well as be an aesthetically pleasing 'naturalized' drainage corridor.

The Plan Area also includes a large Wetlands Preserve that will be maintained in perpetuity for the preservation of threatened and/or endangered species. A trail around the Wetlands Preserve will incorporate interpretive signage regarding the Wetland Preserve's special site characteristics, plant and animal inhabitants and on-going maintenance efforts.

The following pages illustrate the Overall Parks and Open Space Plan and the individual Conceptual Park Plans in detail.

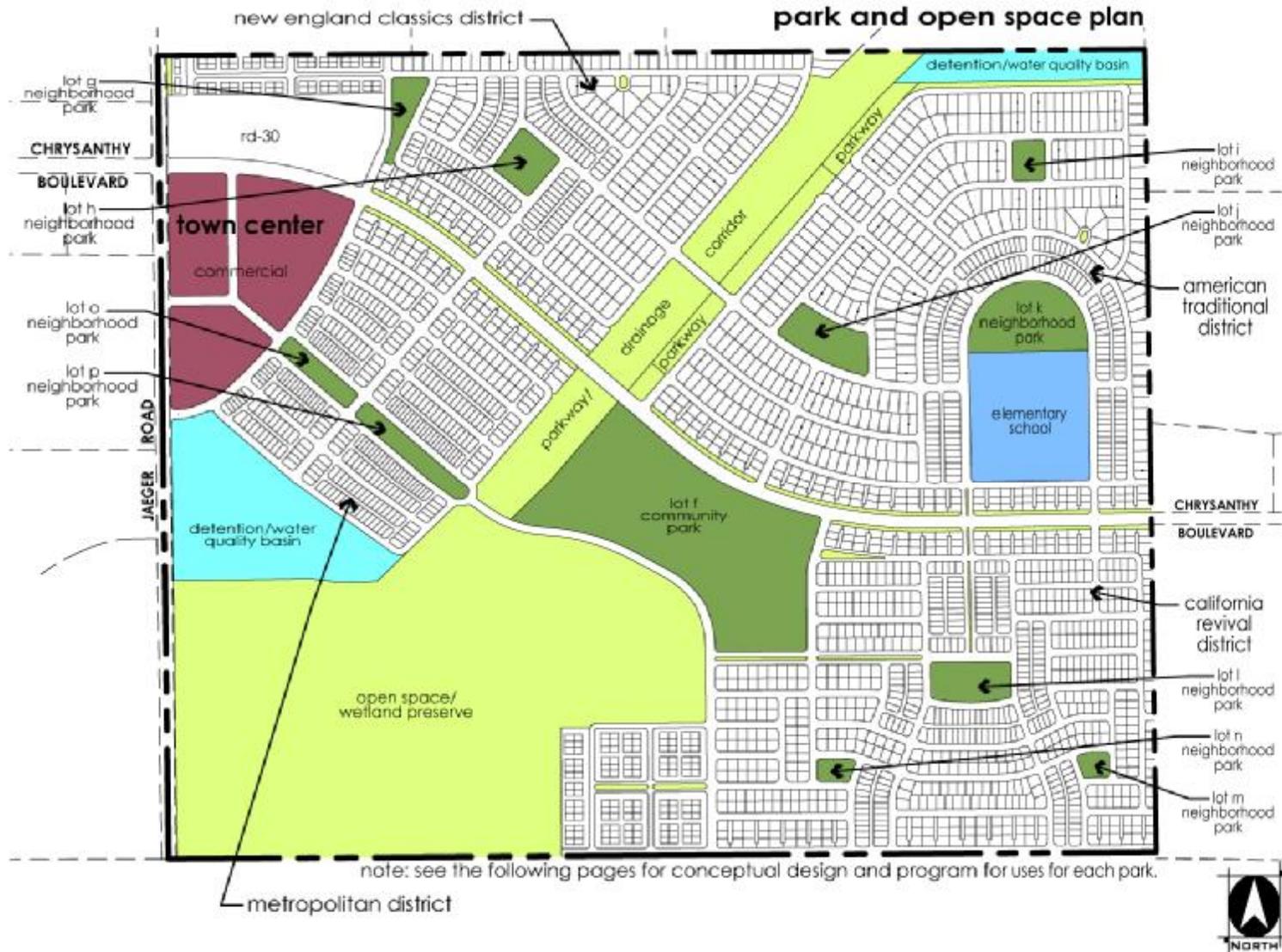


Exhibit 48 – Overall Park and Open Space Plan

**3.6.2 Conceptual Park Plans / Program for Uses**

The park designs and programs for uses shown in this section are conceptual in nature and are subject to further design refinements. For purposes of this handbook, the park plans/programs are separated and listed by Land Use Plan District identified previously in this Handbook and described in detail on the following pages.

***Metropolitan District Parks (Town Center)***

This Land Use District is home to a unique linear park (Lot 'O' and Lot 'P') that serves to orient the neighborhood and to provide for a focal meeting area and community gathering space. It serves as a 'green extension' of the Town Center and may host local and regional public and private events. The park is envisioned to have a formal design yet provide passive use recreational spaces.

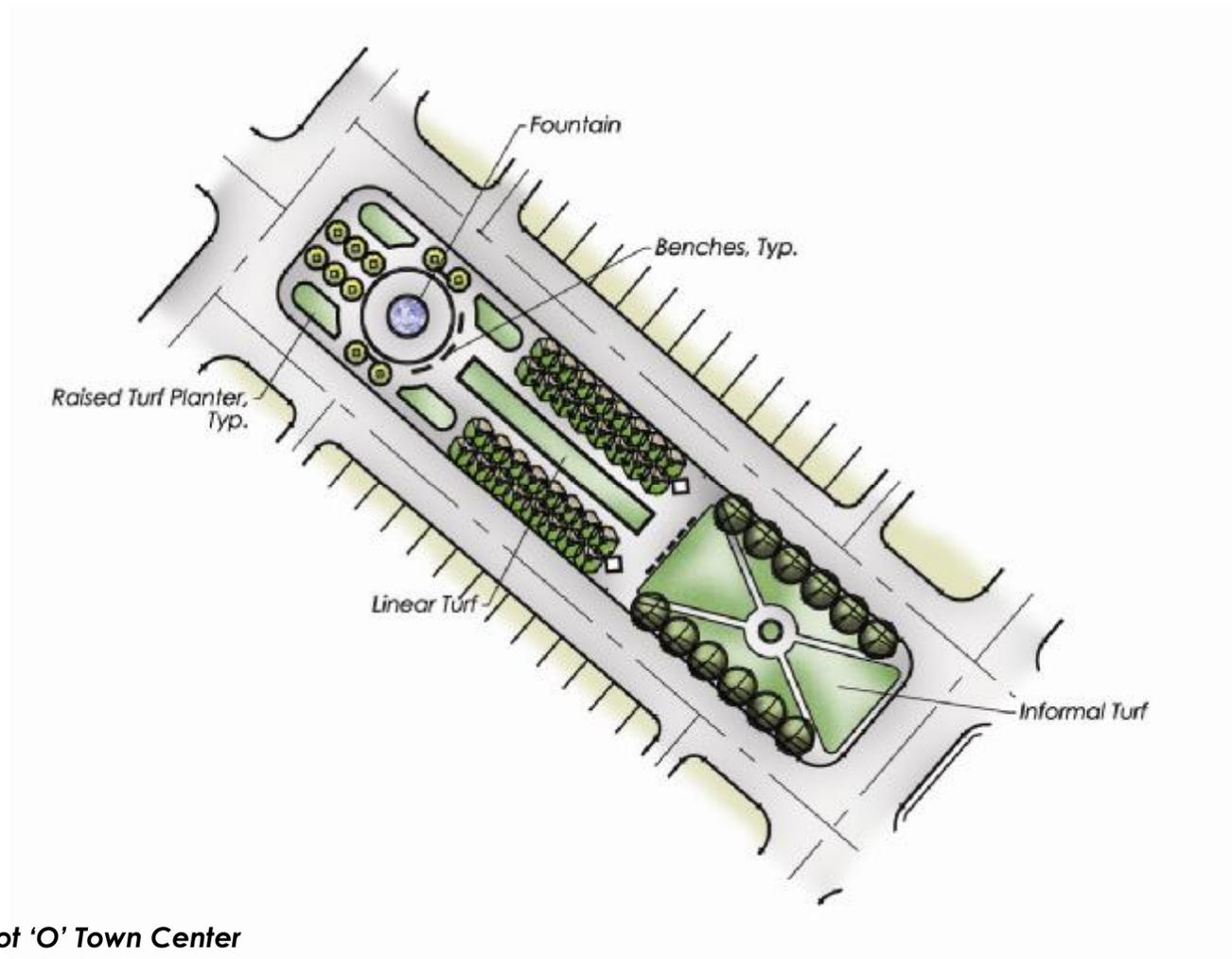
The park design elements within the Metropolitan District will be consistent with the architectural character of the surrounding neighborhoods as described in the Land Use Plan Districts section of this Handbook. The Programs for Uses and Conceptual Designs are as follows.

***Lot 'O' Town Center Park - Program for Uses***

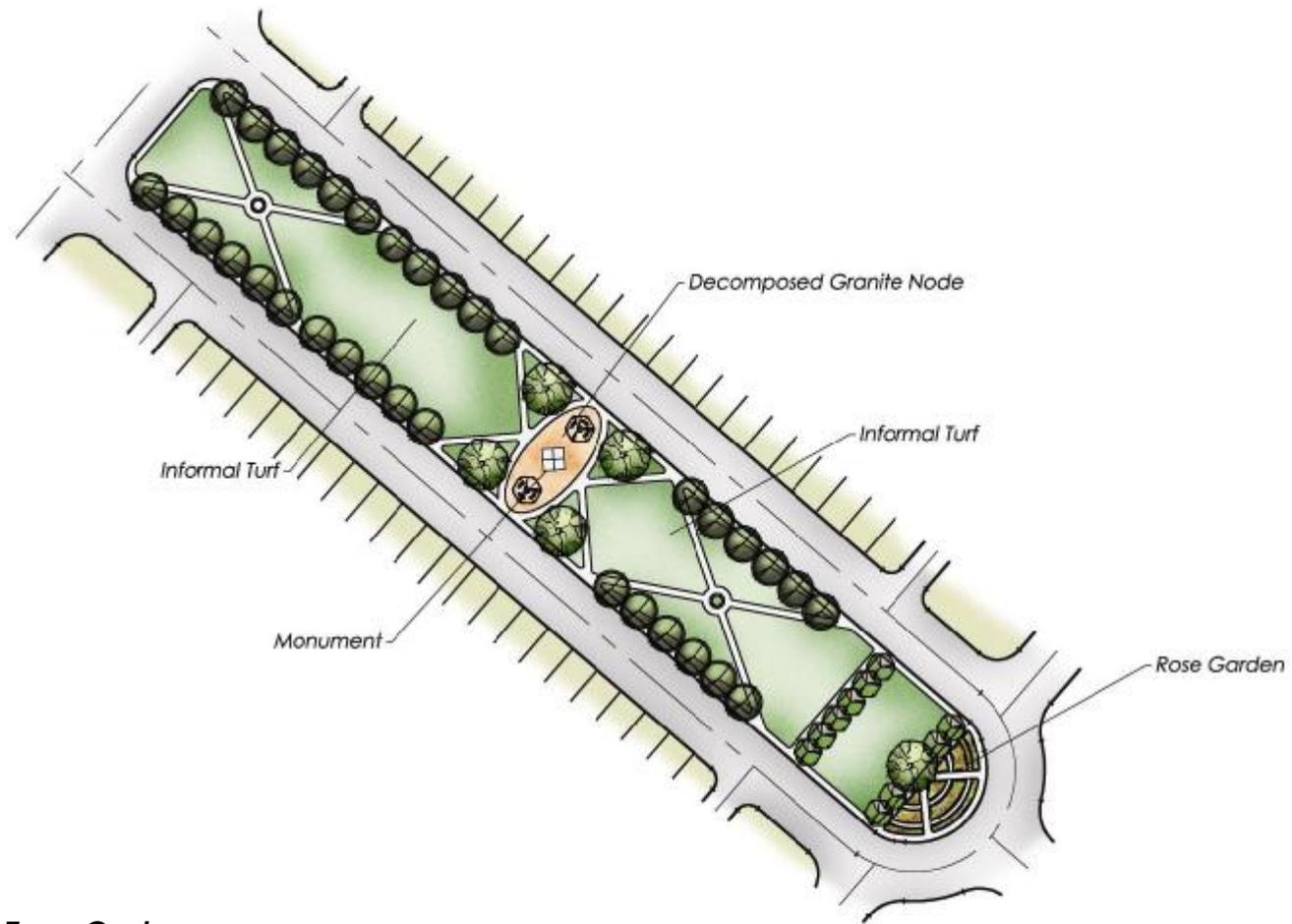
- Linear connection to downtown villages
- Formal plaza at village end with water fountain
- Trees with tree grates
- Raised planters with minor turf berms
- Linear turf parkway strip
- Transition to Lot P with diagonal walk connections and informal turf
- Site amenities to include benches, trash receptacles, drinking fountains

***Lot 'P' Town Center Park - Program for Uses***

- Linear connection to Lot O
- Rose garden
- Central node with decomposed granite and iconic statue/structure
- Diagonal walk connections with informal open turf
- Site amenities to include benches, trash receptacles, drinking fountains



**Exhibit 49 – Lot 'O' Town Center  
Conceptual Park Plan**



**Exhibit 50 – Lot 'P' Town Center  
Conceptual Park Plan**

**New England Classics District Parks (Northwest)**

This Land Use District is home to two neighborhood park sites (Lot 'G' and Lot 'H') that serve to orient the neighborhood and to provide for focal meeting areas and community gathering spaces. The parks are envisioned to have an informal design and provide passive and active use recreational spaces.

The park design elements within the New England Classics District will be consistent with the architectural character of the surrounding neighborhoods as described in the Land Use Plan Districts section of this Handbook. The Programs for Uses and Conceptual designs are as follows.

**Lot 'G' Park –Program for Uses**

- Covered shade structure
- Dual tot lot (ages 2-5 and 5-12)
- Informal open turf
- Open picnic nodes
- Site amenities to include trash receptacles and drinking fountains

**Lot 'H' Park – Program for Uses**

- Elevated covered shade structure with stair and walk access
- Concrete walk connection to a two-tier tot lot
- Half court basketball
- Open turf for informal play
- Site amenities to include picnic tables, trash receptacles, drinking fountains



**Exhibit 51 – Lot 'G' Conceptual Park Plan**



**Exhibit 52 – Lot 'H' Conceptual Park Plan**

***American Traditional District Parks (Northeast)***

This Land Use District is home to three neighborhood park sites (Lot 'I', Lot 'J' and Lot 'K') that serve to orient the neighborhood and to provide focal meeting areas and community gathering spaces. The parks are envisioned to have an informal design and provide passive and active use recreational spaces. The largest park, Lot K, is co-located adjacent the elementary school and is planned for active recreation uses associated with the elementary school site.

The park design elements within the American Traditional District will be consistent with the architectural character of the surrounding neighborhoods as described in the Land Use Plan Districts section of this Handbook. The Programs for Uses and Conceptual Designs are as follows.

***Lot 'I' Park - Program for Uses***

- 4 quadrants of informal turf
- Picnic areas to promote neighborhood interaction
- Central tot-lot with boulder/play structure
- Site amenities to include picnic tables, trash receptacles, drinking fountains

***Lot 'J' Park – Program for Uses***

- Covered shade structure with visual connection to the community park
- Tot lot
- Half basketball court with a trellis covered picnic area and planter buffers
- 'Urban plaza' skate park with covered shade structure
- Turf berms for use separation and visual interest
- Site amenities to include picnic tables, trash receptacles, drinking fountains

***Lot 'K' School Park – Program for Uses***

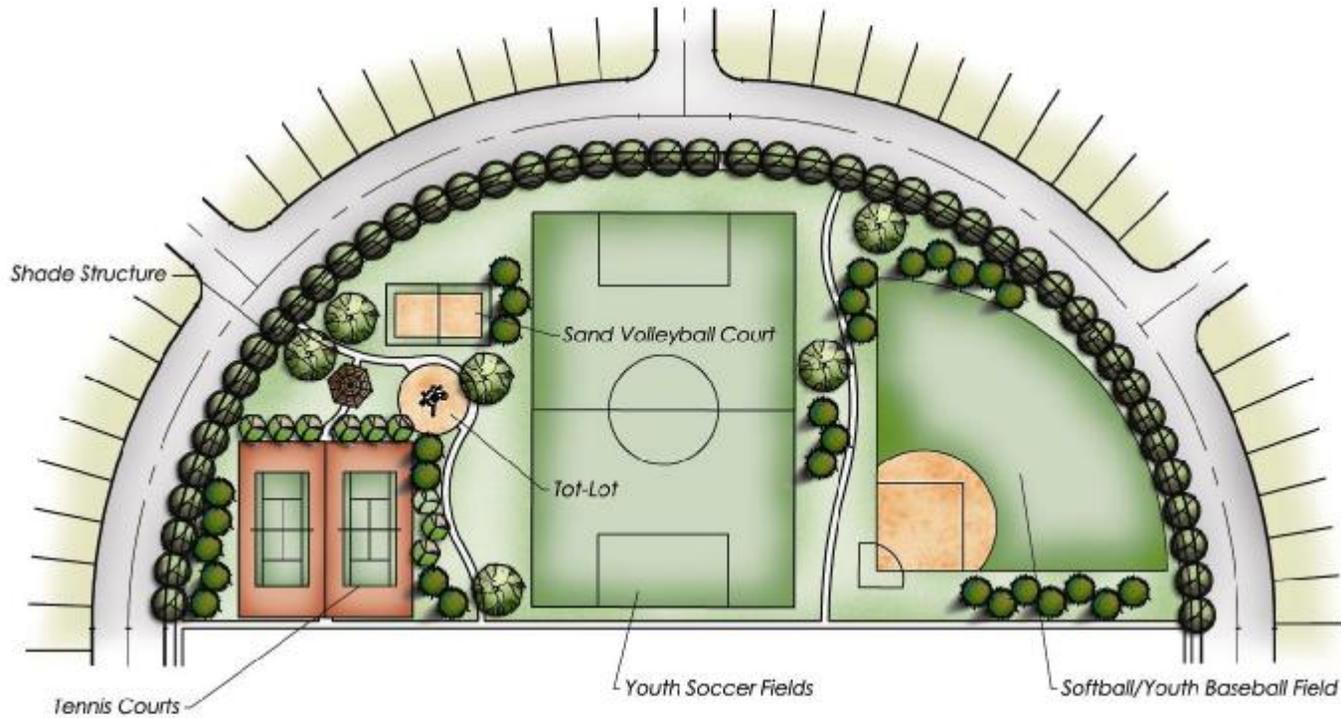
- Joint use with elementary school
- Soccer field
- Baseball/softball field with backstop
- Tennis courts
- Sand volleyball
- Covered shade structure
- Tot lot
- Walk connections to elementary school
- Site amenities to include picnic tables, trash receptacles, drinking fountains



**Exhibit 53 – Lot 'I' Conceptual Park Plan**



**Exhibit 54 – Lot 'J' Conceptual Park Plan**



**Exhibit 55 – Lot 'K' Conceptual School Park Plan**

***California Revival District Parks (Southeast)***

This Land Use District is home to three neighborhood park sites (Lot 'L', Lot 'M' and Lot 'N') that serve to orient the neighborhood and to provide focal meeting areas and community gathering spaces. The parks are envisioned to have an informal design and provide passive and active use recreational spaces.

Lot 'L' will take on a much different look and feel than the other neighborhood parks. It will feature large paved areas, shade trees in tree wells with metal grates and a large interactive water feature.

Additionally, one large community park is planned within this district (Lot 'F') that will provide large expanses of open areas and may possibly include a large pond water feature, amphitheatre and community picnic area with off-street parking.

The park design elements within the California Revival District will be consistent with the architectural character of the surrounding neighborhoods as described in the Land Use Plan Districts section of this Handbook. The Programs for Uses and Conceptual Designs are as follows.

***Lot 'L' Plaza Park – Program for Uses***

- Formal 'plaza' park
- Interactive water feature with center water 'structure'
- Seatwall steps
- Lighted decorative columns
- Concrete plaza with trees and tree grates
- Planter islands
- Turf pockets
- Site amenities to include trash receptacles and drinking fountains

***Lot 'M' Park – Program for Uses***

- Tot-lot
- Horseshoe courts
- Picnic trellis with enhanced paving and raised planter
- Informal turf
- Site amenities to include picnic tables, trash receptacles, drinking fountains

***Lot 'N' Park – Program for Uses***

- Circular picnic area with trellis
- Sand volleyball
- Informal turf
- Site amenities to include picnic tables, trash receptacles, drinking fountains

**Lot 'F' Community Park – Program for Uses**

- Large shade structure for group events
- Parking lot with tree 'plaza' for visual enhancement and shade
- Strong visual connection to Lot J
- Large pond with three spray features
- Formal walk around pond with concrete balustrades to define the edge
- Shade structure overlook at pond edge
- Amphitheatre with stage and concrete step/seatwalls, picnic tables and lighted columns as backdrop
- Fenced dog park with berms
- Large tot lot/play area for all ages with small parking lot and tree 'plaza'
- Four covered shade structures at tot lot area.
- Restroom facility
- Secondary tot lot area with single shade structure
- Turf berms throughout for screening/visual interest
- Site amenities to include trash receptacles, benches, restroom, picnic tables, bike racks and drinking fountains



**Exhibit 56 – Lot 'L' Conceptual Plaza Park Plan**



**Exhibit 57 – Lot 'M' Conceptual Park Plan**



**Exhibit 58 – Lot 'N' Conceptual Park Plan**



Exhibit 59 – Lot 'F' Conceptual Community Park Plan

### **3.6.3 Parkway / Drainage Corridor**

Within the SPA, the parkway/drainage corridor consists of an existing 275' wide power line easement direct pedestrian connectivity throughout the Plan Area to other areas of the Sunrise Douglas Community Plan. Improvements to the open space corridor include a Class I trail system and a meandering drainage channel that will provide drainage and run-off conveyance as well as water quality functions. The Class I pedestrian/bicycle trail will consist of an 8' wide asphalt or concrete trail with 2' gravel shoulders.

The parkway/drainage corridor area will be designed to provide many pedestrian connections and adjacent parcels will be designed to encourage many 'eyes to the open space' thereby increasing both the perception of safety and the perception of ownership of the space. The open space area will be well-landscaped with shrubs, groundcovers and turf however tree planting will be limited due to the presence of overhead power line wires. The overall planting scheme will be that of a natural or organic feel versus a formal planting regime.

The banks of the channel itself may consist of gradual and naturalized slopes and may have an irregular edge and slope banks to create a more informal and natural appearance. This special treatment of the edge of the channel will help to avoid the look of an engineered drainage channel and will perpetuate the look of a naturalized drainage corridor, which will greatly emphasize the aesthetics of this greenway asset.

Recreational amenities will be provided in this open space corridor and may include active uses such as a par course as well as passive uses such as bird watching and overlooks. The Class I trail provides a great opportunity to connect with other Class I trails, both existing and planned, in the area and in the greater Rancho Cordova community as identified in the City's Draft Pedestrian Master Plan.

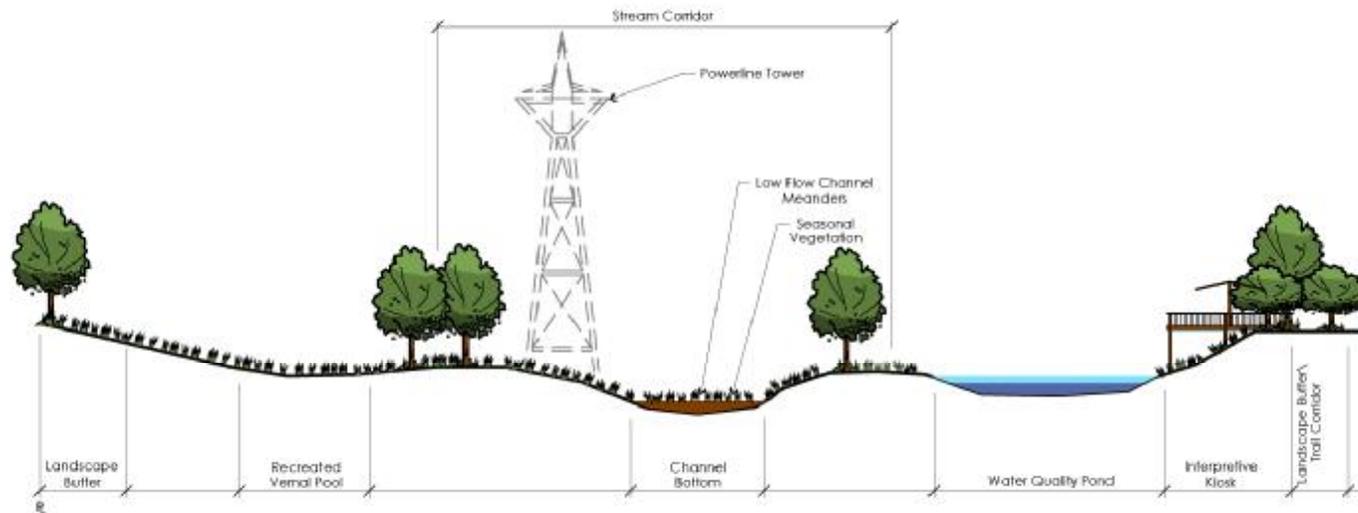


Exhibit 60 – Parkway/Drainage Corridor Section

### **3.6.4 Wetlands Preserve**

The PS-SPA includes an 87±-acre vernal pool preserve which will be protected through a perpetual conservation easement held and managed by a third-party nonprofit entity or public agency. The preserve will be maintained consistent with an Operations and Maintenance Plan (O&M Plan) that will describe specific responsibilities of the Preserve Manager and qualified personnel retained under the Preserve Manager. Funding for monitoring and maintenance will be provided through a public financing mechanism such as a special tax district.

The O&M Plan will establish specific goals and objectives to ensure that the conditions within the preserve are maintained. This management plan will include specific measures for habitat maintenance, monitoring, reporting and funding. Activities undertaken by the Preserve Manager and/or other qualified personnel in the preserve will include the following items.

- Maintaining fencing and signage
- Trash removal
- Thatch/exotic plant management
- General and biological inspections
- Wetland function and erosion monitoring
- Implementing remedial actions as needed

The preserve will be fenced, and the conservation easement will specifically prohibit public access to the

preserve. The easement will also prohibit vegetation removal, burning and dumping, discing, addition of roads or trails, equipment or fuel storage, alteration of topography, motor vehicle use, application of harmful chemicals, construction activities, or planting vegetation except for the express purpose of habitat monitoring and maintenance. Discing and mowing will also be allowed for fire control purposes, and will be conducted in manner to avoid adverse impacts to vernal pool habitat.

Within the SPA, Class I trails are located alongside the expansive open space/wetland preserve as well as within the open space/drainage corridor. Adjacent the wetland preserve, the trail will consist of an 8' wide asphalt or concrete trail with 2' gravel shoulders. The trail will be set back from the adjacent primary residential street a minimum of 10' by a landscape planter accommodating a mixture of irrigated trees and shrubs. Moderate plantings will occur between the trail and the wetland preserve as well that may be initially irrigated, however this irrigation may be abandoned once the plant materials are firmly established. The edge of the wetland preserve will be clearly delineated with at minimum a low post and cable fence and no landscaping is permitted to occur within the wetland preserve boundary. Cattle have historically grazed the site and it is possible that this practice will be continued for weed abatement and fire control, as well as to provide a perpetual view into the site's historic agricultural past.

wetlands preserve exhibit

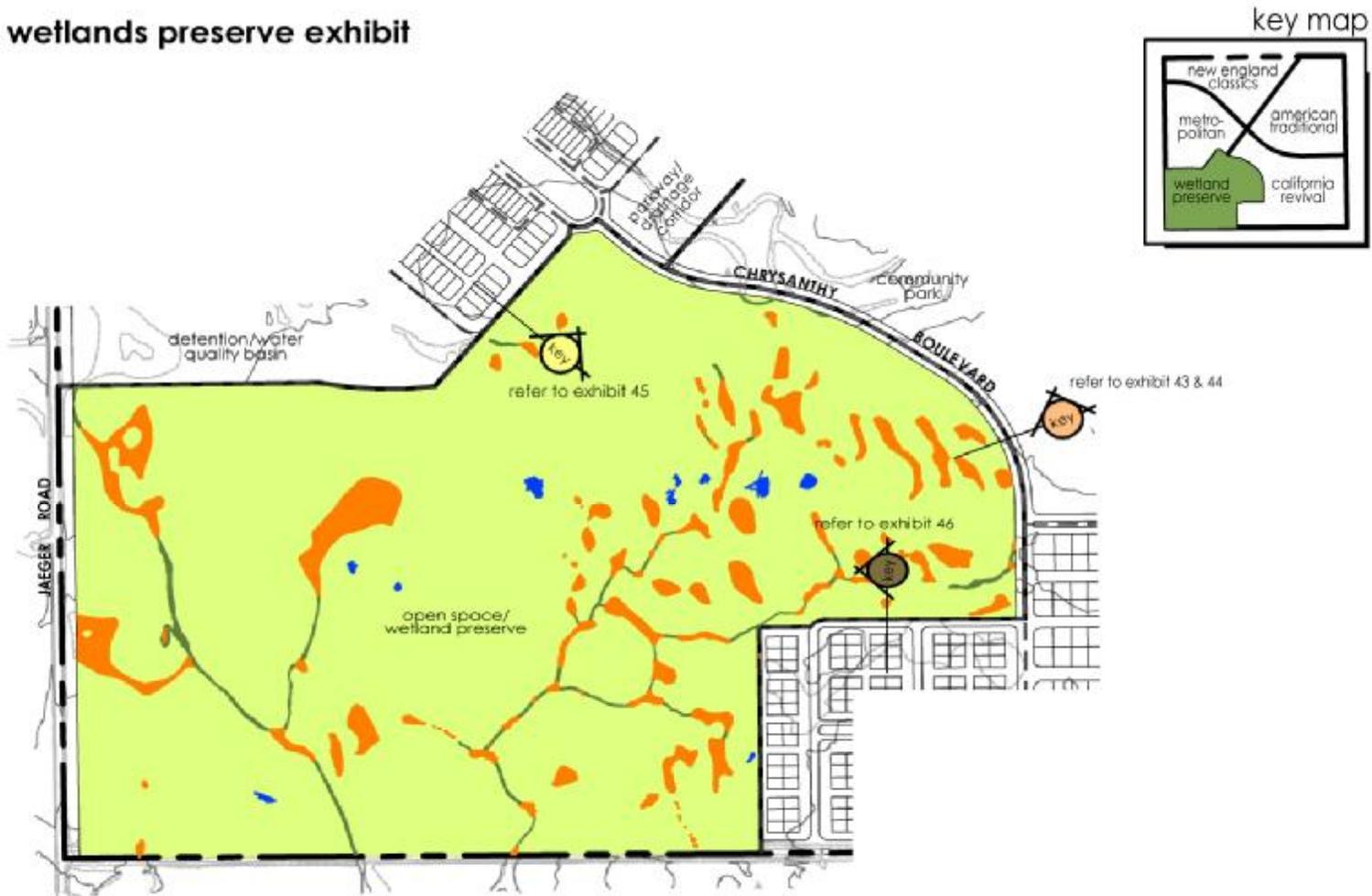


Exhibit 61 – Wetlands Preserve

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# **APPENDIX 4.0**

## **CONSISTENCY TABLE ANALYSIS**

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TABLE 4.1A  
PROJECT CONSISTENCY WITH RANCHO CORDOVA DRAFT GENERAL PLAN LAND USE POLICIES

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy LU.1.3</b></p> <p>Maintain a strong jobs housing ratio within the Planning Area with a diverse job base and corresponding housing stock. Improve the relationship of jobs to housing and commercial services.</p>	<p>Yes</p>	<p>The project would include both commercial and residential designations to provide internal housing and employment opportunities. Additionally, the proposed town center would include a commercial component and live/work units, which would assist in maintaining a strong jobs/housing ratio in the General Plan Planning Area. Therefore, the proposed project would be consistent with this policy. Also, see discussion under Policy H.3.3 in Table 4.2a.</p>
<p><b>Policy LU.2.1</b></p> <p>Ensure future land use and growth within the Planning Area is in keeping with the City's nine Smart Growth Principles as follows:</p> <ul style="list-style-type: none"> <li>• Provide a variety of Transportation Choices.</li> <li>• Offer Housing Choices and opportunities</li> <li>• Promote Compact Development</li> <li>• Mixed Land Uses</li> <li>• Encourage Regeneration/Infill in Existing Developed Areas</li> <li>• Encourage distinctive, attractive communities with Quality Design</li> <li>• Create Walkable Neighborhoods</li> <li>• Foster Distinctive, Attractive Communities with a Strong Sense of Place</li> <li>• Promote Integration of Natural Resources with Urban Land Uses</li> </ul>	<p>Yes</p>	<p>The project would include a grid-style circulation system offering vehicular as well as bicycle and pedestrian transportation opportunities. The project would offer several housing choices including single-family, multi-family and live-work units providing a diverse set of housing opportunities. The mixed-use portion of the project would promote a more compact development with a wide range of residential options and an average density of 9.3 dwelling units per acre. The project is in a currently undeveloped area, which does not provide for regeneration or infill opportunities. The project was designed during a four-day charette, emphasizing distinctive, and attractive architectural designs and walkable communities with pedestrian paseos and trails. The charette included City staff, the applicant team and members from various public agencies (i.e., Cordova Recreation and Park District, Elk Grove Unified School District, and Sacramento County Department of Water Resources). Additionally, the project would include a 92.4 acre wetland preserve with minimally landscaped access controlled buffers, which would integrate the natural features of the site with the proposed urbanized land uses. Considering all of the above factors, the project would be consistent with this General Plan policy.</p>
<p><b>Policy LU.2.4</b></p> <p>Community Plans, Specific Plans, and development projects shall be designed to promote pedestrian movement through direct, safe and pleasant routes that connect destinations inside and outside the plan or project.</p>	<p>Yes</p>	<p>The project's bicycle, pedestrian, and trails network will provide internal access and circulation and ultimately tie into the City-wide bicycle and pedestrian facilities system to promote safe and easy access for all project residents. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy LU 3.5</b></p> <p>Consult with state and federal regulatory and</p>	<p>Yes</p>	<p>The Notice of Preparation for the project was provided to several state and federal regulatory agencies, to solicit comments regarding</p>

**APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS**

General Plan Policies	Consistency with Policy	Analysis
<p>resource agencies during initial review of development projects to identify potential environmental conflicts and establish, if appropriate, concurrent application processing schedules.</p>		<p>environmental constraints related to the project. Additionally, as previously discussed, various public agencies attended the design charette to ensure that each agency's concerns were addressed early in the development process. Throughout the environmental review process, responsible and trustee agencies were consulted in order to ensure that these agencies were aware of the project and the City's analysis and were able to provide input. All comments received from agencies and the public were considered in the preparation of this EIR. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy LU 3.6</b>                      Work with community service providers such as the Cordova Recreation and Park District and the Rancho Cordova Neighborhood Center to expand their services to new areas of the City as the opportunities arise</p>	<p>Yes</p>	<p>The project was designed in consultation with the Cordova Recreation and Park District and other community service providers to ensure adequate facilities are provided to serve the proposed project and the larger community. Additionally, the proposed project includes 41.1 acres of parks within the project area. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy LU 4.4</b>                      In general, the City shall give priority to residential and mixed-use development on vacant or underutilized site within existing urban areas that have infrastructure capacity available. Specifically, the City has targeted areas including along:</p> <ul style="list-style-type: none"> <li>• Folsom Boulevard;</li> <li>• Olsen Drive;</li> <li>• Sunrise Boulevard;</li> <li>• Bradshaw Road; and</li> <li>• Coloma Road.</li> </ul>	<p>Yes</p>	<p>Although the project is not located along Sunrise Boulevard, the proposed site is part of the larger Sunrise Douglas Community Plan (SDCP) area, which is designated in the Sacramento County General Plan as an "Urban Growth Area." The SDCP is also located within the Urban Services Boundary (USB) recognized by the County. Proposed and approved capital improvements and infrastructure projects within the SDCP/SRSP area will adequately serve the vacant area to be developed by the Preserve at Sunridge project. Refer to Section 4.12 of this EIR for a detailed discussion on the project's water, sanitary sewer and other infrastructure systems. Considering the above factors, the proposed project would be consistent with this policy.</p>

TABLE 4.2A  
PROJECT CONSISTENCY WITH RANCHO CORDOVA DRAFT GENERAL PLAN POPULATION AND HOUSING POLICIES

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy H.1.4</b> Maintain adequate sites for the City's housing needs.</p>	<p>Yes</p>	<p>The Preserve at Sunridge project site is part of the larger Sunrise Douglas Community Plan/SunRidge Specific Plan (SDCP/SRSP) approved on July 17, 2002 by the Sacramento County Board of Supervisors. The SDCP/SRSP will result in development of approximately 22,503 dwelling units and 479 acres of commercial, 177 acres of park, and 148 acres of school uses within the entire 6,042-acre plan area.</p> <p>The proposed project will include 2,415 residential units in various residential densities on 280.8 acres and 288 units of high-density residential RD-30 (multifamily) on 9.6 acres, which is generally consistent with the SDCP/SRSP land use designations, and development densities and intensities established by the SDCP/SRSP.</p> <p>Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy H.1.8</b> Ensure that housing appropriate for empty-nesters and single persons, such as townhomes or small lot, single-family homes rather than large single-family homes is developed.</p>	<p>Yes</p>	<p>The project proposes single-family detached and attached units (i.e., condominium and townhomes) on a variety of lot sizes including conventional, cottage, courtyard, and alley lots. Also included in the project design is Live/Work Housing that allows for space for commercial and office uses in the lower levels of residences with living space above. The SPA for the project (included as Appendix 3.0) would also allow for other lot sizes and configurations meeting a specified density range to ensure consistency with this policy. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy H.3.3</b> Improve the City's jobs-housing balance.</p>	<p>Yes</p>	<p>The project would include 17 acres of commercial land uses, which would provide limited employment opportunities. Currently, the City has a jobs housing balance of 3 to 1 (jobs to housing). The project would provide a wide variety of housing choices in close proximity to major work centers within the City of Rancho Cordova to assist in balancing and improving the City's jobs to housing ratio. Therefore, the proposed project would be consistent with this policy.</p>

**APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS**

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy H.3.4</b> Promote affordable housing in close proximity to transit, employment, and appropriate services, such as transit-oriented development.</p>	<p>Yes</p>	<p>There are currently no affordable housing requirements in the City of Rancho Cordova. Transit is planned for Jaeger Road, which is adjacent to the proposed project. Therefore, the project would place housing in close proximity to transit, employment (i.e., Town Center) and other services. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy H.7.1</b> Require energy efficiency in the design and construction of housing developments through implementation of the State Energy Conservation Standards. The long-term economic and environmental benefits of energy efficiency shall be weighed against any increased initial costs of energy saving measures. Encourage sustainable development by reducing energy use.</p>	<p>Yes</p>	<p>The project's residential and commercial design would be required to comply with the energy requirements as set forth in Title 24 part 6 of the State's Energy Efficient Building Standards. The proposed project does not include any unique energy use reduction methods, nor does it exceed mandatory energy efficiency standards. However, the project as proposed would be consistent with the provisions of this policy.</p>
<p><b>Policy H.7.3</b> Require all new development to provide bicycle and pedestrian access, thereby facilitating the reduction of automobile air quality impacts to the area.</p>	<p>Yes</p>	<p>The project would integrate the parks and open space components, providing an on-site system of pedestrian trails, bicycle paths, and other related facilities. These facilities would provide internal circulation and recreational opportunities, as well as connections with the City-wide bicycle and pedestrian trail system. Therefore, the proposed project would be consistent with this policy.</p>

TABLE 4.3A  
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA DRAFT GENERAL PLAN HAZARDOUS MATERIALS POLICIES

General Plan Goals and Policies	Consistency with Policy	Analysis
<p><b>Policy SA.1.26</b> Storage of hazardous materials and waste shall be strictly regulated, consistent with state and federal law.</p>	<p>Yes</p>	<p>The proposed project does not include the construction of land uses that would require the handling or storage of hazardous materials. Any materials generated or required during construction would be disposed of at the Kiefer Landfill according to State and federal law. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy SA.1.30</b> Design neighborhoods and buildings in a manner that prevents crime and provides security and safety for people and property when feasible.</p>	<p>Yes, With Mitigation</p>	<p>The City of Rancho Cordova Police Department provided comments on the project's site design. A letter from the Police Department, which outlined their requirements and suggestions for design of the project, was received by the City on April 19, 2005 and the proposed project was analyzed for consistency with these guidelines. Additionally, mitigation measure MM 4.12.2.2 requires the project applicant(s) to consult with the Rancho Cordova Police Department and implement any recommended crime prevention/safety development design measures. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy SA.1.37</b> Cooperate with the Metro Fire Department to reduce fire hazards, assist in fire suppression, and ensure efficient emergency medical response for the safety of Rancho Cordova citizens.</p>	<p>Yes, With Mitigation</p>	<p>The Sacramento Metro Fire Department (SMFD) provided comments on the project design. The SMFD has indicated that adequate services will be available to serve the proposed project and compliance with SMFD requirements would ensure that adequate emergency access is provided and maintained throughout the development area. Therefore, the proposed project would be consistent with this policy.</p>

TABLE 4.4A  
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA DRAFT GENERAL PLAN CIRCULATION POLICIES

Community Plan Policies	Consistency with Policy	Analysis
<p><b>Policy C.1.2</b></p> <p>If a development project is required to perform new roadway construction or road widening, the entire roadway shall be completed to its planned width from curb-to-curb prior to the operation of the project for which the improvements were constructed, unless otherwise approved by the City Engineer. Such roadway construction shall also provide facilities adequate to ensure pedestrian safety as determined by the City Engineer.</p>	<p>Yes</p>	<p>The ultimate width of roadway segments to be constructed or widened under the mitigation measures incorporated into Section 4.4 of this EIR is clearly identified within the mitigation measures. These off-site projects will be designed and implemented with the oversight of the City Public Works Department and the City Engineer, ensuring that the project and the off-site circulation improvements would be consistent with this policy.</p>
<p><b>Policy C.1.3</b></p> <p>Development projects shall be required to provide funding or to construct roadway/intersection improvements to implement the City's Circulation Plan. The payment of established traffic impact or similar fees shall be considered to provide compliance with the requirements of this policy with regard to those facilities included in the fee program, provided that the City finds that the fee adequately funds all required roadway and intersection improvements. If payment of established fees is used to provide compliance with this policy, the City may also require the payment of additional fees if necessary to cover the fair share cost of facilities not included in the fee program.</p>	<p>Yes</p>	<p>The proposed project would be subject to payment of the Sunrise Douglas Community Plan Development Impact Fee, which is used by the City to fund capital improvements required and resulting from the development of the SDCP/SRSP area. Additionally, mitigation measures incorporated in Section 4.4 of this EIR require the applicant to construct and/or improve various roadways and intersections within the City that will help to mitigate the traffic impacts of the proposed project. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy C.1.4</b></p> <p>The City shall seek to maintain operations on all roadways and intersections at Level of Service D or better at all times, including peak travel times, unless maintaining this Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service D may be accepted in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project.</p>	<p>Yes, With Mitigation.</p>	<p>Mitigation measures incorporated into Section 4.4 of this EIR reduce the proposed project's impact to Levels of Service throughout the city. However, even with incorporation of these mitigation measures, some intersections and roadway segments in the City would have a level of service of E or F, which is inconsistent with the requirements of this policy. Further mitigation would be infeasible and the City plans to address these areas in future actions by the City Public Works Department. Although in most cases, these roadways and intersections are already operating at an unacceptable level of service. Therefore, the proposed project would be consistent with this policy.</p>

**APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS**

Community Plan Policies	Consistency with Policy	Analysis
<p><b>Policy C.1.8</b></p> <p>The use of cul-de-sacs on local roads is highly discouraged, except where they are necessary due to site-specific concerns, such as habitat areas, that preclude construction of through routes. Streets should connect together to create an interconnected system that provides a variety of travel options. Cul-de-sacs will be more acceptable if bicycle and pedestrian access is provided at the end of the cul-de-sac.</p>	<p align="center">Yes</p>	<p>As shown in <b>Figure 3.0-3</b>, no cul-de-sacs are included in the roadway map for the proposed project. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy C.1.10</b></p> <p>Where traffic calming devices or techniques are employed, the City shall ensure that adequate access is provided for police and fire vehicles.</p>	<p align="center">Yes</p>	<p>No traffic calming devices or techniques will be used by the proposed project. Additionally, the Rancho Cordova Police Department and the Sacramento Metropolitan Fire Department have both been consulted in the design of the project. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy C.2.1</b></p> <p>The City shall implement the system of off-street trails shown in Figure C-#. Multi-use paths shall be provided throughout the City for walking and bicycling to provide attractive, natural, and safe transportation corridors.</p>	<p align="center">Yes</p>	<p>As shown in <b>Figures 3.0-4, 3.0-7, 3.0-8, and 3.0-9</b>, the proposed project does include multi-use paths and bike lanes throughout the project area, including along the realigned Morrison Creek corridor. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy C.2.2</b></p> <p>Provide bicycle/pedestrian connections to public transit systems at stops, stations and terminals, carpool/vanpool park-and-ride lots, activity centers such as schools, libraries, community centers, colleges, universities, hospitals, medical offices, senior residences, parks, athletic facilities, government services, employment centers, high-density residential areas, and commercial centers, central business districts, and other cities.</p>	<p align="center">Yes</p>	<p>See discussion under <b>Policy C.2.1</b> above. The proposed project includes a network of bike lanes, paseos, pedestrian trails, and multi-use trails that connects all parts of the project area with the included uses listed in <b>Policy C.2.2</b>. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy C.2.3</b></p> <p>All projects shall be designed to safely integrate walking and provide alternatives to automobile transportation.</p>	<p align="center">Yes</p>	<p>See discussion under <b>Policy C.2.1</b> above. In addition to the circulation master plan for the proposed project, the project includes live/work units that allow residents to utilize the lower floor of their homes for office or retail uses, allowing residents to live where they work and subsequently reduce their reliance on their car. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy C.2.4</b></p> <p>People throughout the City should be able to walk safely and conveniently to destinations within reasonable walking distance, especially schools, employment centers, and transit stations and stops.</p>	<p align="center">Yes</p>	<p>See discussion under <b>Policy C.2.1</b> above. The interconnected network of pedestrian paths and sidewalks included in the proposed project would ensure that the project would be consistent with this policy.</p>

APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS

Community Plan Policies	Consistency with Policy	Analysis
<p><b>Policy C.2.5</b></p> <p>The City seeks to improve the time convenience of walking and bicycling with through direct connections and special facilities such as bike/pedestrian boulevards.</p>	<p>Yes</p>	<p>See discussion under Policy C.2.2 above.</p>
<p><b>Policy C.2.6</b></p> <p>Sidewalks should be provided throughout the City. Suggested widths for sidewalks are shown below; these may be adjusted as determined appropriate by the City to accommodate special circumstances; the City may require wider or narrower sidewalks than shown below. Meandering sidewalks are discouraged, except where necessary to accommodate site-specific features such as trees or habitat.</p>	<p>Yes</p>	<p>The proposed project includes a network of sidewalks on every street in the project. See <b>Figures 3.0-7, 3.0-8, and 3.0-9</b> for details on sidewalks included in the proposed project. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy C.2.7</b></p> <p>The City of Rancho Cordova promotes bicycle travel as an alternative to motor vehicle use and seeks to provide a system of on- and off-street bicycle facilities throughout the community. The City shall seek to provide safe and convenient bicycle access to all parts of the community through a signed network of on- and off-street facilities, low-speed streets, and secure parking. The following list indicates some, but not all, of the potential strategies for building this system:</p> <ul style="list-style-type: none"> <li>• Design all commercial and residential developments to make walking and bicycling attractive and convenient modes of transportation.</li> <li>• Fill gaps in existing, planned, or proposed interregional bicycle or pedestrian routes.</li> <li>• Convert underused travel lanes, drainage channels, railroad corridors or other related features to bicycle or pedestrian paths or amenities where possible and desirable.</li> <li>• Provide safe, comfortable public places where people can stop, sit, rest, meet, and visit with each other and enjoy their surroundings</li> <li>• Require that new developments provide bicycle and pedestrian connections within the development, and connect to the existing bicycle network.</li> <li>• Residential neighborhoods should be provided with a direct connection to the nearest bikeway along an arterial or collector street.</li> </ul>	<p>Yes</p>	<p>The proposed project provides for bicycle travel through both design of land uses, such as the live/work units that allow residents to live where they work as well as close to shopping and other services, and through an extensive network of paths and bike lanes throughout the project area. See <b>Figures 3.0-7, 3.0-8, and 3.0-9</b> for details on these sidewalks and pathways. In regards to specific requirements of Policy C.2.7:</p> <ul style="list-style-type: none"> <li>• See discussion of Policy C.2.2 above.</li> <li>• Bicycle and pedestrian routes included in the proposed project will connect to similar routes in the surrounding projects.</li> <li>• The realignment of Morrison Creek will include paths on both sides for pedestrians and bicycles.</li> <li>• See <b>Figure 3.0-10</b> for a depiction of the system of parks and open space to be included in the project.</li> <li>• As discussed in Policy C.2.1 above, the bicycle and pedestrian paths included in the project are located throughout the project, connect all major parts of the project, and connect to adjacent projects' paths.</li> <li>• All residential neighborhoods within the proposed project include bike lanes on collectors and arterials, connecting these neighborhoods to the greater bicycle and pedestrian path network within the project.</li> </ul> <p>Due to the above factors, the proposed project</p>

**APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS**

Community Plan Policies	Consistency with Policy	Analysis
<i>Note: Portions of this policy that do not apply to the proposed project were omitted from the bulleted list above.</i>		would be consistent with this policy.
<p><b>Policy C.2.7</b></p> <p>On-street bike lanes should be provided along all secondary roadways, and on local and major roadways where necessary to provide for interconnected routes. On-street bike routes may be provided on local, secondary, and major roadways where deemed necessary by the City.</p>	Yes	<p>Within the proposed project every roadway, including collectors and arterials, either includes a bike lane or an attached bike path. Additionally, bike/pedestrian paths are included along the boundaries of the open space areas and along the Morrison Creek realignment. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy C.5.2</b></p> <p>The City should require proposed new development projects to analyze their contribution to increased traffic and to implement improvements necessary (on facilities not covered by a fee program) to address their impact.</p>	Yes, With Mitigation	<p>The consulting firm Fehr &amp; Peers was contracted by the City to perform a full analysis of traffic impacts from the proposed project, including a list of mitigation required to offset these impacts. Section 4.4 of this EIR contains that analysis. Mitigation incorporated into that section addresses the impacts of the proposed project and mitigated those impacts. Therefore, the proposed project would be consistent with this policy.</p>

TABLE 4.5A  
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA DRAFT GENERAL PLAN NOISE ELEMENT POLICIES

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy N.1.1</b></p> <p>New development of the uses listed in Table N-3 shall conform with the noise levels contained in that Table. All indoor and outdoor areas shall be located, constructed, and/or shielded from noise sources in order to achieve compliance with the City's noise standards.</p>	<p>Yes, With Mitigation</p>	<p>Mitigation measures MM 4.5.2a through MM 4.5.2e as well as mitigation measures MM 4.5.6a through MM 4.5.6c listed in Section 4.5 of this EIR will reduce the noise impacts of noise sources to below significant levels. Therefore the proposed project would be consistent with this policy.</p>
<p><b>Policy N.1.2</b></p> <p>Where noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table NO-C or the performance standards of Table NO-A, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.</p>	<p>Yes, With Mitigation</p>	<p>Acoustical modeling included in Section 4.5 of this EIR predicts noise levels higher than the standards set forth in NO-A and NO-C for some noise sources. However, incorporation of mitigation measures (listed in the discussion of Policy N.1.1 above) would reduce any noise impacts to a level below City standards. Therefore the proposed project would be consistent with this policy.</p>
<p><b>Policy N.1.3</b></p> <p>Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table NO-A as measured immediately within the property line of lands designated for noise-sensitive uses.</p>	<p>Yes, With Mitigation</p>	<p>See discussion under Policy N.1.1 above.</p>
<p><b>Policy N.1.4</b></p> <p>Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table N-A at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design. The requirements for the content of an acoustical analysis are shown in Table N-B.</p>	<p>Yes, With Mitigation</p>	<p>See discussion under Policy N.1.2 above.</p>
<p><b>Policy N.1.5</b></p> <p>Noise created by the construction of new transportation noise sources (such as new roadways or new light rail service) shall be mitigated so as not to exceed the levels specified in Table N-C at outdoor activity areas or interior spaces of existing noise-sensitive land uses. Please see Policy N-1.7 for discussion of improvements to existing roadways.</p>	<p>Yes, With Mitigation</p>	<p>While the proposed project includes the construction of the portion of Chrysanthy Boulevard that lies within the project area as well as various other smaller roads internal to the project, incorporation of mitigation measure MM 4.5.4 would reduce any construction related noise impacts to a less than significant level, ensuring that the proposed project would be consistent with this policy.</p>

APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy N.1.9</b></p> <p>Where noise mitigation measures are required to achieve the standards of Tables NO-A and NO-C, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures, including the use of distance from noise sources, have been integrated into the project.</p>	<p>Yes, With Mitigation</p>	<p>All Mitigation Measures incorporated in this EIR include acoustical mitigation methods other than sound walls, except for within one condition of mitigation measure MM 4.5.6a, which allows for sound walls only where no other measure is available. Therefore, the proposed project would be consistent with this policy.</p>

TABLE 4.6A  
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA DRAFT GENERAL PLAN AIR QUALITY ELEMENT POLICIES

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy AQ.1.2</b></p> <p>Promote improved air quality benefits through energy conservation measures for new development.</p>	<p>Yes</p>	<p>The project is a mixed-use development with residential and commercial uses in close proximity to serve the daily needs of the development and reduce the number of vehicle trips and miles traveled. The proposed Town Center will include medium- to high-density residential and commercial uses adjacent to Jaeger Road, for which transit services are planned. The project would also incorporate on-site trails, paseos, and bike paths to promote non-vehicular access and circulation, which will promote improved air quality and ensure consistency with this policy.</p>
<p><b>Policy AQ.1.5</b></p> <p>Require that new development pay its fair share of the cost of transit facilities.</p>	<p>Yes, With Mitigation</p>	<p>Mitigation Measures identified and incorporated into the project as part of Section 4.5 of this EIR include off-site transit facilities that must be installed by the applicant before construction of the project, therefore meeting the requirements of this policy.</p>
<p><b>Policy AQ.1.6</b></p> <p>Identify the air quality impacts of development proposals to avoid significant adverse impacts and require appropriate mitigation measures or offset fees.</p>	<p>Yes, With Mitigation</p>	<p>The project would result in significant construction, operational, and cumulative air quality-related emissions. Mitigation measures MM 4.6.1a, MM 4.6.1b, and MM4.6.2 were identified to reduce the project's nitrogen oxide construction emissions. Additionally, the project proponent would also be required to pay offset fees to mitigate construction related particulate matter impacts to ensure consistency with this policy.</p>
<p><b>Policy AQ.1.7</b></p> <p>All new development projects which have the potential to result in substantial air quality impacts shall incorporate design, construction, and/or operational features to result in a reduction in emissions equal to 15 percent compared to an "unmitigated baseline" project. An "unmitigated baseline project" is a development project which is built and/or operated without the implementation of trip-reduction, energy conservation, or similar features, including any such features which may be required by the Zoning Code or other applicable codes.</p>	<p>Yes</p>	<p>Air Quality Plans are developed to reduce air quality impacts brought on by new development. Measures are chosen on the project's location, employee/residential density, nature of land use mixes, accessibility to transit and/or bicycle and pedestrian amenities. These measure are incorporated into project design to reduce a project's air pollutants by 15 percent or more. The project's Air Quality Plan (included as Appendix 4.6) identified the following measures to reduce the project's emissions by a minimum of 15 percent and make the project consistent with this policy: Mixed-use designation, average residential density, grid-style street system, incorporation into County Service Area 10, information kiosk, bicycle access/programs, and separate, safe bicycle and pedestrian path connecting uses. Therefore, the proposed project would be consistent with this policy.</p>

APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS

General Plan Policies	Consistency with Policy	Analysis
<p>Policy AQ.1.8 Provide for buffers between sensitive land uses and sources of air pollution or odor.</p>	<p>Yes</p>	<p>Sensitive receptors within the proposed project consist mostly of schools. The school site provided within the proposed project is located more than 200 feet away from Chrysanthy Boulevard and within a residential neighborhood, shielding it from traffic related air quality issues as well as commercial or industrial uses. Therefore, the proposed project would be consistent with this policy.</p>

TABLE 4.7A  
 PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA DRAFT GENERAL PLAN HYDROLOGY AND  
 WATER QUALITY ELEMENT POLICIES

General Plan Policies	Consistency with Policy	Analysis
<b>Flood Control</b>		
<p><b>Policy NR.3.4</b>                      Encourage the creation of secondary flood control channels for flood control purposes where the existing channel supports extensive existing riparian vegetation, and where creeks are perennial.</p>	No	The proposed project includes the realignment of Morrison Creek as the only drainage channel. This action would remove existing riparian vegetation in a perennial creek, thereby causing the proposed project to be inconsistent with this policy.
<p><b>Policy NR.3.5</b>                      Create and protect buffer zones adjacent to creek corridors and wetlands.</p>	Yes	The realigned portion of Morrison Creek would include open space on either side of the creek, creating a buffer zone adjacent to the creek for the length of the creek within developed areas of the plan area. Therefore, the proposed project would be consistent with this policy.
<b>Surface Water Quality</b>		
<p><b>Policy NR.6.1</b>                      Promote actions that will protect surface water quality and quantity.</p>	Yes, With Mitigation	Incorporation of mitigation measures MM 4.7.2a through 4.7.2d in Section 4.7 of this EIR would ensure that surface water quality and quantity is protected to the maximum extent feasible. Therefore, the proposed project would be consistent with this policy.
<p><b>Policy NR.6.2</b>                      Ensure minimal erosion from new development in urban areas.</p>	Yes, With Mitigation	Incorporation of mitigation measures MM 4.7.2a through 4.7.2d and 4.7.5 would ensure that impacts from erosion would be less than significant. Therefore, the proposed project would be consistent with this policy.
<b>Ground Water</b>		
<p><b>Policy NR.7.3</b>                      Ensure growth is consistent with water availability.</p>	Yes	Through the process of modeling for water supply needs and research into potential future sources, impacts to water supply were found in Section 4.7 of this EIR to be less than significant. Therefore, the proposed project would be consistent with this policy.
<p><b>Policy NR.7.5</b>                      Encourage compatible design and engineering techniques to promote ground water recharge capability.</p>	Yes	Both project and cumulative groundwater impacts were found to be less than significant within this EIR. Therefore, the proposed project would be consistent with this policy.
<p><b>Policy NR.7.6</b>                      Prevent contamination of the ground water table.</p>	Yes	Both project and cumulative groundwater impacts were found to be less than significant within this EIR. Therefore, the proposed project would be consistent with this policy.

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General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy NR.7.8</b> Require clean up of contaminated ground and surface water by current and/or past owners or polluters.</p>	<p align="center">Yes</p>	<p>The project area currently consists of grazing land and open space. No prior uses are evident that could have contaminated ground or surface water in the project area. While some polluted plumes have been found outside the project area due to operations at the Aerojet property north of the project area, those plumes do not occur within the project area. Therefore no cleanup is required and the proposed project would be consistent with this policy.</p>
<p><b>Drainage and Flooding</b></p>		
<p><b>Policy SA.1.5</b> The City shall require that new projects do not result in new or increased flooding impacts on adjoining parcels or upstream and downstream areas.</p>	<p align="center">Yes, With Mitigation</p>	<p>Incorporation of mitigation measure MM 4.7.4 would ensure that impacts from flooding, as well as other stormwater impacts would be less than significant. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy SA.1.6</b> The City shall give priority to the designation of appropriate land uses in areas subject to flooding to reduce risks to life and property over the construction of flood control projects. Construction of new flood control projects shall have a lower priority, unless land use controls (such as limiting new development in flood-prone areas) are not sufficient to reduce hazards to life and property to acceptable levels.</p>	<p align="center">Yes, With Mitigation</p>	<p>The proposed project is not sited within the 100-year flood plain and other flooding impacts would be mitigated by incorporation of mitigation measure MM 4.7.5. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy SA.1.7</b> Development shall not be permitted on land subject to flooding during a 100-year event, based on the most recent floodplain mapping prepared by the Federal Emergency Management Agency (FEMA) or updated mapping acceptable to the City. Potential development in areas subject to flooding may be clustered onto portions of a site that are not subject to flooding, consistent with other policies of this General Plan.</p>	<p align="center">Yes</p>	<p>The proposed project is not situated within the 100-year flood plain. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy SA.1.8</b> A buildable area outside the 100-year floodplain must be present on every residential lot sufficient to accommodate a residence and associated structures. Fill may be placed to create a buildable area only if approved by the City and in accordance with all other applicable policies and regulations. However, the use of fill in the 100-year floodplain to create buildable area is strongly discouraged, and shall be subject to review to determine potential impacts on wildlife, habitat, and flooding on other parcels.</p>	<p align="center">Yes</p>	<p>All parts of all lots proposed in the project would lie outside the 100-year floodplain. See <b>Figure 4.7-1</b> in Section 4.7 of this EIR for a depiction of the FEMA 100-Year Floodplain. Therefore, the proposed project would be consistent with this policy.</p>

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General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy SA.1.9</b>                      Vehicular access to the buildable area of all parcels must be at or above the 10-year storm event elevation.</p>	<p>Yes</p>	<p>Vehicular access to the project site will be subject to requirements of both the City of Rancho Cordova Police Department and the City of Rancho Cordova Circulation Plan. Flood impacts from 10-year storm events were taken into account during the planning of the City's Circulation Plan and all roads into the project area meet or will meet these requirements. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy SA.1.10</b>                      Creation of lots whose access will be inundated by flows resulting from a 10-year or greater storm shall not be allowed. Bridges or similar structures may be used to provide access over creeks or inundated areas, subject to applicable local, state, and federal regulations.</p>	<p>Yes</p>	<p>None of the planned lots exist within an area that would be inundated by a ten-year flood event. All three bridges over Morrison Creek will be built to local, State, and federal requirements. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy SA.1.11</b>                      Discourage the number of crossings of natural creeks to reduce potential flooding and access problems, consistent with the need to provide roadway and trail connections and preserve natural resource areas.</p>	<p>Yes</p>	<p>The proposed project includes only three crossings for Morrison Creek. While none of these crossings existed prior to the proposed project, the creek alignment at those points will be constructed as to minimize any impact to the creek flow from the crossings per the requirements of the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy SA.1.12</b>                      Lots or parcels that will contain two or more buildable areas on both sides of a creek or floodplain shall be discouraged.</p>	<p>Yes</p>	<p>No such parcels exist within the proposed project. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy SA.1.16</b>                      The City shall require all new urban development projects to incorporate runoff control measures to minimize peak flows of runoff and/or assist in financing or otherwise implementing Comprehensive Drainage Plans.</p>	<p>Yes, With Mitigation</p>	<p>See the discussion under Policy SA.1.5 above.</p>
<p><b>Policy SA.1.17</b>                      Drainage facilities should be properly maintained to ensure their proper operation during storms.</p>	<p>Yes</p>	<p>The project applicant is required to maintain stormwater facilities throughout construction. Responsibility for maintenance of these facilities falls on the Department of Water Resources after that point and for perpetuity. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy SA.1.18</b>                      A comprehensive drainage plan shall be prepared for all streams and their tributaries prior to any development within the 100-year floodplain defined by full watershed development without channel modifications.</p>	<p>Yes</p>	<p>A comprehensive drainage plan was formulated for the SDCP/SRSP Master EIR. The proposed project is required to follow this plan and would therefore be consistent with this policy.</p>

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General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy SA.1.19</b></p> <p>The City shall require all new urban development projects to incorporate runoff control measures to minimize peak flows of runoff and/or assist in financing or otherwise implementing Comprehensive Drainage Plans.</p>	<p>Yes, With Mitigation</p>	<p>See the discussion under Policy SA.1.5 above.</p>

TABLE 4.8A  
 PROJECT CONSISTENCY WITH THE CITY OF RANCHO CORDOVA DRAFT GENERAL PLAN GEOLOGY, SOILS, AND SEISMICITY OBJECTIVES AND POLICIES

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy SA.1.23</b></p> <p>The City supports efforts by federal, State, and other local jurisdictions to investigate local seismic and geological hazards and support those programs that effectively mitigate these hazards.</p>	<p>Yes</p>	<p>A Geotechnical Report was prepared for the proposed project, which identified site-specific geologic related conditions and hazards. However, the report and the conclusions of this EIR found that all impacts due to geology, soils, and seismicity were less than significant and did not require mitigation. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy SA.1.24</b></p> <p>The City shall ensure that new structures are protected from damage caused by geologic and/or soil conditions to the greatest extent feasible.</p>	<p>Yes</p>	<p>See discussion under Policy SA.1.23 above. Additionally, all buildings, dwelling units, and other project related structure designs must demonstrate compliance with local and Uniform Building Code (UBC) requirements prior the issuance of building permits. Therefore, the proposed project would be consistent with this policy.</p>

TABLE 4.9A  
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA DRAFT  
COUNTY GENERAL PLAN NATURAL RESOURCES POLICIES

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy NR.1.1</b> Incorporate large interconnected wooded open space corridors in new development areas to provide movement corridors, and nesting sites for migratory songbirds and raptors.</p>	<p>No</p>	<p>The 92.4-acre wetland preserve included in the proposed project is part of a contiguous open space preserve area that connects to the Anatolia preserve to the southwest. This preserve is designed such that people are kept out and wildlife is allowed to traverse the area freely. All fencing is wildlife passable and signage identifies off-limits areas to pedestrians. While this project would include realignment of Morrison Creek in the utility corridor, it would not be a “wooded” or natural interconnected corridor due to the SMUD and PG&amp;E facilities. Therefore, this project would not be consistent with this policy.</p>
<p><b>Policy NR.1.2</b> Preserve and protect Swainson’s hawk habitat.</p>	<p>Yes, With Mitigation</p>	<p>The project will result in the loss of 454.9 acres of foraging habitat for Swainson’s hawk. However, implementation of mitigation measure MM 4.9.1a would require the permanent preservation of 341.18 acres off-site, reducing the impact to Swainson’s Hawk habitat to less than significant levels and ensuring that the project would consistent with this policy.</p>
<p><b>Policy NR.1.4</b> Encourage the use of drought tolerant native vegetation in local landscaping to the maximum extent feasible and discourage the use of invasive species.</p>	<p>Yes</p>	<p>As part of the City’s standard conditions of approval for development projects, plant species and placement must be approved by the City before installation. Potential species will be analyzed for their invasiveness, drought-tolerance, and other factors. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy NR.2.1</b> Protect the wetland resources of the City of Rancho Cordova by ensuring that there is no net loss of functions and values (including vernal pools and other wetland habitats) for special status species.</p>	<p>Yes, With Mitigation</p>	<p>The project would result in the loss of 15.65 acres of wetlands. However, implementation of mitigation measures MM 4.9.1a, 4.9.1b, 4.9.2a, 4.9.2b, and 4.9.5a through 4.9.5c would ensure that impacts to wetlands would be less than significant. Mitigation measure MM 4.9.5a specifically states that no net loss of wetlands shall occur. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy NR.2.2</b> Ensure that direct and indirect effects to wetland habitats are minimized through the promotion of environmentally sensitive project siting and design, to the maximum extent practicable.</p>	<p>No</p>	<p>The proposed project proposes to realign Morrison Creek and would result in the loss of 15.65 acres of wetland habitats. While some consideration has been made for the preservation and protection of wetlands, (i.e. the large wetland preserve area in the southwest of the project), additional siting and</p>

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General Plan Policies	Consistency with Policy	Analysis
		design considerations could further protect these habitats. Therefore, the proposed project is not consistent with this policy.
<p><b>Policy NR.3.2</b> Create or retain natural topographic relief and variation of channels during channel creation or modification.</p>	No	See discussion of Policy NR.2.2 above. The realignment of Morrison Creek would not retain topographic relief variation in the new channel. Therefore, the proposed project is not consistent with this policy.
<p><b>Policy NR.3.3</b> Discourage the placement of concrete within creeks and channels.</p>	Yes	While the proposed project would realign Morrison Creek, this realignment would be constructed of earth and natural features, not concrete. Therefore, the proposed project would be consistent with this policy.
<p><b>Policy NR.3.4</b> Encourage the creation of secondary flood control channels for flood control purposes where existing channel supports extensive existing riparian vegetation, and where creeks are perennial.</p>	No	This project would result in the realignment of Morrison Creek, which would convey seasonal storm flows as well as urban runoff. This would not create secondary flood control channels; instead it would result in realigning an existing channel. Therefore, the proposed project would not be consistent with this policy.
<p><b>Policy NR.3.5</b> Create and protect buffer zone adjacent to creek corridors and wetlands.</p>	Yes	The proposed project would install landscaping buffers along preserves and the creek area using minimal local vegetation and minimally invasive fencing and path materials. Therefore, the proposed project would be consistent with this policy.
<p><b>Policy NR.4.1</b> Preserve and protect native oak habitats within the City.</p>	Yes	There are no native oak trees located within the proposed project site. Therefore, the proposed project would be consistent with this policy.
<p><b>Policy NR.4.2</b> Preserve and protect native oak and landmark tree resources for their historic, economic, aesthetic, and environmental values.</p>	Yes	See discussion under Policy NR.4.1 above.
<p><b>Policy NR.5.1</b> Encourage the use of drought-tolerant native plants in public and private landscaping.</p>	Yes	See discussion under Policy NR.1.4 above.
<p><b>Policy NR.5.4</b> Encourage the planting of native trees in buffer areas of preserve sites, open space, and creek corridors, where appropriate.</p>	Yes	Final details as to landscaping and plant choice have not been decided as of the date of this EIR. However, any trees to be planted as part of the proposed project would be subject to City approval. (See discussion under Policy NR.1.4 above for information on conditions of approval for new plants.) Therefore, the proposed project would be consistent with this policy.

TABLE 4.10A  
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA GENERAL PLAN CULTURAL RESOURCES POLICIES

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy CHR.4.1</b> Encourage the preservation and enhancement of existing historical resources in Rancho Cordova.</p>	<p>Yes, With Mitigation</p>	<p>While no significant archeological, prehistoric, or historic sites were anticipated within the Preserve at Sunridge project, mitigation measures MM 4.10.1a, 4.10.1b, and 4.10.2 reduce the impacts to these types of sites if they are found during construction. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy CHR.4.4</b> Encourage restoration, renovation, and/or rehabilitation of all historic structures.</p>	<p>Yes</p>	<p>No such historic structures exist in the project area, therefore no restoration, renovation, and/or rehabilitation is required. As no structures exist in the plan area, the proposed project would be consistent with this policy.</p>
<p><b>Policy CHR.4.6</b> Protect and preserve prehistoric, historic, and paleontological resources throughout the City by incorporating measures to protect and preserve these resources into all planning and development.</p>	<p>Yes, With Mitigation</p>	<p>See discussion under Policy CHR.4.1 above.</p>

TABLE 4.12A  
PROJECT CONSISTENCY WITH CITY OF RANCHO CORDOVA DRAFT GENERAL PLAN PUBLIC FACILITIES POLICIES

General Plan Policies	Consistency with Policy	Analysis
<b>General Facilities</b>		
<p><b>Policy ISF.2.1</b></p> <p>Except when prohibited by state law, the City shall require that sufficient capacity in all public services and facilities will be available on time to maintain desired service levels and avoid capacity shortages, traffic congestion, or other negative effects on safety and quality of life.</p>	Yes	<p>All responsible public facilities were included in both the design process via the design charette and in the production of this EIR both through written communication and verbal. All facilities have expressed their confidence that services will be available and capacity will be adequate to serve the proposed project. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy ISF.2.2</b></p> <p>The City shall coordinate with outside service agencies—including water and sewer providers, the Cordova Recreation and Park District, and the school districts—during the review of plans and development projects.</p>	Yes	<p>All service agencies, including the school districts and the park district, were contacted early on in the analysis process for this EIR and their input was sought in its design and conclusions. Additionally, these agencies were included in the design charette for the proposed project. Therefore, the proposed project would be consistent with this policy.</p>
<b>Water Supply</b>		
<p><b>Policy ISF.3.1</b></p> <p>Water supply and delivery systems shall be available in time to meet the demand created by new development, or shall be assured through the use of bonds or other sureties to the City's satisfaction.</p>	Yes	See discussion under Policy ISF.2.1 above.
<p><b>Policy ISF.3.5</b></p> <p>The City shall require that water flow and pressure be provided at sufficient levels to meet domestic, commercial, industrial, and firefighting needs.</p>	Yes	<p>Pressure requirements of water supply were discussed in the SDCP/SRSP Master EIR as well as within Section 4.12 of this EIR. Under the requirements of both EIRs, the proposed project would meet these requirements. Therefore, the proposed project would be consistent with this policy.</p>
<b>Wastewater</b>		
<p><b>Policy ISF.4.1</b></p> <p>Sewage conveyance and treatment capacity shall be available in time to meet the demand created by new development, or shall be assured through the use of bonds or other sureties to the City's satisfaction.</p>	Yes	See discussion under Policy ISF.2.1 above.
<p><b>Policy ISF.4.2</b></p> <p>Independent community sewer systems shall not be established for new development.</p>	Yes	<p>The proposed project would be supplied wastewater service by CSD-1, not by a private community system. Therefore, the proposed project would be consistent with this policy.</p>

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General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy ISF.4.3</b></p> <p>Connection to a public sewer system shall be required for all commercial or industrial development, and for all residential development with lots smaller than two (2) acres.</p>	<p align="center">Yes</p>	<p>No residential lots over two acres in size exist in the project area and all commercial and industrial lots would be served by the public wastewater system provided by CSD-1. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Public School Facilities</b></p>		
<p><b>Policy ISF.1.2</b></p> <p>The City recognizes that school siting criteria and development of public schools are not within the City's jurisdiction; therefore, the City strongly encourages the Folsom Cordova and Elk Grove Unified School Districts to consider the following criteria in the siting of new school facilities:</p> <ul style="list-style-type: none"> <li>• Mitigate traffic impacts on nearby roadways to City standards for level of service.</li> <li>• Schools should serve as a focal point of neighborhood activity and be interconnected with churches, parks, greenways, and off-street paths whenever possible.</li> <li>• Be within walking distance of most residences (one mile or less) or within two miles of all residences whenever possible.</li> <li>• New schools should be placed adjacent to neighborhood and community parks whenever possible and be designed to promote joint use of appropriate facilities.</li> <li>• New schools should link with trails, bikeways, and pedestrian paths wherever possible.</li> </ul>	<p align="center">Yes, With Mitigation</p>	<p>The school site included in the project design meets these recommended standards for school siting. All roadway impacts from the proposed project are mitigated in Section 4.4 of this EIR. The school site sits within the network of parkways and pedestrian paths planned for the project, as well as within a planned neighborhood of low to medium density housing. All residences within the project area are within two miles of the school site. Lastly, a neighborhood park is located immediately adjacent to the school site to the north. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Park Acquisition and Maintenance</b></p>		
<p><b>Policy OSPT.1.1</b></p> <p>The City shall implement the requirement that all new residential development dedicate land at a rate of seven (7) acres of land per 1,000 population or provides in-lieu payment for parkland sufficient to fund the acquisition of an amount of acceptable land equal to the dedication requirement. Required parkland dedication shall be calculated separate from any required open space.</p>	<p align="center">Yes, With Mitigation</p>	<p>The proposed project includes 41.1 acres of parks to be constructed. However, with an estimated additional 7,244 residents, this policy requires the creation of 50.7 acres of parks, resulting in a shortfall of 9.6 acres. The project applicant will pay an in-lieu payment to the city as per mitigation measure MM 4.12.7.2. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy OSPT.1.2</b></p> <p>Determination of the acceptability of lands proposed for dedication as public parkland shall be made by the City, with input from the Cordova Recreation and Park District, as part of the review and approval of each project.</p>	<p align="center">Yes</p>	<p>Parkland to be dedicated as part of the proposed project has been generally accepted by the Cordova Recreation and Park District as acceptable for use as a local park. Therefore, the proposed project would be consistent with this policy.</p>

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General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy OSPT.1.3</b></p> <p>The City encourages park development adjacent to school sites and the formation of joint use agreements between school and park districts.</p>	<p>Yes</p>	<p>The proposed project includes a 5-acre neighborhood park site immediately adjacent to the planned 11-acre elementary school site. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy OSPT.2.1</b></p> <p>Generally, ten percent (10%) of all new residential developable areas should be provided as accessible open space areas in addition to public parks. These open space areas are referred to as "paseos/parkways," but may take other forms if approved by the City. The City may find developments to be in conformance with minimum open space requirements if they provide dedicated open space generally in keeping with the intent of this policy.</p>	<p>Yes, With Mitigation</p>	<p>The City Planning Department has determined that the 10 percent open space requirement has been met by the proposed project by both the establishment of paseos in residential areas and with the large open space in the southwest of the project area, as well as by the payment of in-lieu fees for any shortage of parks as mandated in mitigation measure MM 4.12.7.2. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy OSPT.2.8</b></p> <p>Provide appropriate pedestrian and bicycle linkages to existing facilities, particularly to those facilities within the American River Parkway and the Folsom South Canal and future major through trail facilities.</p>	<p>Yes</p>	<p>The proposed plan includes a system of bike trails and pedestrian sidewalks that is designed such that it will link up with adjacent projects in the SDCP/SRSP plan area to form a cohesive trail and bikeway system, ensuring that the proposed project would be consistent with this policy.</p>
<p><b>Policy OSPT.2.13</b></p> <p>The City shall maximize the potential benefits to residents and the community presented by open space mitigation lands within urban development.</p>	<p>Yes</p>	<p>The majority of the 89.7 acres of open space included in the proposed project encompass vernal pools and other wetlands to be protected as mitigation against biological impacts identified in Section 4.9 of this EIR. This open space will be located within the urban area identified and planned for in the SDCP/SRSP Master EIR. Therefore, the proposed project would be consistent with this policy.</p>

TABLE 4.1B  
PROJECT CONSISTENCY WITH THE SACRAMENTO COUNTY GENERAL PLAN LAND USE POLICIES

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy LU-5</b></p> <p>Multi-family housing development in excess of 15 dwelling units per net acre should be located according to the following general criteria:</p> <p>Multi-family housing sites should generally be no smaller than eight (8) acres and no larger than fifteen (15) acres. <i>The minimum size is intended to ensure on-site management; the maximum size is intended to reduce the potential for public safety problems</i></p> <p>Individual sites should be located at least one-third (1/3) mile apart. <i>This is intended to reduce the potential for over-concentration of multi-family uses in any part of Rancho Cordova.</i></p> <p>Multi-family housing sites should be located close to commercial areas, major roadways, and public transit to encourage pedestrian rather than vehicle traffic.</p> <p>Senior housing projects may be appropriate at sizes and spacing below typical thresholds, due to the reduced traffic and other impacts generally associated with these uses.</p>	<p>Yes</p>	<p>Multi-family housing to be built under the Preserve at Sunridge project would total 11.2 acres of land with approximately 288 dwelling units. The following factors apply to this policy:</p> <ul style="list-style-type: none"> <li>• Multi-family housing will be built on 11.2 acres, which is in between the maximum and minimum set forth in LU-5.</li> <li>• There is only one site within the project boundaries that will contain multi-family housing, therefore distances between sites is not applicable.</li> <li>• Multi-family housing will be built within easy walking distance of a new shopping center (also within the project) and will be served by the Sacramento Regional Transit District (SRTD).</li> <li>• The project does not include senior housing.</li> </ul> <p>Due to the above factors, the proposed project would be consistent with this policy.</p>
<p><b>Policy LU-7</b></p> <p>The County shall not approve land use projects which are for noncontiguous development (i.e., leapfrog).</p>	<p>Yes</p>	<p>The proposed project site is part of the larger Sunrise Douglas Community Plan (SDCP) area, which is designated in the Sacramento County General Plan as an "Urban Growth Area." The SDCP is also located within the Urban Services Boundary (USB). The issues of growth and development within the SDCP were globally addressed in the Sunrise Douglas Community Plan/Sunridge Specific Plan (SDCP/SRSP) FEIR, which was certified by the Sacramento County Board of Supervisors in June 2002. The proposed project will be built on vacant land within this Urban Growth Area. Proposed and approved capital improvement projects within the SDCP/SRSP area will adequately serve the vacant area to be developed by the Preserve at Sunridge project. Refer to Section 4.12 of this EIR for more information on available and planned infrastructure to serve the proposed project. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy LU-8</b></p> <p>Infrastructure financing plans which specify the extent, timing and estimated cost of all necessary</p>	<p>Yes</p>	<p>The Preserve at Sunridge project is required to submit an infrastructure financing plan to the City for approval. An approved financing plan must be completed prior to the start of</p>

**APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS**

General Plan Policies	Consistency with Policy	Analysis																				
<p>infrastructure, shall be approved by the County together with the approval of zoning for any urban uses in urban growth areas. The resulting financing mechanisms shall be implemented prior to the approval of all entitlements in urban growth areas.</p>		<p>construction activities. Therefore, the proposed project would be consistent with this policy.</p>																				
<p><b>Policy LU-9</b></p> <p>Specific Plans may be prepared for subareas of an urban growth area for the purpose of prioritizing development opportunities. In such cases, the Plan shall have defensible boundaries and address development of all lands within them.</p>	<p>Yes</p>	<p>The Preserve at Sunridge project is included in a proposed Special Planning Area (SPA). The General Plan Land Use Designations for the Preserve at Sunridge SPA utilize the Land Use Designations as indicated in the City's Interim General Plan. The proposed SPA document would supplement, enhance, or replace certain conditions of the existing Code, provide the opportunity for developing unique planning standards (e.g., lot sizes, setback standards, permitted uses, etc.) in response to site-specific issues, as well as provide for a more creative development than could be achieved solely through standard zoning regulations. This SPA is consistent with Policy LU-9. The SPA document is included as Appendix 3.0. Therefore, the proposed project would be consistent with this policy.</p>																				
<p><b>Policy LU-12</b></p> <p>Depending on its emphasis, a mixed use development should include the following proportions of different uses, shown as percentages of the site area:</p> <table border="1" data-bbox="172 1171 705 1381"> <thead> <tr> <th>Use</th> <th>Commercial</th> <th>Office</th> <th>Residential</th> </tr> </thead> <tbody> <tr> <td>Retail</td> <td>50-70%</td> <td>10-30%</td> <td>10-30%</td> </tr> <tr> <td>Office</td> <td>0-20%</td> <td>50-70%</td> <td>0-30%</td> </tr> <tr> <td>Residential</td> <td>20-40%</td> <td>0-30%</td> <td>50-80%</td> </tr> <tr> <td>Public</td> <td>10-30%</td> <td>10-30%</td> <td>10-30%</td> </tr> </tbody> </table>	Use	Commercial	Office	Residential	Retail	50-70%	10-30%	10-30%	Office	0-20%	50-70%	0-30%	Residential	20-40%	0-30%	50-80%	Public	10-30%	10-30%	10-30%	<p>No</p>	<p>The Preserve at Sunridge, while containing several different land uses, has an emphasis on residential development. The project will consist of 4% retail/office uses, 57% residential uses, and 11% public uses. All uses except for retail and commercial are within the proportions set forth in LU-12. However, since the retail uses are outside the allowed range in Policy LU-12, the proposed project would not be consistent with this policy.</p>
Use	Commercial	Office	Residential																			
Retail	50-70%	10-30%	10-30%																			
Office	0-20%	50-70%	0-30%																			
Residential	20-40%	0-30%	50-80%																			
Public	10-30%	10-30%	10-30%																			
<p><b>Policy LU-31</b></p> <p>Assure that regionally-oriented commercial and office uses and employment concentrations have adequate road access, high frequency transit service and an adequate but efficient supply of parking.</p>	<p>Yes</p>	<p>The proposed commercial and office space for the project site will be located along Jaeger Road and Chrysanthy Boulevard, providing those land uses with road access, adequate parking, and access to proposed transit service. Therefore, the proposed project would be consistent with this policy.</p>																				
<p><b>Policy LU-33</b></p> <p>Discourage the establishment and build-out of linear, strip pattern, commercial centers.</p>	<p>Yes</p>	<p>The planned office and commercial space for the Preserve at Sunridge Project is not arranged in a linear fashion. The commercial portion of the project is designed around a "town center" layout and is generally in the shape of a quarter circle with roads crossing the area. Therefore, the proposed project would be consistent with this policy.</p>																				

**APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS**

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy LU-51</b></p> <p>Assure service availability, adequacy, and funding at each stage of the development process for all public services for the life of the project consistent with the intent of this policy.</p>	<p align="center">Yes</p>	<p>All services responsible for providing service to the Preserve at Sunridge project have been consulted in order to ensure they have the ability and the desire to extend their current service to the planned development of the project. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy LU-57</b></p> <p>The County shall not provide urban services beyond the Urban Policy Area, except when the County determines the need for health and safety purposes.</p>	<p align="center">Yes</p>	<p>The proposed Preserve at Sunridge project is located within the Urban Policy Area for the City of Rancho Cordova. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy LU-60</b></p> <p>Sewer and water treatment and delivery systems shall not provide for greater capacity than that authorized by the General Plan.</p>	<p align="center">Yes</p>	<p>Sewage delivery systems to serve the project will be tied into existing systems already in place at surrounding locations. The Sacramento Regional County Sanitation District (SRCSD) has declared that they have adequate capacity to handle the additional wastewater produced by the project without increasing capacity. Refer to Section 4.12.4 of this EIR for more information on wastewater treatment capacity. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy LU-69</b></p> <p>County departments shall coordinate implementation of electric service delivery, air quality, water supply, transportation, drainage/flood control, solid waste disposal/recycling, and hazardous waste management plans in conjunction with vested public and quasi-public agencies.</p>	<p align="center">Yes</p>	<p>See discussion under <b>Policy LU-51</b> above.</p>
<p><b>Policy LU-70</b></p> <p>The County shall coordinate with public service providers independent from County government, including schools, parks and recreation, reclamation, water, transit, electric, and other service districts, in developing financial and service planning strategies consistent with the General Plan policies.</p>	<p align="center">Yes</p>	<p>See discussion under <b>Policy LU-51</b> above.</p>

TABLE 4.2B  
PROJECT CONSISTENCY WITH THE SACRAMENTO COUNTY GENERAL PLAN POPULATION AND HOUSING POLICIES

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy HE-4</b></p> <p>The County shall not approve any land use proposal to develop any site available for multifamily housing for any use other than multifamily except where the inventory of available multifamily exceeds 1003 acres or as follows:</p> <ul style="list-style-type: none"> <li>a) Effective February 23, 1996, up to 50 acres of land available for multifamily housing may be approved for a use other than multifamily housing.</li> <li>b) Up to 75 additional acres of land available for multifamily housing may be approved for a use other than multifamily housing upon the effective date of Zoning Code amendments permitting multifamily development in the LC and SC zones.</li> <li>c) Up to 71 additional acres of land available for multifamily housing may be approved for a use other than multifamily housing at a rate equivalent to 30% of the new multifamily acreage in approved Specific Plans of other New Growth areas.</li> <li>d) Up to 27 additional acres of land available for multifamily housing may be approved for a use other than multifamily at a rate equivalent to 10% of the acreage designated for the LC and SC zones in approved Specific Plans or other New Growth areas.</li> <li>e) To the extent that the acreage in New Growth areas designated for multifamily residential development exceeds 236 acres, an equivalent acreage available for multifamily housing may be approved for a use other than multifamily housing based on 100% of acreage.</li> <li>f) To the extent that the acreage in New Growth area designated for LC and SC zones exceeds 96 acres, an equivalent acreage available for multifamily housing may be approved for a use other than multifamily housing based on 25 percent of acreage.</li> </ul>	<p>Yes</p>	<p>The Preserve at SunRidge project site is part of the larger Sunrise Douglas Community Plan/SunRidge Specific Plan (SDCP/SRSP) approved on July 17, 2002 by the Sacramento County Board of Supervisors. The Sunrise Douglas Community Plan/SunRidge Specific Plan (SDCP/SRSP) will result in development of approximately 22,503 dwelling units, including 412 units of multifamily housing, and supporting 479 acres of commercial, 177 acres of park, and 148 acres of school uses within the entire 6,042-acre Sunrise Douglas Community Plan area. The impacts of this plan were evaluated in the Sacramento County General Plan Update (1993). Subsequent projects within the scope of the Sunrise Douglas Community Plan/SunRidge Specific Plan Master EIR are consistent with land use designations and the permissible development densities and intensities established by the Specific Plan.</p> <p>The Preserve at SunRidge project will include 2,415 units of single-family residential in various residential densities on 280.8 acres and 288 units of high-density residential RD-30 (multifamily) on 9.6 acres and is consistent with the SDCP/SRSP land use designations and development densities and intensities established by the SDCP/SRSP.</p> <p>Due to the above project characteristics, the proposed project would be consistent with this policy.</p>
<p><b>Policy HE-7</b></p> <p>Support residential project proposals that are appropriately designed, and meet required density ranges in order to promote the constructions of affordable housing.</p>	<p>Yes</p>	<p>See discussion under Policy HE-5 above.</p>
<p><b>Policy HE-20</b></p>	<p>Yes</p>	<p>See discussion under Policy HE-1 above.</p>

**APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS**

General Plan Policies	Consistency with Policy	Analysis
Protect the quality and stability of residential neighborhoods through the enforcement of local regulations relating to the proper use and development of properties throughout the community.		
<p><b>Policy HE-37</b></p> <p>Promote the construction of affordable housing which meets the needs of female heads of households.</p>	Yes	See discussion under Policy HE-5 above.
<p><b>Policy HE-38</b></p> <p>Support the development of housing to meet the needs of large households.</p>	Yes	The Preserve at Sunridge includes single-family residences at a lower dwelling unit per acre ratio, allowing for larger houses to be constructed. Therefore, the proposed project would be consistent with this policy.
<p><b>Policy HE-42</b></p> <p>Distribute affordable housing equitably throughout the County in accordance with general economic conditions, such that each community would contain a range of housing types for all economic classes.</p>	Yes	See discussion under Policy HE-7 above.
<p><b>Policy HE-43</b></p> <p>Support the use of a density bonus in single-family residential projects as a means of achieving affordable housing for very low and low-income households, and for units meeting the housing needs for the elderly.</p>	No	See discussion under Policy HE-7 above. Because the proposed project does not include a density bonus, it would be inconsistent with this policy.
<p><b>Policy HE-46</b></p> <p>Support the development of residential accessory dwelling units, as a means to increase the overall supply of housing.</p>	No	There are no proposed accessory dwelling units proposed as part of the project. Therefore, the proposed project would not be consistent with this policy.

TABLE 4.6B  
PROJECT CONSISTENCY WITH SACRAMENTO COUNTY GENERAL PLAN AIR QUALITY POLICIES

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy AQ-8</b> Implement the Sacramento City/County Bikeways Master Plan.</p>	<p>Yes</p>	<p>The Preserve at Sunridge project will be compatible with surrounding projects and will include bikeways and pedestrian paths/sidewalks as set forth under the current Sacramento City/County Bikeway Master Plan (July 1993) and the Sunrise Douglas Community Plan. Additionally, bikeways and paseos incorporated into the proposed project design are consistent with the City Bikeway plan and the City Land Use Map Book. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy AQ-20</b> Submit development proposals to SMAQMD for review and comment in compliance with CEQA prior to consideration by the appropriate decision making body.</p>	<p>Yes</p>	<p>Consultation with SMAQMD was sought by the City during the CEQA review process and their input was included in this EIR. Additionally, SMAQMD's <i>Guide to Air Quality Assessment</i> was used in the analysis of air quality impacts in this EIR. SMAQMD will be asked to comment on the Draft EIR and their comments will be incorporated in the Final EIR. Therefore, the proposed project would be consistent with this policy.</p>

TABLE 4.7B  
PROJECT CONSISTENCY WITH SACRAMENTO COUNTY GENERAL PLAN CONSERVATION POLICIES

General Plan Policies	Consistency with Policy	Analysis
<b>Surface Water Supplies</b>		
<p><b>Policy CO-6</b></p> <p>Require that as properties which have water entitlements are converted to urban uses, the water entitlements are also converted so they can be used to meet the needs of the urban area.</p>	Yes	<p>The Preserve at Sunridge will require a new entitlement from the Sacramento County Department of Water Resources. Therefore, the proposed project would be consistent with this policy.</p>
<b>Surface Water Quality</b>		
<p><b>Policy CO-14</b></p> <p>Roads and structures shall be designed to minimize grading on slopes above 20 percent.</p>	Yes	<p>Elevations within the Preserve at Sunridge project lay between 170 to 200 feet above seal level. All slopes within the project are gently sloping and no slopes of more than 20 percent exist within the project area. Therefore, no design considerations for grades greater than 20 percent are necessary, ensuring that the proposed project would be consistent with this policy.</p>
<b>Water Resources</b>		
<p><b>Policy CO-23</b></p> <p>Subdivisions and Parcel Maps shall be required to demonstrate adequate quantity and quality of groundwater prior to approval of residential lots in areas of the County where supply and quality are doubtful.</p>	Yes	<p>The water demands associated with the Sunrise Douglas Community Plan (SDCP) area were included and addressed in the comprehensive water supply and infrastructure planning for Zone 40. More specifically, the water demands associated with the Preserve project were included and addressed in the development of the Zone 40 "conjunctive use" program as described in the Draft 2002 Zone 40 Water Supply Master Plan. Additionally, a Water Supply Assessment (WSA) was performed by the Sacramento County Water Agency for the proposed project, which found adequate water supply for the project. The Preserve at Sunridge WSA was approved on December 7, 2004. Therefore, the project would be consistent with this policy.</p>
<p><b>Policy CO-25</b></p> <p>Should the Board of Supervisors determine that there is a significant adverse effect on ground water, including effects on quality, no building permits for urban commercial and residential uses shall be issued.</p>	Yes	<p>See discussion under Policy CO-23 above.</p>

TABLE 4.8B  
PROJECT CONSISTENCY WITH THE GENERAL PLAN GEOLOGY, SOILS, AND SEISMICITY OBJECTIVES AND POLICIES

General Plan Objectives and Policies	Consistency with Policy	Analysis
<p><b>Policy 10.16</b> Carry out the requirements of the Uniform Building Code, particularly with regard to seismic design.</p>	<p>Yes</p>	<p>All buildings, dwelling units, and other project related structure designs must demonstrate compliance with City and Uniform Building Code (UBC) requirements prior the issuance of building permits. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Objective 12.1</b> Minimize earth movement and disturbance.</p>	<p>Yes</p>	<p>Development activities on the project site would be subject to the City of Rancho Cordova grading standards. Proposed development of the site would generally follow the existing topographic contours of the site. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy 12.1</b> Enforce Grading Ordinance provisions for erosion control on new development projects by adopting provisions for ongoing monitoring of project grading. Project site inspection shall be required prior to initial site disturbance and grading to ensure all necessary control measures, are in place. The installation, maintenance, and performance of erosion and sediment control measures shall be monitored by County or District staff (or their designee) and completely funded by a project applicant. All County projects shall comply with this policy.</p>	<p>Yes</p>	<p>Development activities on the project site would be subject to the City of Rancho Cordova grading standards. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy 12.4</b> Require erosion control measures as an element of all County contracts, discretionary projects, and ministerial projects.<sup>1</sup></p>	<p>Yes</p>	<p>An erosion and sediment control plan is not included as part of the EIR. However, the City requires that such a plan be submitted by the applicant prior to grading to ensure that impacts due to erosion are minimized to a less than significant level. Therefore, the proposed project would be consistent with this policy.</p>

TABLE 4.9B  
PROJECT CONSISTENCY WITH SACRAMENTO COUNTY GENERAL PLAN CONSERVATION POLICIES

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy CO-54</b></p> <p>Direct development away from prime or statewide importance soils or otherwise provide for mitigation that slows the loss of additional farmland conversion to other uses.</p>	Yes	The proposed project is not situated on farmland of statewide importance soils. Therefore, the proposed project would be consistent with this policy.
<p><b>Policy CO-55</b></p> <p>Projects resulting in the conversion of more than fifty (50) acres of prime or statewide in importance farmland shall be deemed to have a significant environmental effect, as defined by CEQA.</p>	Yes	See discussion under Policy CO-54 above.
<p><b>Policy CO-61</b></p> <p>Natural Preserves shall not include adjacent irrigated pasture or cropland. However, they may include up to 200 feet of adjoining grassland or grazing area, or up to one-fourth mile of grassland between parallel riparian or marsh areas.</p>	Yes	There are no irrigated pastures or cropland adjacent to the portion of the proposed project that will be designated as a wetland preserve. Therefore, the proposed project would be consistent with this policy.
<p><b>Policy CO-64</b></p> <p>Seasonal and permanent marshland within designated natural preserves shall not be drained or filled for the purpose of converting the land to another use.</p>	Yes	Wetlands exist within the whole of the project area and 15.65 acres of wetlands will be filled for the purpose of constructing the project. However, none of these wetlands currently exists in a designated natural preserve. Additionally, 92.4 acres of the project area will be designated as a new wetland preserve. These areas will not be disturbed in any way during and after project construction. Therefore, the proposed project would be consistent with this policy.
<p><b>Policy CO-65</b></p> <p>In any cases where complete or selective removal of riparian woodland or scrub habitat is necessary for channel maintenance, public safety, or installation of infrastructure, it will be planned and carried out, or mitigated, so as to minimize unavoidable impacts upon biological resources.</p>	Yes	The Preserve at Sunridge does not contain any riparian woodland or scrub habitat. Therefore, the proposed project would be consistent with this policy.
<p><b>Policy CO-67</b></p> <p>Parcels shall not be created wherein much of the parcel area would comprise marsh or riparian habitat rendering the parcel unbuildable except when within a floodplain corridor or to be dedicated to and maintained by the County for flood control, drainage, and wetland maintenance.</p>	Yes	While there are wetlands within the proposed project area, no marshes or flood plains exist within the project boundaries. With the proposed realignment of Morrison Creek, no parcels within the project would be "unbuildable". Therefore, the proposed project would be consistent with this policy.

**APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS**

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy CO-68</b></p> <p>Consistent with overall land use policies, the County shall support and facilitate the creation and biological enhancement of large natural preserves or wildlife refuges by other government entities or by private individuals or organizations. Such areas may, but need not necessarily, function as mitigation banks for other impacts upon biological resources due to development.</p>	<p>Yes</p>	<p>The proposed project includes a 92.4-acre wetland preserve that is contiguous with a larger preserve to the southwest of the project area. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy CO-69</b></p> <p>Review projects for potential to restore marsh/riparian woodlands, considering effects on vernal pools, ground water, flooding, and proposed fill or removal of marsh and riparian habitat.</p>	<p>Yes, With Mitigation</p>	<p>The effects of the Preserve at Sunridge project were analyzed for effects on vernal pools, ground water, flooding, and proposed fill or removal of marsh habitat. Mitigation measures incorporated under sections 4.7 and 4.9 of this EIR mitigate these impacts to the maximum extent feasible. All CEQA required analysis of these impacts has been completed; therefore the proposed project would be consistent with this policy.</p>
<p><b>Policy CO-70</b></p> <p>Public or private projects involving filling or removal of marsh/riparian habitat shall be mitigated outside of natural preserves where on-site mitigation is not desirable or appropriate shall be mitigated through the purchase of mitigation credits for restored wetlands/riparian areas at no net loss.</p>	<p>Yes, With Mitigation</p>	<p>Mitigation measure MM 4.9.1a requires the off-site preservation of 341.18 acres of habitat, including wetland habitat, in order to offset the impacts to wetlands and other habitats within the project area. Mitigation measure MM 4.9.5a requires that the project will result in no net loss of wetlands. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy CO-78</b></p> <p>Focus vernal pool preservation in permanent open space areas beyond the Urban Area.</p>	<p>Yes, With Mitigation</p>	<p>The Preserve at Sunridge project lies within an Urban Growth Area as declared by Sacramento County. As the wetland preserve to be created by the proposed project is within this boundary, the project is not technically consistent with this policy. However, mitigation measure MM 4.9.1a requires the additional preservation of 341.18 acres of off-site habitat. Some or all of these acres may be located outside the Urban Area. As the location of these acres has not been established, it is assumed that the proposed project would be consistent with this policy.</p>

**APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS**

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy CO-79</b></p> <p>Strive to link preserves in the County system and create a network that encompasses all vernal pool types.</p>	<p align="center">No</p>	<p>Preserved wetlands and open space within the Preserve at Sunridge project are located immediately adjacent to the wetland preserve established under the Anatolia Subdivisions, across Jaeger Road to the southwest. However, the wetland preserve portion of the proposed project does not connect with a planned preserve in the Sunridge East project to the east, nor does it maintain the hydrological connection between Morrison Creek and the vernal pools enclosed in the preserve. Therefore, the proposed project would not be consistent with this policy.</p>
<p><b>Policy CO-80</b></p> <p>Select vernal pool preserves based on the following evaluation criteria: representativeness, habitat quality, watershed integrity, defensibility, buffer, preserve size, plant species variety, and presence of special status species.</p>	<p align="center">Yes</p>	<p>In 2004, representatives of the U.S. Fish and Wildlife Service, the U.S. Environmental Protection Agency, and the U.S. Army Corps of Engineers formulated a "Conceptual-Level Strategy for Avoiding, Minimizing, and Preserving Aquatic Resource Habitat in the Sunrise-Douglas Community Plan Area". This strategy identified locations for potential high-quality preserves as well as a series of principles and standards for the handling of these preserves. The potential preserves they selected were in line with the requirements of Policy CO-80.</p> <p>The wetland preserve to be created as part of the proposed project is within those areas identified in the strategy. Some areas of the proposed project designated for development would also be located within areas identified by the strategy for wetland preservation. However, the proposed wetland preserve is within the area of effective preservation identified in the strategy and therefore the project would be consistent with this policy.</p>
<p><b>Policy CO-81</b></p> <p>Ensure that vernal pool preserves are large enough to protect vernal pool watersheds, provide an adequate buffer, have sufficient number and extent of pools to support adequate species populations and a range of vernal pool classes.</p>	<p align="center">Yes</p>	<p>See discussion under Policy CO-81 above.</p>

APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy CO-84</b></p> <p>Evaluate feasible on-site alternatives in the environmental review process that reduce impacts on vernal pools and provide effective on-site preservation in terms of minimum management requirements, effective size, and evaluation criteria identified in the report "Sacramento County Vernal Pools" (1990).</p>	<p>Yes</p>	<p>A total of five alternatives to the proposed project have been identified and analyzed for their impacts on vernal pools, including the required factors of Policy CO-84. This analysis can be found in Section 6.0 of this EIR. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy CO-85</b></p> <p>Require in-kind compensation for the type and functional values of vernal pools eliminated by development.</p>	<p>Yes, With Mitigation</p>	<p>Mitigation measure MM 4.9.1a requires the preservation of 341.18 acres of habitat in order to offset direct impacts to habitats within the project, including wetland habitats such as vernal pools. The mitigation measure specifically requires the preservation of "similar habitat". Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy CO-86</b></p> <p>When on-site preservation or mitigation is infeasible or undesirable, require off-site mitigation at County-approved mitigation banks within Sacramento County.</p>	<p>Yes</p>	<p>See discussion under Policy CO-70 above. Any mitigation bank established for the purpose of offsetting habitat and wetland impacts from the project would be subject to City approval. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy CO-97</b></p> <p>Limit land uses within established preserves to activities deemed compatible with maintenance of the vernal pool resource, which may include ranching, grazing, passive recreation, scientific study and education.</p>	<p>Yes</p>	<p>The preserved wetlands and open space within the Preserve at Sunridge project will restrict uses to those compatible with preservation of habitat and species. There will be no footpaths or vehicle access in the preserved land. Signage and wildlife passable fencing will be used to further restrict access to the preserve. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy CO-142</b></p> <p>Public land shall be maintained to the extent feasible in a manner that avoids conflicts with privately owned lands and agricultural operations.</p>	<p>Yes</p>	<p>Parks and schools in the proposed project area are situated in areas with nearby compatible land uses (residential) and are separated from other land uses by streets or other barriers. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy CO-143</b></p> <p>Control human access to critical habitat areas on public lands to minimize impact upon and disturbance of threatened and endangered species.</p>	<p>Yes</p>	<p>Critical habitat areas that exist within the open space and wetland preserve portions of the proposed project will be protected by minimally landscaped buffers and wildlife passable fencing that will prevent damage to the habitat from pedestrians and bicycles. Therefore, the proposed project would be consistent with this policy.</p>

APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy CO-144</b></p> <p>Protect critical habitat areas on public lands from pesticide and other similar chemical residues.</p>	<p align="center">Yes</p>	<p>See discussion under Policy CO-143 above. Access to the preserve will be strictly controlled. Due to the use of buffer space between the preserve and other land uses, any cross-contamination from pesticides and other chemicals that may be used in the adjacent land uses will be minimized. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy CO-150</b></p> <p>To the extent feasible, plans for urban development and flood control projects shall incorporate habitat corridors connecting on-site or adjoining areas (if any) not designated for alteration.</p>	<p align="center">No</p>	<p>The Preserve at Sunridge contains a large (92.4 acre) open space and wetland preserve that connects up with the Anatolia preserved land to the southwest. Additionally, the existing easement for power transmission lines and towers will serve to provide a corridor for wildlife movement through the project from the northeast to the southwest. However, the wetland preserve in the proposed project would not be connected to the planned preserve in the Sunridge East project to the east. The two preserves would not be immediately adjacent to each other and they would also be modified by the realignment of Morrison Creek to occur as part of the proposed project. While connections with preserved areas to the southwest would be maintained, other connections to preserves east of the proposed project would be modified. Therefore, the proposed project would not be consistent with this policy.</p>
<p><b>Policy CO-154</b></p> <p>Voluntary cooperative agreements shall involve those lands within Resource Conservation Areas that contain moderate to high value habitat, exhibit likely habitat restoration potential, or provide foraging opportunities.</p>	<p align="center">Yes</p>	<p>The proposed project does not lie within a Resource Conservation Area. Therefore, the proposed project would be consistent with this policy.</p>

TABLE 4.10B  
 PROJECT CONSISTENCY WITH SACRAMENTO COUNTY GENERAL PLAN CONSERVATION POLICIES

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy CO-157</b>                      Significant archeologic, prehistoric, or historic sites shall be protected as open space for potential future excavation.</p>	<p>Yes, With Mitigation</p>	<p>While no significant archeological, prehistoric, or historic sites were anticipated within the Preserve at Sunridge project, mitigation measures MM 4.10.1a, 4.10.1b, and 4.10.2 reduce the impacts to these types of sites if they are found during construction. Therefore, the proposed project would be consistent with this policy.</p>

TABLE 4.11B  
PROJECT CONSISTENCY WITH SACRAMENTO COUNTY GENERAL PLAN VISUAL RESOURCES POLICIES

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy LU-22</b> Exterior building materials on nonresidential structures shall be composed of a minimum of 50 percent low-reflectance, non-polished finishes.</p>	<p>Yes, With Mitigation</p>	<p>Exterior building wall finish materials are anticipated to consist of wood, concrete, masonry, stucco or cement plaster. Tile or cut stone accents may be incorporated to enhance design. Mitigation measure MM 4.11.2b would reduce potential reflective glass issues. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy LU-23</b> Bare metallic surfaces such as pipes, flashing, vents, and light standards on new construction shall be painted so as to minimize reflectance.</p>	<p>Yes, With Mitigation</p>	<p>Design guidelines to be adopted by the City of Rancho Cordova would ensure that this project would be consistent with this policy.</p>
<p><b>Policy LU-24</b> Require overhead light fixtures to be shaded and directed away from adjacent residential areas.</p>	<p>Yes, With Mitigation</p>	<p>Consistent with mitigation measure MM 4.11.2a, overhead light fixtures would be shielded and directed away from adjacent residential areas. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy LU-25</b> Require exterior lighting to be low-intensity and only used where necessary for safety and security purposes.</p>	<p>Yes, With Mitigation</p>	<p>Consistent with mitigation measure MM 4.11.2a, exterior lighting would be low-intensity and/or shielded or downward facing to prevent off-site glare. Therefore, the proposed project would be consistent with this policy.</p>

TABLE 4.12B  
PROJECT CONSISTENCY WITH SACRAMENTO COUNTY GENERAL PLAN PUBLIC FACILITIES POLICIES

General Plan Policies	Consistency with Policy	Analysis
<b>Water</b>		
<p><b>Policy CO-6</b></p> <p>Require that as properties which have water entitlements are converted to urban uses, the water entitlements are also converted so they can be used to meet the needs of the urban area.</p>	<p>Yes, With Mitigation</p>	<p>Conditions of project approval anticipated to be imposed by the Sacramento County Water Agency (SCWA) require the dedication of water facility sites to the SCWA, including any existing agricultural wells that are used for non-potable water supply. It has been the SCWA's practice to purchase these well sites with the cost of purchase included within the Zone 40 fee base. In addition, when such a dedication condition is requested, the SCWA has typically amended the language to state that a well site would be "reserved" as opposed to dedicated. Implementation of mitigation measure MM 4.7.3 would ensure project consistency with this policy.</p>
<p><b>Policy PF-2</b></p> <p>Municipal and industrial development within the Urban Service Boundary but outside of existing water purveyors' service areas shall be served by either annexation to an existing public agency providing water service or by creation or extension of a benefit zone of the SCWA.</p>	<p>Yes</p>	<p>The Preserve at Sunridge lies within the Sacramento Department of Water Resources service area. Therefore, no annexation or creation of a benefit zone is required, and thus the proposed project would be consistent with this policy.</p>
<b>Wastewater</b>		
<p><b>Policy LU-8</b></p> <p>Infrastructure financing plans which specify the extent, timing and estimated cost of all necessary infrastructure shall be approved by the County together with the approval of zoning for any urban uses in urban growth areas. The resulting financing mechanisms shall be implemented prior to the approval of all entitlements in urban growth areas.</p>	<p>Yes</p>	<p>The project is required to have a Public Facilities Financing Plan adopted by the City of Rancho Cordova prior to project implementation. The financing mechanisms for public infrastructure would be in place prior to the approval of building permits, making the Preserve at Sunridge project consistent with this policy.</p>

**APPENDIX 4.0 – CONSISTENCY TABLE ANALYSIS**

General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy LU-57</b></p> <p>The County shall not provide urban services beyond the Urban Policy Area, except when the County determines the need for health and safety purposes.</p>	<p align="center">Yes</p>	<p>The Preserve at Sunridge project site is designated in the County General Plan as an Urban Growth Area (UGA) and is within the Sacramento County Urban Services Boundary (USB). Therefore, urban services are planned within the area in the next twenty-year planning period of the County General Plan. Additionally, the City Interim and Draft General Plans both plan for development of the area in line with the County General Plan. Approval of the project would result in the expansion and development of lands within the UGA and USB for urban uses and the provision of urban levels of public infrastructure. However, implementation of the project would not result in any in public infrastructure or services being placed outside the USB. Therefore, the project would be consistent with this policy.</p>
<p><b>Policy LU-58</b></p> <p>The County shall maintain an Urban Service Boundary that defines the long-range plans (beyond twenty years) for urbanization and extension of public infrastructure and services, and defines important areas for protecting as open space and agriculture.</p>	<p align="center">Yes</p>	<p>The Sacramento County Urban Service Boundary (USB) is at Grant Line Road, which lies east of the project site's eastern boundary. The USB indicates the ultimate boundary of the Sacramento County urbanized area and for the provision of public infrastructure and services. The project is located within the limits of the County and City's USB. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy PF-15</b></p> <p>Support CSD-1 and SRCSD policies to fund new trunk and interceptor capital costs through connection fees for new development.</p>	<p align="center">Yes</p>	<p>Connection fees will be paid to CSD-1 to fund capital costs for the Preserve at Sunridge project. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy PF-18</b></p> <p>New development projects which require extension or modification of the trunk or interceptor sewer systems shall be consistent with sewer facility plans and shall participate in established funding mechanisms.</p>	<p align="center">Yes</p>	<p>CSD-1 was consulted by the City for the Preserve at Sunridge Project to ensure that the proposed development would be consistent with their plans. Please refer to Policy PF-15 for infrastructure funding information. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Solid Waste Services and Facilities</b></p>		
<p><b>Policy LU-8</b></p> <p>Infrastructure financing plans which specify the extent, timing and estimated cost of all necessary infrastructure shall be approved by the County together with the approval of zoning for any urban uses in urban growth areas. The resulting financing mechanisms shall be implemented prior to the approval of all entitlements in urban growth areas.</p>	<p align="center">Yes</p>	<p>The project is required to have Public Facilities Financing Plan adopted by the City of Rancho Cordova prior to project implementation. The financing mechanisms for public infrastructure would be in place prior to the approval of building permits, making the Preserve at Sunridge project consistent with this policy.</p>

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General Plan Policies	Consistency with Policy	Analysis
<b>Public School Facilities</b>		
<p><b>Policy PF-28</b></p> <p>Schools shall be planned as a focal point of neighborhood activity and interrelated with neighborhood retail uses, churches, parks, greenways, and off-street paths whenever possible.</p>	Yes	<p>The development proposed within the Preserve at Sunridge would place a neighborhood park adjacent to the elementary school. The school would be a focal point of the "northeast" neighborhood as described in the Special Planning Area Zoning Handbook. The project would also include bikeways and pedestrian walkways adjacent to commercial, residential, park, and school land uses to promote the use community center for the area. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy PF-35</b></p> <p>Review district school facility plans with respect to their relationship to County-wide school facility planning objectives in conjunction with Board of Supervisors' adoption of supplemental financing programs.</p>	Yes	<p>The EGUSD Facilities Master Plan outlines the District's planning objectives and needs through the year 2010. The Master Plan addresses facility and funding needs based on County-wide/regional population projections and the feasibility of available funding sources and mechanisms. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy PF-36</b></p> <p>Land dedications or reservations for schools should meet state guidelines for school parcel size. Where more than one owner or development project is involved, there shall be appropriate assurances and conditions to assure that requisite acreage can and will be assembled to meet facility site requirements.</p>	Yes	<p>This determination will be addressed with each subsequent project application and in consultation with the Elk Grove Unified School District. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy PF-37</b></p> <p>Development projects shall not be approved unless the hearing body finds that provisions for reservation of school sites are adequate to meet the needs of the school district.</p>	Yes	<p>The project is located within the Elk Grove Unified School District (EGUSD). The proposed project includes an 11-acre site for an elementary school. In accordance with state law (SB 50), the project is required to pay school development impact fees, which will ensure adequate funding and siting provisions to meet EGUSD needs and standards. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy PF-39</b></p> <p>Supplemental mitigation fees may be established by the County provided they find that supplemental fees are critical and necessary to meet the facility funding needs of a school district and that traditional methods of school financing are not adequate.</p>	Yes	<p>See discussion under Policy PF-37 above. Additionally, the EGUSD has established supplemental mitigation fees pursuant to SB 50, with which the project is required to comply; therefore, the proposed project would be consistent with this policy.</p>

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General Plan Policies	Consistency with Policy	Analysis
<p><b>Policy PF-40</b></p> <p>No land division or rezone for new residential construction shall be approved in any area unless it is found that development within such area will not significantly impact school facilities. Such a finding will be deemed to have been made if there is a Board of Supervisors approved school district financing plan for any applicable school district which provides for funding of needed school capacity, and a proponent of a land division or rezone has agreed to abide by such plan.</p>	<p align="center">Yes</p>	<p>See discussion under Policy PF-37 above.</p>
<p><b>Policy PF-42</b></p> <p>Mitigation required by the County shall, together with other reasonably assured sources of funding identified in the schools facilities financing plan, be sufficient to mitigate impacts upon school facilities.</p>	<p align="center">Yes</p>	<p>The Preserve at Sunridge project is required to comply with SB 50, which establishes and levies development impact fees to fund school facilities and other EGUSD needs. Compliance with SB 50 mitigates all the potential public school impacts resulting from the proposed project. Additionally, the project includes an 11-acres school site. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy PF-44</b></p> <p>Residential projects proposed prior to completion of planned school facilities shall include phasing conditions, which ensure that the project does not generate students which, together with those students from previously approved projects, will cause the capacity at existing schools within a reasonable distance of the project to exceed planned capacity beyond levels deemed acceptable by the school district, provided that the school district is proceeding in good faith to complete the timely construction of needed facilities. Development agreements may be appropriate to confirm reciprocal obligations.</p>	<p align="center">Yes</p>	<p>Development agreements between the City of Rancho Cordova and subsequent project applicants would ensure the proper phasing of development to accommodate the students generated as a result of the proposed project. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy PF-45</b></p> <p>Residential rezone and general plan amendment requests shall not be approved unless accompanied by a finding that school facilities to accommodate project students consistent with service level standards will be available in a timely manner to serve the project or that the project includes phasing conditions to ensure coordination of residential construction and school construction consistent with policy.</p>	<p align="center">Yes</p>	<p>See discussions under Policy PF-40 and Policy PF-44 above.</p>

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General Plan Policies	Consistency with Policy	Analysis
<b>Energy Facilities</b>		
<p><b>Policy PF-74</b></p> <p>Energy production and distribution facilities shall be designed and sited in a manner so as to protect the residents of Sacramento County from the effects of a hazardous materials incident.</p>	<p>Yes, With Mitigation</p>	<p>No energy production facilities are included in the Preserve at Sunridge project. As for distribution facilities, major supply lines will be installed within existing supply corridors. Hazardous materials incidents are analyzed and mitigation measures for such incidents are provided in Section 4.3 of this EIR. Therefore, the proposed project would be consistent with this policy.</p>

TABLE 4.4C  
PROJECT CONSISTENCY WITH THE SUNRISE-DOUGLAS COMMUNITY PLAN CIRCULATION POLICIES

Community Plan Policies	Consistency with Policy	Analysis
<p><b>Policy CI-1</b> Establish one or more arterial street routes between the Plan Area and Highway 50 to provide traffic relievers for Sunrise Boulevard.</p>	<p>Yes, With Mitigation</p>	<p>Mitigation measure MM 4.4.3 in this EIR requires the applicant to pay their fair share towards the construction of a Sunrise Boulevard reliever (e.g. Rancho Cordova Parkway). Additionally, no houses may be built until the reliever is under construction. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy CI-3</b> Major arterial routes shall not be permitted to transect a village area defined in this Community Plan</p>	<p>Yes</p>	<p>The only major arterial route in the proposed project area is Chrysanthy Boulevard, which lies directly between villages C and F as delineated in the Community Plan. Chrysanthy Boulevard was identified in the Community Plan and was found in that document to be consistent with this policy. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy CI-4</b> Arterial and collector roads shall provide pedestrian circulation in the corridors along both sides of the street.</p>	<p>Yes</p>	<p>All major streets, including collectors and arterials, include sidewalks on both sides, except in those locations where the requirements of the U.S. Fish and Wildlife Service and/or the U.S. Army Corps of Engineers may prohibit them, such as along wetland preserve areas. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy CI-5</b> Traffic flow within villages shall be controlled by reducing the street width to the minimum cross section required to meet local needs.</p>	<p>Yes</p>	<p>Cross-sections of all streets within the proposed project will be required to meet all City standards for street width and design, as determined by the City Public Works Department. The Public Works department has determined the best width for streets in order to maintain adequate service levels and to meet local needs. Therefore, the proposed project would be consistent with this policy.</p>

TABLE 4.9C  
PROJECT CONSISTENCY WITH THE SUNRISE-DOUGLAS COMMUNITY PLAN NATURAL RESOURCES POLICIES

Community Plan Policies	Consistency with Policy	Analysis
<p><b>Policy CO-1</b></p> <p>All jurisdictional wetlands will be subject to review by the responsible federal and state agencies, and approval of all applicable permits, prior to any development activity on any portion of the plan area site. Preservation of wetland areas shall occur in compliance with the required permits and the project EIR.</p>	<p>Yes, With Mitigation</p>	<p>Mitigation measure MM 4.9.5c (based on MM BR-4 of the SDCP/SRSP EIR) requires that the applicant seek and obtain permits from all responsible federal and State agencies with regard to impacts to jurisdictional waters of the U.S. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy CO-2</b></p> <p>Floodways within the Plan Area will be set aside in corridors designated in the land use plan.</p>	<p>Yes</p>	<p>No such floodways exist within the plan area. Therefore, the proposed project would be consistent with this policy.</p>
<p><b>Policy CO-3</b></p> <p>In sensitive resource areas, minimize construction during the spring and early summer breeding season and restrict construction activities to daylight hours. Instruct all construction workers regarding wildlife and habitat sensitivities. Use temporary fencing, flagging, signs, and other marking devices as necessary to define sensitive resource areas.</p>	<p>Yes, With Mitigation</p>	<p>Mitigation measure MM 4.9.1b requires an avoidance/mitigation plan that must be approved by the City. Any such plan would be required to be consistent with this policy. Therefore, the proposed project would be consistent with this policy as well.</p>

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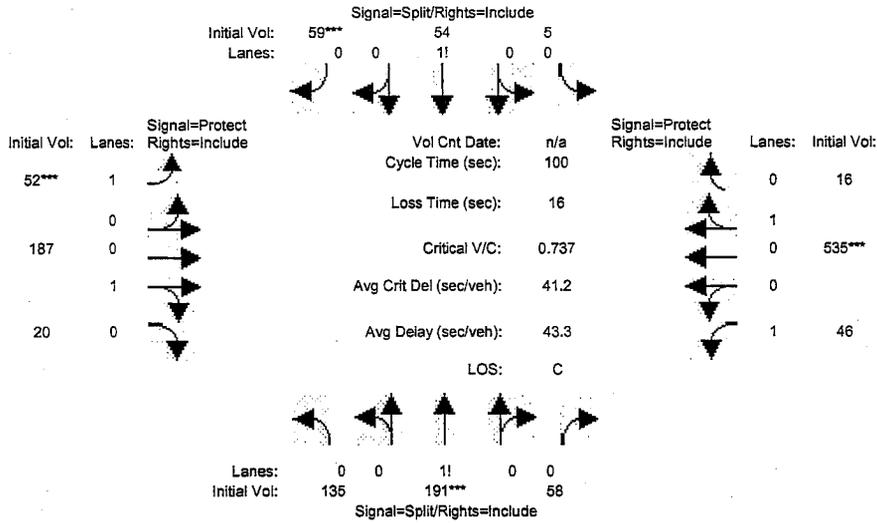
**APPENDIX 4.4**  
**TRAFFIC IMPACT ANALYSIS**

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Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #101: Excelsior Road/Jackson Road/SR 16

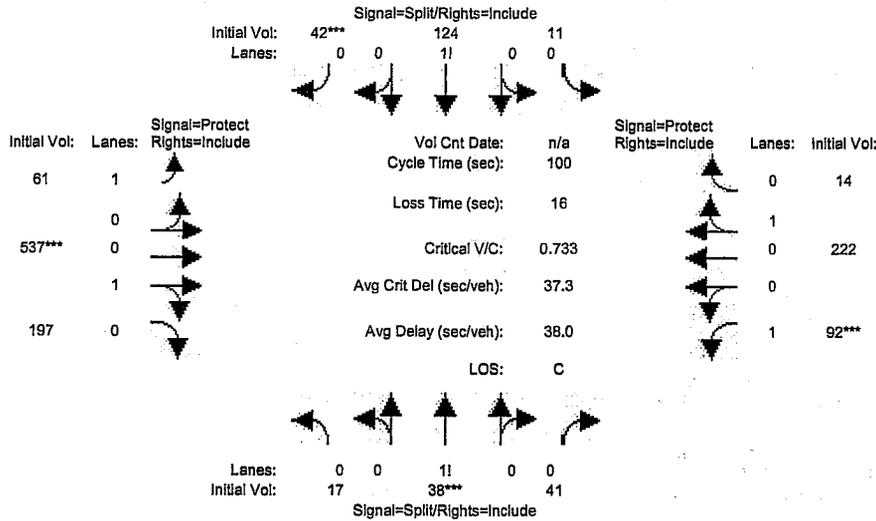


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	135	191	58	5	54	59	52	187	20	46	535	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	191	58	5	54	59	52	187	20	46	535	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	191	58	5	54	59	52	187	20	46	535	16
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:	135	191	58	5	54	59	52	187	20	46	535	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	191	58	5	54	59	52	187	20	46	535	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
Final Vol.:	135	191	58	5	54	59	52	187	20	46	535	16
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.35	0.50	0.15	0.04	0.46	0.50	1.00	0.90	0.10	1.00	0.97	0.03
Final Sat.:	527	746	227	64	686	750	1500	1355	145	1500	1456	44
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.08	0.08	0.08	0.03	0.14	0.14	0.03	0.37	0.37
Crit Vol:		384				118	52			551		
Crit Moves:		****				****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #101: Excelsior Road/Jackson Road/SR 16

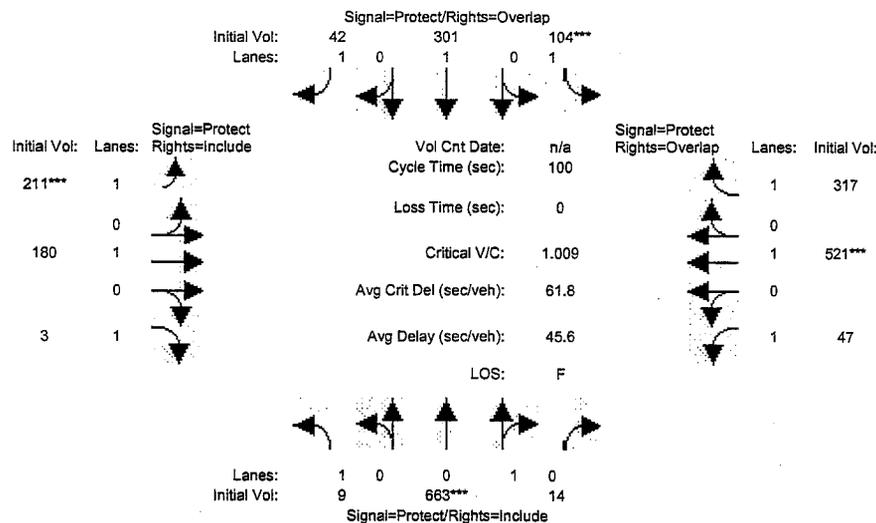


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	17	38	41	11	124	42	61	537	197	92	222	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	38	41	11	124	42	61	537	197	92	222	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	38	41	11	124	42	61	537	197	92	222	14
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:	17	38	41	11	124	42	61	537	197	92	222	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	38	41	11	124	42	61	537	197	92	222	14
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
Final Vol.:	17	38	41	11	124	42	61	537	197	92	222	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.18	0.39	0.43	0.06	0.70	0.24	1.00	0.73	0.27	1.00	0.94	0.06
Final Sat.:	266	594	641	93	1051	356	1500	1097	403	1500	1411	89
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.12	0.12	0.12	0.04	0.49	0.49	0.06	0.16	0.16
Crit Vol:		96				177		734			92	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

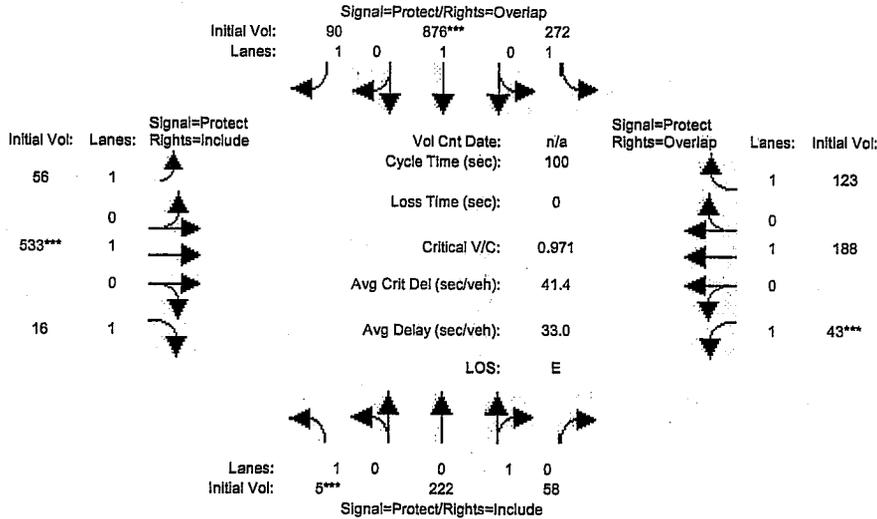


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	9	663	14	104	301	42	211	180	3	47	521	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	663	14	104	301	42	211	180	3	47	521	317
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	663	14	104	301	42	211	180	3	47	521	317
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:	9	663	14	104	301	42	211	180	3	47	521	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	663	14	104	301	42	211	180	3	47	521	317
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
Final Vol.:	9	663	14	104	301	42	211	180	3	47	521	317
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1469	31	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.45	0.07	0.20	0.03	0.14	0.12	0.00	0.03	0.35	0.21
Crit Vol:		677		104			211				521	
Crit Moves:	****			****			****				****	

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

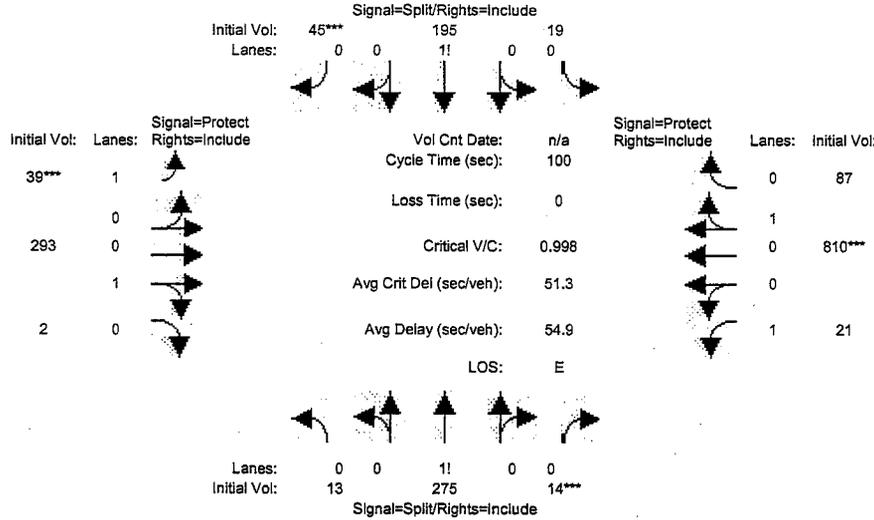


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	5	222	58	272	876	90	56	533	16	43	188	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	222	58	272	876	90	56	533	16	43	188	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	222	58	272	876	90	56	533	16	43	188	123
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:	5	222	58	272	876	90	56	533	16	43	188	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	222	58	272	876	90	56	533	16	43	188	123
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
Final Vol.:	5	222	58	272	876	90	56	533	16	43	188	123
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1189	311	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.18	0.58	0.06	0.04	0.36	0.01	0.03	0.13	0.08
Crit Vol:	5			876			533			43		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #104: Grant Line Road/Jackson Road/SR 16

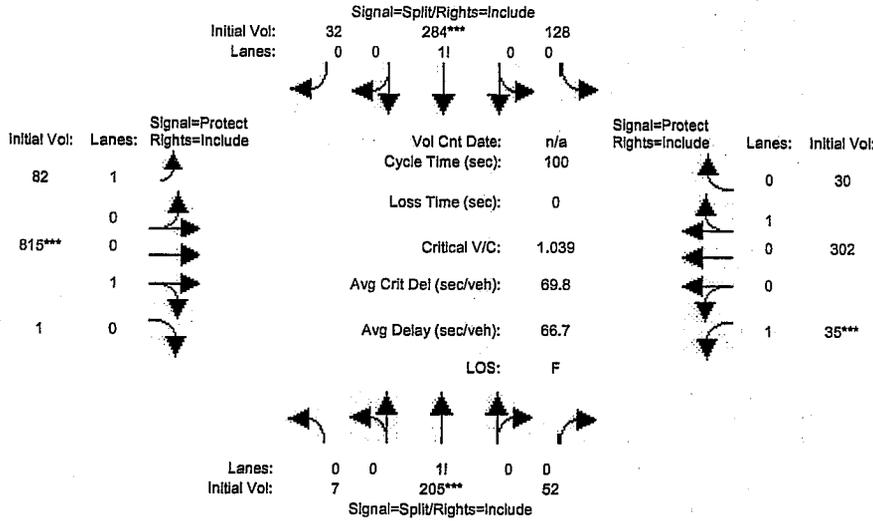


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	13	275	14	19	195	45	39	293	2	21	810	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	275	14	19	195	45	39	293	2	21	810	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	275	14	19	195	45	39	293	2	21	810	87
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:	13	275	14	19	195	45	39	293	2	21	810	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	275	14	19	195	45	39	293	2	21	810	87
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
Final Vol.:	13	275	14	19	195	45	39	293	2	21	810	87
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.04	0.91	0.05	0.07	0.76	0.17	1.00	0.99	0.01	1.00	0.90	0.10
Final Sat.:	65	1366	70	110	1129	261	1500	1490	10	1500	1355	145
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.17	0.17	0.17	0.03	0.20	0.20	0.01	0.60	0.60
Crit Vol:			302			259		39			897	
Crit Moves:			****			****	****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #104: Grant Line Road/Jackson Road/SR 16

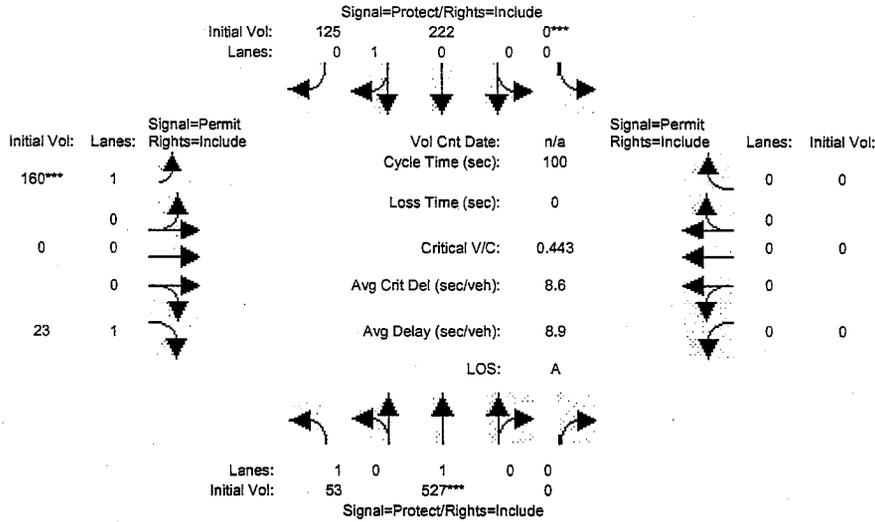


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	7	205	52	128	284	32	82	815	1	35	302	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	205	52	128	284	32	82	815	1	35	302	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	205	52	128	284	32	82	815	1	35	302	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:	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:	7	205	52	128	284	32	82	815	1	35	302	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	205	52	128	284	32	82	815	1	35	302	30
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
Final Vol.:	7	205	52	128	284	32	82	815	1	35	302	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	0.78	0.20	0.29	0.64	0.07	1.00	0.99	0.01	1.00	0.91	0.09
Final Sat.:	40	1165	295	432	959	108	1500	1498	2	1500	1364	136
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.30	0.30	0.30	0.05	0.54	0.54	0.02	0.22	0.22
Crit Vol:		264			444			816			35	
Crit Moves:	***			***			***			***		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #105: Sunrise Boulevard/Florin Road

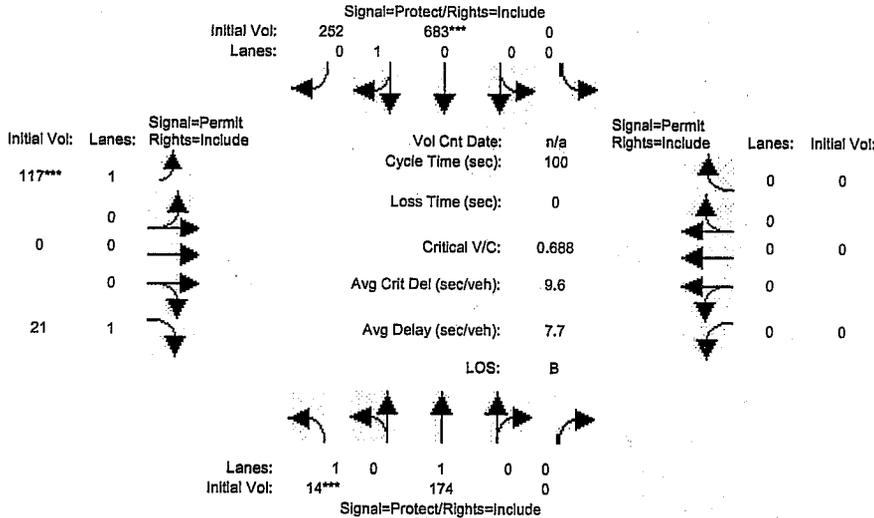


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	53	527	0	0	222	125	160	0	23	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	527	0	0	222	125	160	0	23	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	527	0	0	222	125	160	0	23	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:	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:	53	527	0	0	222	125	160	0	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	527	0	0	222	125	160	0	23	0	0	0
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
Final Vol.:	53	527	0	0	222	125	160	0	23	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	1.00	0.00	0.00	0.64	0.36	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	1550	0	0	992	558	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.00	0.00	0.22	0.22	0.10	0.00	0.01	0.00	0.00	0.00
Crit Vol:		527		0			160			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #105: Sunrise Boulevard/Florin Road

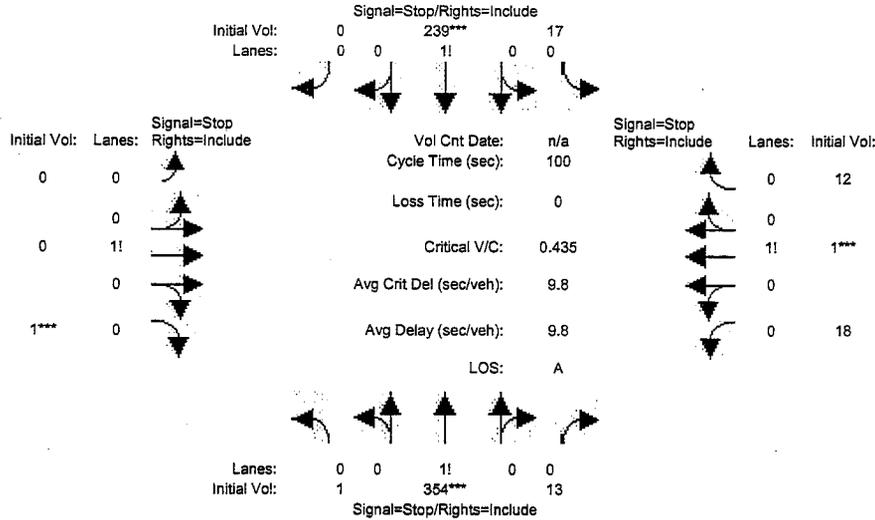


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	14	174	0	0	683	252	117	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	174	0	0	683	252	117	0	21	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	174	0	0	683	252	117	0	21	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:	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:	14	174	0	0	683	252	117	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	174	0	0	683	252	117	0	21	0	0	0
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
Final Vol.:	14	174	0	0	683	252	117	0	21	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	1.00	0.00	0.00	0.73	0.27	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	1550	0	0	1132	418	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.00	0.60	0.60	0.08	0.00	0.01	0.00	0.00	0.00
Crit Vol:	14				935		117				0	
Crit Moves:	****				****		****					

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
AM Existing

Intersection #107: Grant Line Road/Kiefer Boulevard

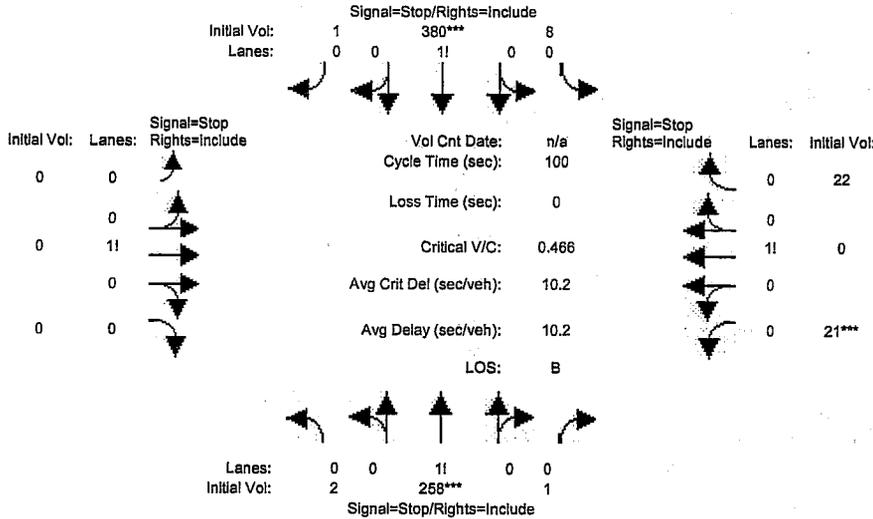


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1	354	13	17	239	0	0	0	1	18	1	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	354	13	17	239	0	0	0	1	18	1	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	354	13	17	239	0	0	0	1	18	1	12
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:	1	354	13	17	239	0	0	0	1	18	1	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	354	13	17	239	0	0	0	1	18	1	12
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
Final Vol.:	1	354	13	17	239	0	0	0	1	18	1	12
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	0.96	0.03	0.07	0.93	0.00	0.00	0.00	1.00	0.58	0.03	0.39
Final Sat.:	2	813	30	54	761	0	0	0	690	373	21	249
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.31	0.31	XXXX	XXXX	XXXX	0.00	0.05	0.05	0.05
Crit Moves:	****			****					****	****		
Delay/Veh:	10.4	10.4	10.4	9.3	9.3	0.0	0.0	0.0	7.6	8.3	8.3	8.3
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:	10.4	10.4	10.4	9.3	9.3	0.0	0.0	0.0	7.6	8.3	8.3	8.3
LOS by Move:	B	B	B	A	A	*	*	*	A	A	A	A
ApproachDel:	10.4			9.3			7.6			8.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.4			9.3			7.6			8.3		
LOS by Appr:	B			A			A			A		

Preserve at Sunridge

Level of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
PM Existing

Intersection #107: Grant Line Road/Kiefer Boulevard

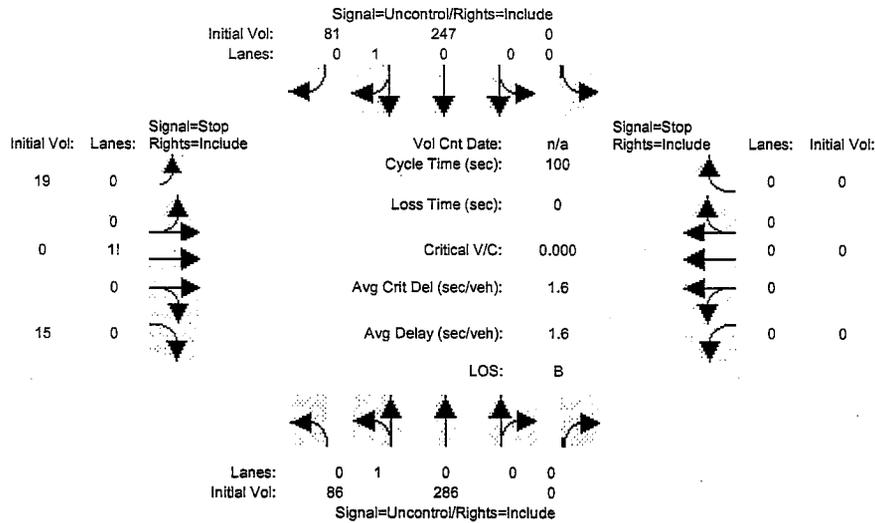


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	2	258	1	8	380	1	0	0	0	21	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	258	1	8	380	1	0	0	0	21	0	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	258	1	8	380	1	0	0	0	21	0	22
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:	2	258	1	8	380	1	0	0	0	21	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	258	1	8	380	1	0	0	0	21	0	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
Final Vol.:	2	258	1	8	380	1	0	0	0	21	0	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:	0.01	0.98	0.01	0.02	0.97	0.01	0.00	1.00	0.00	0.49	0.00	0.51
Final Sat.:	6	798	3	17	815	2	0	0	0	315	0	330
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.47	0.47	0.47	XXXX	XXXX	XXXX	0.07	XXXX	0.07
Crit Moves:	****			****						****		
Delay/Veh:	9.4	9.4	9.4	10.9	10.9	10.9	0.0	0.0	0.0	8.3	0.0	8.3
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:	9.4	9.4	9.4	10.9	10.9	10.9	0.0	0.0	0.0	8.3	0.0	8.3
LOS by Move:	A	A	A	B	B	B	*	*	*	A	*	A
ApproachDel:	9.4			10.9			XXXXXX			8.3		
Delay Adj:	1.00			1.00			XXXXXX			1.00		
ApprAdjDel:	9.4			10.9			XXXXXX			8.3		
LOS by Appr:	A			B			*			A		

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
AM Existing

Intersection #108: Grant Line Road/Douglas Road

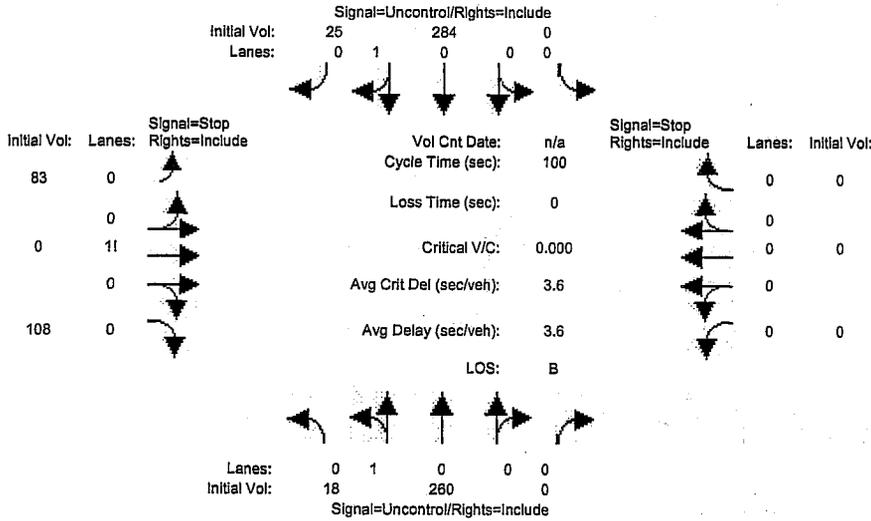


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	86	286	0	0	247	81	19	0	15	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	286	0	0	247	81	19	0	15	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	286	0	0	247	81	19	0	15	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:	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:	86	286	0	0	247	81	19	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	86	286	0	0	247	81	19	0	15	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	328	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	746	xxxx	288	xxxxxx	xxxx	xxxxxx
Potent Cap.:	1243	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	384	xxxx	756	xxxxxx	xxxx	xxxxxx
Move Cap.:	1243	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	363	xxxx	756	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.07	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.05	xxxx	0.02	xxxxxx	xxxx	xxxxxx
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	471	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	13.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.2		xxxxxx			
ApproachLOS:	*			*			B		*			

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
PM Existing

Intersection #108: Grant Line Road/Douglas Road

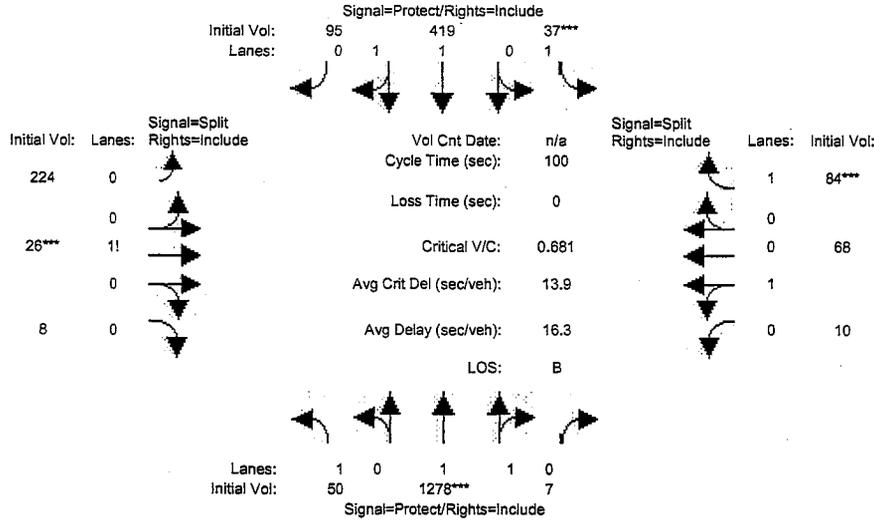


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	18	260	0	0	284	25	83	0	108	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	260	0	0	284	25	83	0	108	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	260	0	0	284	25	83	0	108	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:	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:	18	260	0	0	284	25	83	0	108	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	18	260	0	0	284	25	83	0	108	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	309	xxxx	xxxxx	xxxxx	xxxx	xxxxx	593	xxxx	297	xxxx	xxxx	xxxxx
Potent Cap.:	1263	xxxx	xxxxx	xxxxx	xxxx	xxxxx	472	xxxx	748	xxxx	xxxx	xxxxx
Move Cap.:	1263	xxxx	xxxxx	xxxxx	xxxx	xxxxx	467	xxxx	748	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.18	xxxx	0.14	xxxx	xxxx	xxxxx
Level Of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	593	xxxxx	xxxxx	xxxx	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			13.9			xxxxxxx		
ApproachLOS:	*			*			B			*		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #109: Sunrise Boulevard/Douglas Road

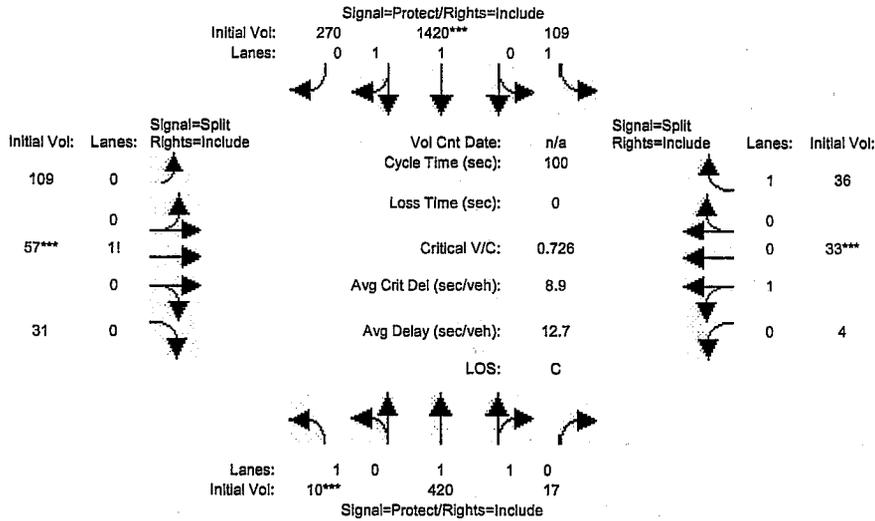


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	50	1278	7	37	419	95	224	26	8	10	68	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1278	7	37	419	95	224	26	8	10	68	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1278	7	37	419	95	224	26	8	10	68	84
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:	50	1278	7	37	419	95	224	26	8	10	68	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1278	7	37	419	95	224	26	8	10	68	84
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
Final Vol.:	50	1278	7	37	419	95	224	26	8	10	68	84
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.99	0.01	1.00	1.63	0.37	0.87	0.10	0.03	0.13	0.87	1.00
Final Sat.:	1500	2984	16	1500	2446	554	1302	151	47	192	1308	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.43	0.02	0.17	0.17	0.17	0.17	0.17	0.05	0.05	0.06
Crit Vol:		642			37			258			84	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #109: Sunrise Boulevard/Douglas Road

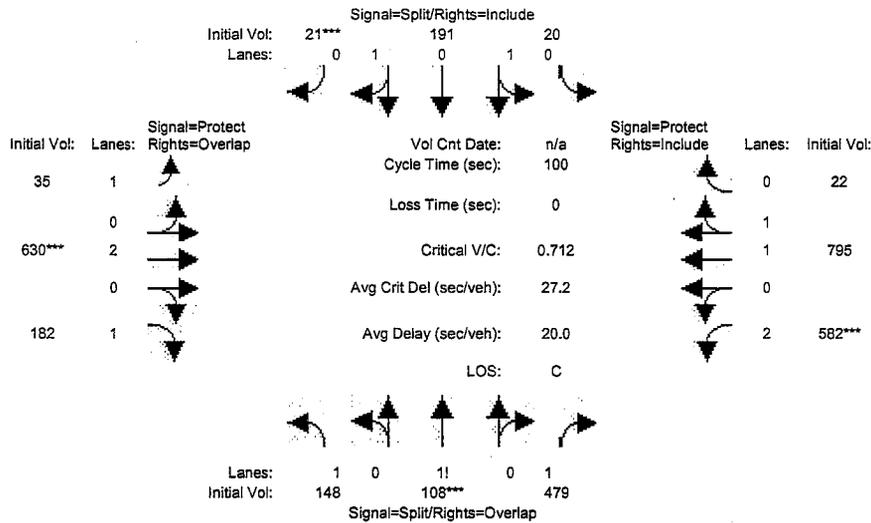


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	420	17	109	1420	270	109	57	31	4	33	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	420	17	109	1420	270	109	57	31	4	33	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	420	17	109	1420	270	109	57	31	4	33	36
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:	10	420	17	109	1420	270	109	57	31	4	33	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	420	17	109	1420	270	109	57	31	4	33	36
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
Final Vol.:	10	420	17	109	1420	270	109	57	31	4	33	36
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.92	0.08	1.00	1.68	0.32	0.55	0.29	0.16	0.11	0.89	1.00
Final Sat.:	1500	2883	117	1500	2521	479	830	434	236	162	1338	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.07	0.56	0.56	0.13	0.13	0.13	0.02	0.02	0.02
Crit Vol:	10			845			197			37		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Existing

Intersection #110: Mather Field Rd/Folsom Boulevard

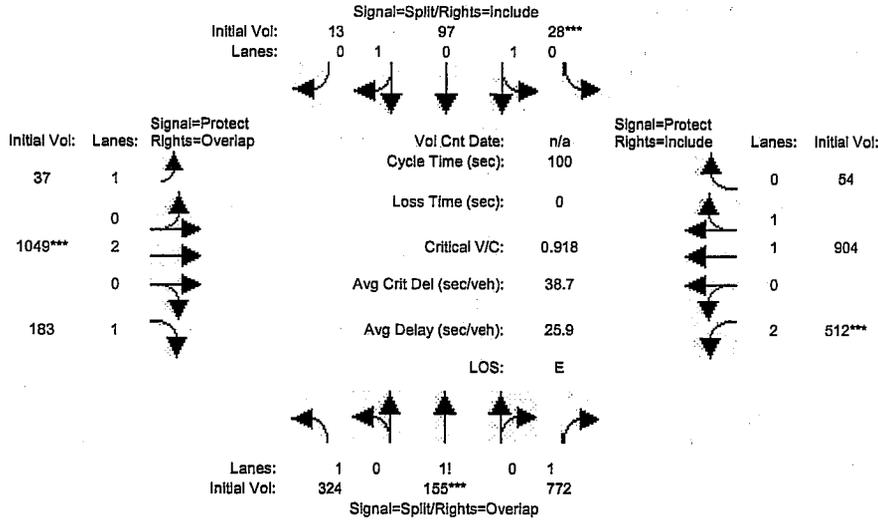


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	148	108	479	20	191	21	35	630	182	582	795	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	108	479	20	191	21	35	630	182	582	795	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	108	479	20	191	21	35	630	182	582	795	22
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:	148	108	479	20	191	21	35	630	182	582	795	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	108	479	20	191	21	35	630	182	582	795	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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	163	108	527	20	191	21	35	630	182	640	795	22
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.34	1.66	0.17	1.65	0.18	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1500	510	2490	259	2470	272	1500	3000	1500	3000	2919	81
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.21	0.08	0.08	0.08	0.02	0.21	0.12	0.21	0.27	0.27
Crit Vol:		317				116		315			320	
Crit Moves:	****					****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #110: Mather Field Rd/Folsom Boulevard

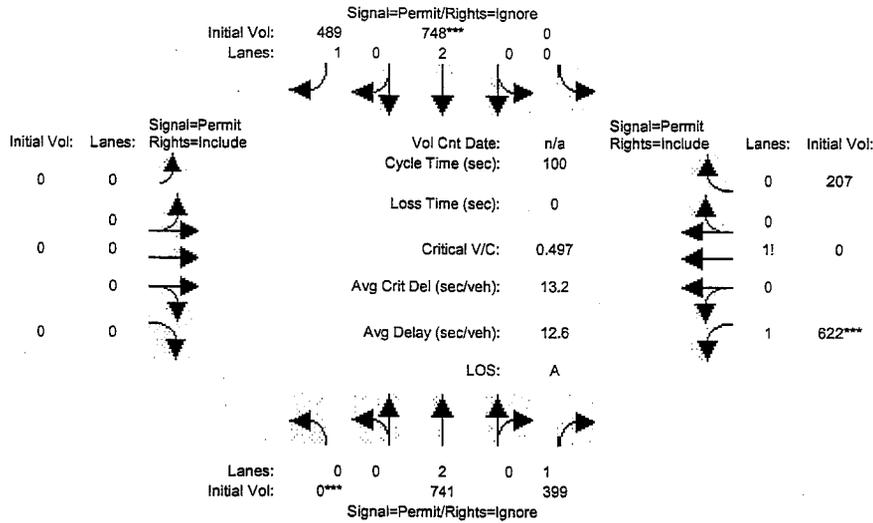


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	324	155	772	28	97	13	37	1049	183	512	904	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	324	155	772	28	97	13	37	1049	183	512	904	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	324	155	772	28	97	13	37	1049	183	512	904	54
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:	324	155	772	28	97	13	37	1049	183	512	904	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	155	772	28	97	13	37	1049	183	512	904	54
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	356	155	849	28	97	13	37	1049	183	563	904	54
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.31	1.69	0.41	1.40	0.19	1.00	2.00	1.00	2.00	1.89	0.11
Final Sat.:	1500	463	2537	609	2109	283	1500	3000	1500	3000	2831	169
Capacity Analysis Module:												
Vol/Sat:	0.24	0.33	0.33	0.05	0.05	0.05	0.02	0.35	0.12	0.19	0.32	0.32
Crit Vol:		502			69			525			282	
Crit Moves:		****			****			****			****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

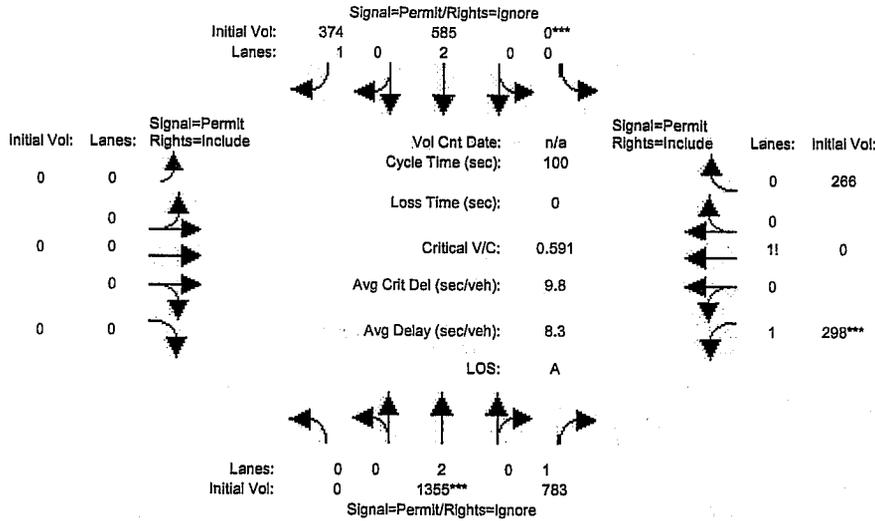


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	741	399	0	748	489	0	0	0	622	0	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	741	399	0	748	489	0	0	0	622	0	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	741	399	0	748	489	0	0	0	622	0	207
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	741	0	0	748	0	0	0	0	622	0	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	741	0	0	748	0	0	0	0	622	0	207
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	741	0	0	748	0	0	0	0	684	0	207
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.54	0.00	0.46
Final Sat.:	0	3300	1650	0	3300	1650	0	0	0	2534	0	766
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Crit Vol:	0			374			0			446		
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

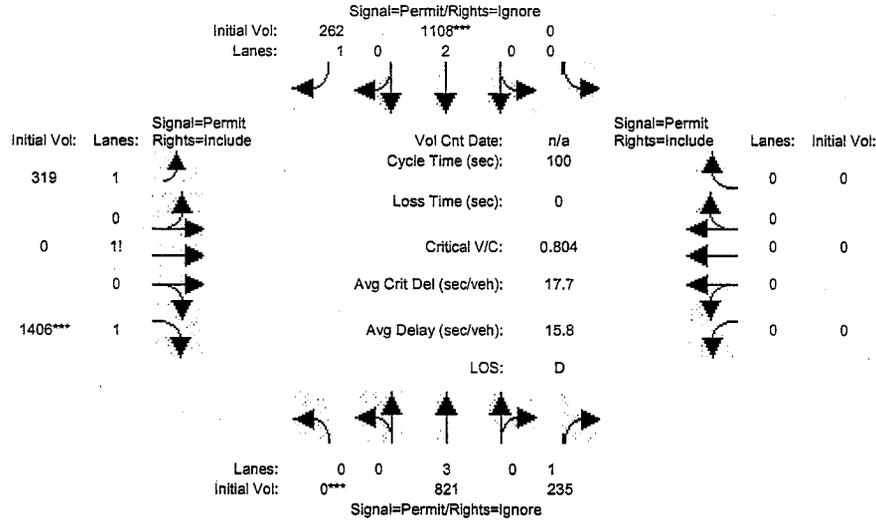


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1355	783	0	585	374	0	0	0	298	0	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1355	783	0	585	374	0	0	0	298	0	266
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1355	783	0	585	374	0	0	0	298	0	266
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1355	0	0	585	0	0	0	0	298	0	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1355	0	0	585	0	0	0	0	298	0	266
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1355	0	0	585	0	0	0	0	328	0	266
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.10	xxxx	0.90
Final Sat.:	0	3300	1650	0	3300	1650	0	0	0	1822	0	1478
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Vol:		678			0			0			297	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

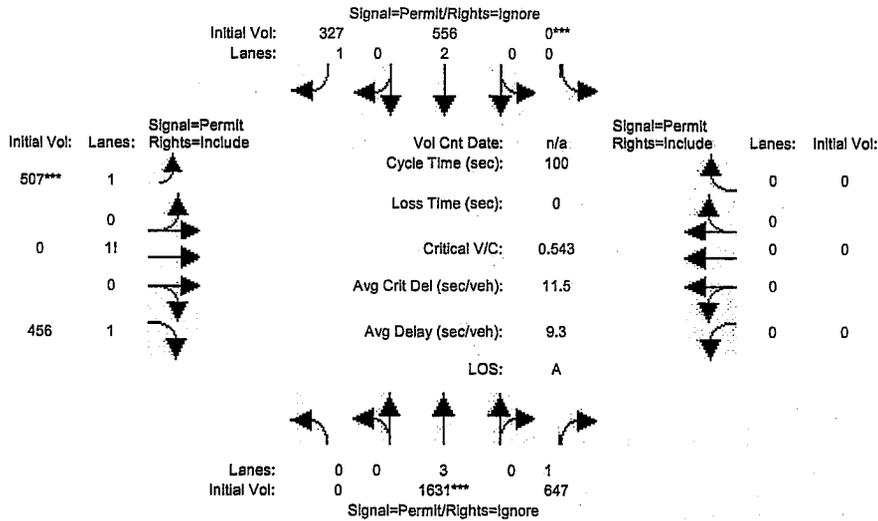


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	821	235	0	1108	262	319	0	1406	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	821	235	0	1108	262	319	0	1406	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	821	235	0	1108	262	319	0	1406	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	821	0	0	1108	0	319	0	1406	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	821	0	0	1108	0	319	0	1406	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	821	0	0	1108	0	351	0	1547	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4950	1650	0	3300	1650	1650	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.34	0.00	0.21	0.00	0.47	0.00	0.00	0.00
Crit Vol:	0			554			773			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

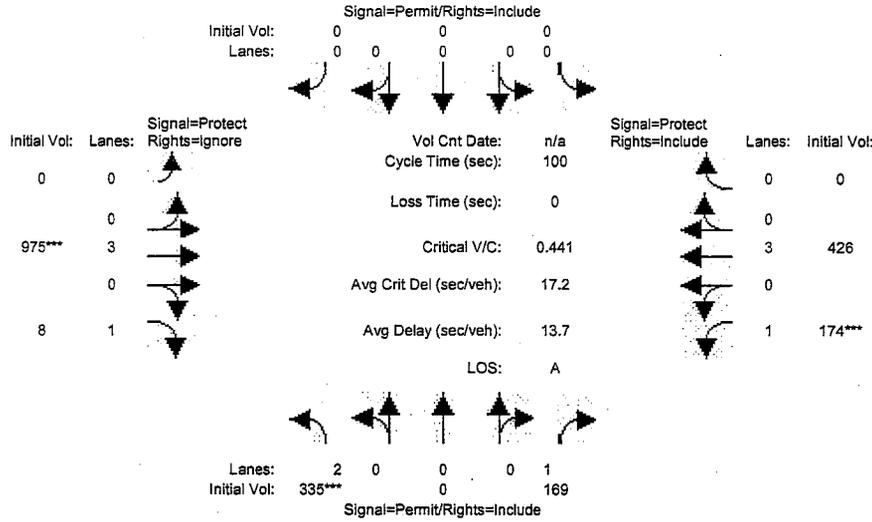


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1631	647	0	556	327	507	0	456	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1631	647	0	556	327	507	0	456	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1631	647	0	556	327	507	0	456	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1631	0	0	556	0	507	0	456	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1631	0	0	556	0	507	0	456	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1631	0	0	556	0	558	0	502	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.57	0.01	1.42	0.00	0.00	0.00
Final Sat.:	0	4950	1650	0	3300	1650	2606	0	2344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.17	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Crit Vol:		544			0			353			0	
Crit Moves:		****			****			****				

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #113: Mather Field Rd/International Drive

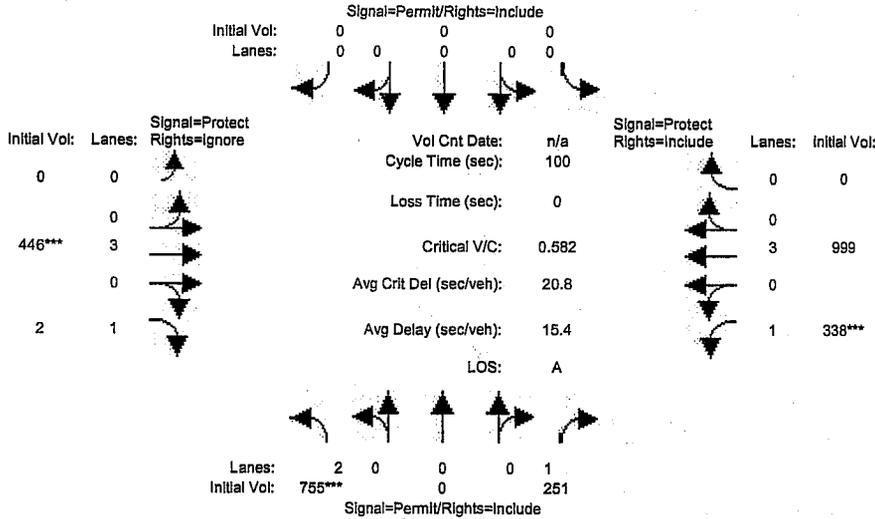


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	335	0	169	0	0	0	0	975	8	174	426	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	0	169	0	0	0	0	975	8	174	426	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	0	169	0	0	0	0	975	8	174	426	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	335	0	169	0	0	0	0	975	0	174	426	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	0	169	0	0	0	0	975	0	174	426	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	369	0	169	0	0	0	0	975	0	174	426	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3100	0	1550	0	0	0	0	4650	1550	1550	4650	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.11	0.00	0.00	0.00	0.00	0.21	0.00	0.11	0.09	0.00
Crit Vol:	184			0			325			174		
Crit Moves:	****						****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #113: Mather Field Rd/International Drive

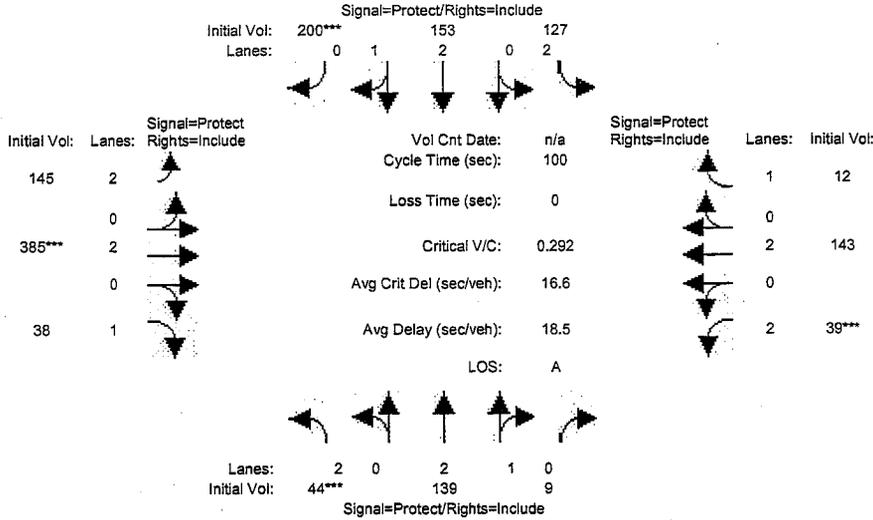


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	755	0	251	0	0	0	0	446	2	338	999	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	755	0	251	0	0	0	0	446	2	338	999	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	755	0	251	0	0	0	0	446	2	338	999	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	755	0	251	0	0	0	0	446	0	338	999	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	755	0	251	0	0	0	0	446	0	338	999	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	831	0	251	0	0	0	0	446	0	338	999	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3100	0	1550	0	0	0	0	4650	1550	1550	4650	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.16	0.00	0.00	0.00	0.00	0.10	0.00	0.22	0.21	0.00
Crit Vol:	415							149		338		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #114: Zinfandel Drive/International Drive

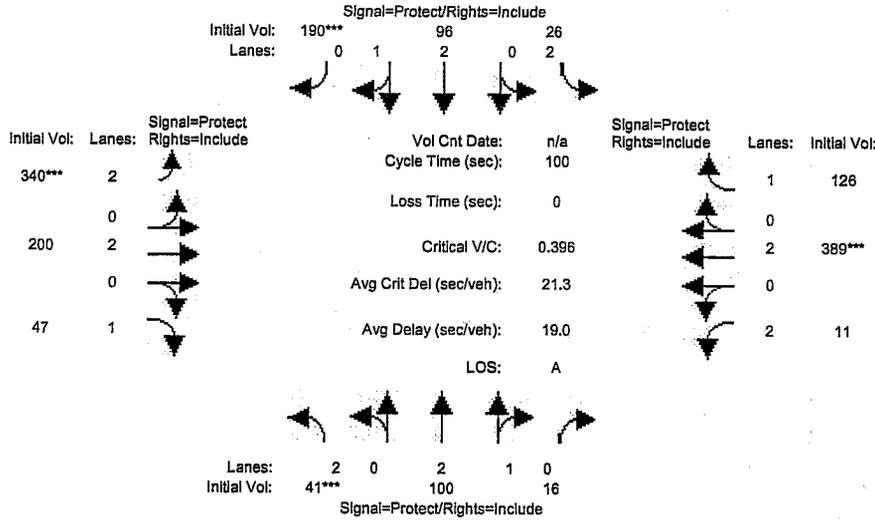


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	44	139	9	127	153	200	145	385	38	39	143	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	139	9	127	153	200	145	385	38	39	143	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	139	9	127	153	200	145	385	38	39	143	12
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:	44	139	9	127	153	200	145	385	38	39	143	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	139	9	127	153	200	145	385	38	39	143	12
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	48	139	9	140	153	200	160	385	38	43	143	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.82	0.18	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4226	274	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.05	0.05	0.13	0.05	0.13	0.03	0.01	0.05	0.01
Crit Vol:	24					200		193		21		
Crit Moves:	****					****		****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #114: Zinfandel Drive/International Drive

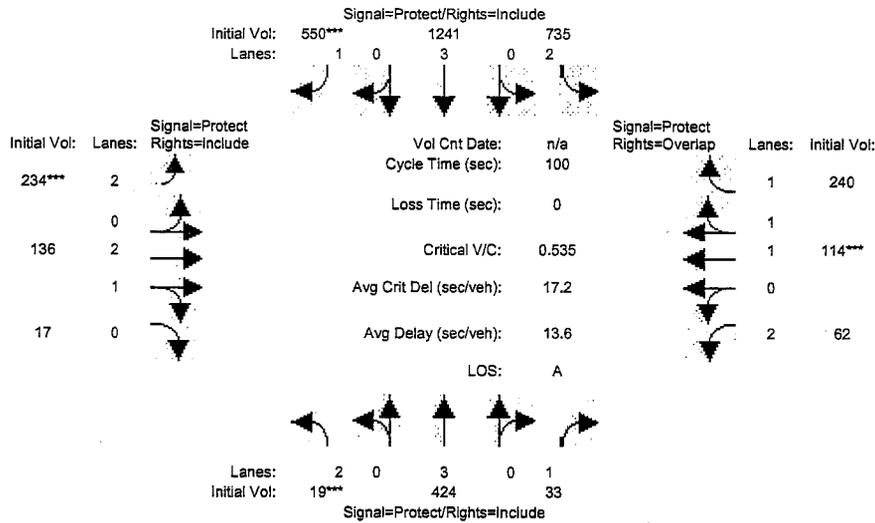


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	41	100	16	26	96	190	340	200	47	11	389	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	100	16	26	96	190	340	200	47	11	389	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	100	16	26	96	190	340	200	47	11	389	126
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:	41	100	16	26	96	190	340	200	47	11	389	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	100	16	26	96	190	340	200	47	11	389	126
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	45	100	16	29	96	190	374	200	47	12	389	126
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.59	0.41	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3879	621	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.01	0.03	0.13	0.12	0.07	0.03	0.00	0.13	0.08
Crit Vol:	23					190	187				195	
Crit Moves:	****					****	****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #115: Zinfandel Drive/White Rock Road

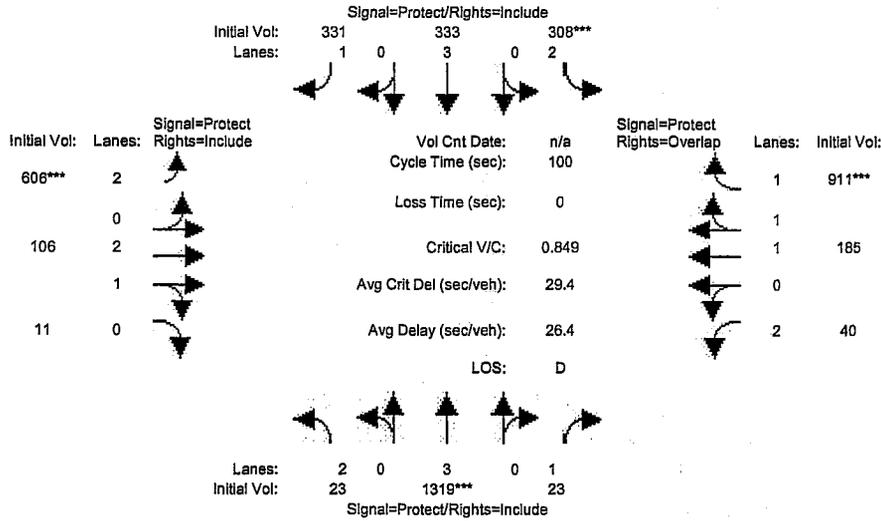


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	19	424	33	735	1241	550	234	136	17	62	114	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	424	33	735	1241	550	234	136	17	62	114	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	424	33	735	1241	550	234	136	17	62	114	240
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:	19	424	33	735	1241	550	234	136	17	62	114	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	424	33	735	1241	550	234	136	17	62	114	240
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	21	424	33	809	1241	550	257	136	17	68	114	264
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.67	0.33	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4000	500	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.02	0.27	0.28	0.37	0.09	0.03	0.03	0.02	0.08	0.09
Crit Vol:	10			550			129			114		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #115: Zinfandel Drive/White Rock Road

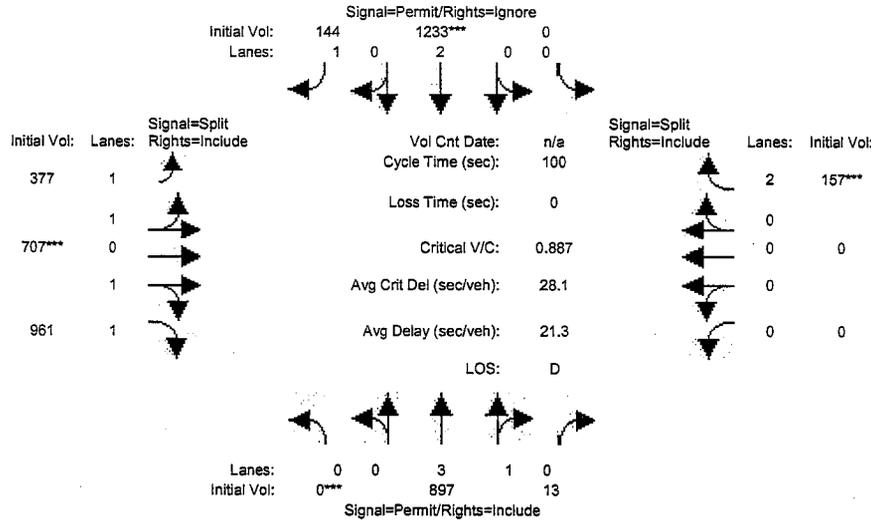


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	23	1319	23	308	333	331	606	106	11	40	185	911
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1319	23	308	333	331	606	106	11	40	185	911
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1319	23	308	333	331	606	106	11	40	185	911
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:	23	1319	23	308	333	331	606	106	11	40	185	911
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1319	23	308	333	331	606	106	11	40	185	911
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	25	1319	23	339	333	331	667	106	11	44	185	1002
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.72	0.28	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4077	423	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.02	0.11	0.07	0.22	0.22	0.03	0.03	0.01	0.12	0.33
Crit Vol:		440			0			333				501
Crit Moves:		****			****			****				****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

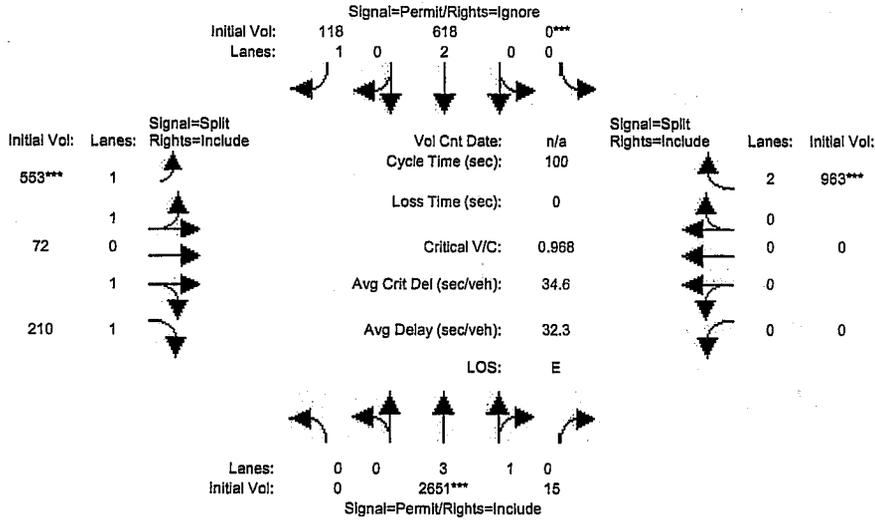


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	897	13	0	1233	144	377	707	961	0	0	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	897	13	0	1233	144	377	707	961	0	0	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	897	13	0	1233	144	377	707	961	0	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	897	13	0	1233	0	377	707	961	0	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	897	13	0	1233	0	377	707	961	0	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	0	897	13	0	1233	0	415	707	1057	0	0	173
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.94	0.06	0.00	2.00	1.00	1.00	1.05	1.95	0.00	0.00	2.00
Final Sat.:	0	6111	89	0	3100	1550	1550	1631	3019	0	0	3100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.00	0.40	0.00	0.27	0.43	0.35	0.00	0.00	0.06
Crit Vol:	0			617			672			86		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

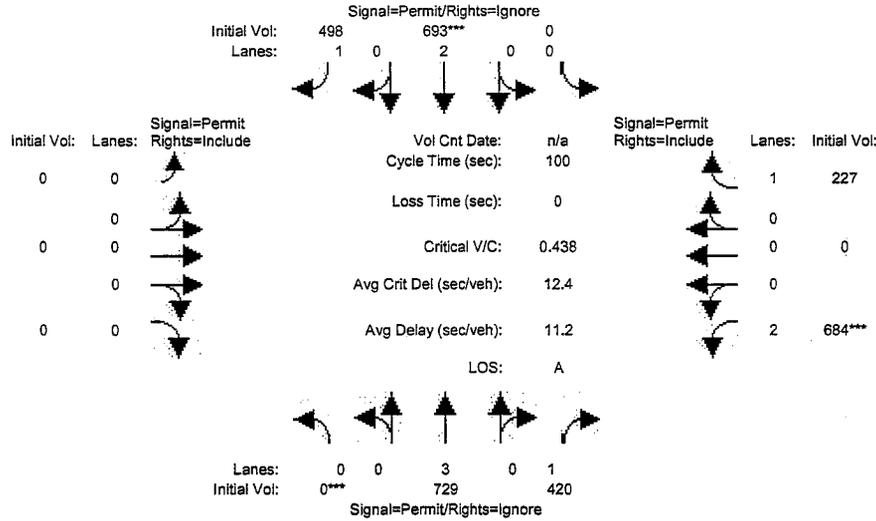


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2651	15	0	618	118	553	72	210	0	0	963
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2651	15	0	618	118	553	72	210	0	0	963
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2651	15	0	618	118	553	72	210	0	0	963
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2651	15	0	618	0	553	72	210	0	0	963
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2651	15	0	618	0	553	72	210	0	0	963
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	0	2651	15	0	618	0	608	72	231	0	0	1059
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.98	0.02	0.00	2.00	1.00	2.00	0.48	1.52	0.00	0.00	2.00
Final Sat.:	0	6165	35	0	3100	1550	3100	737	2363	0	0	3100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.00	0.20	0.00	0.20	0.10	0.10	0.00	0.00	0.34
Crit Vol:		666			0			304				530
Crit Moves:		****			****			****				****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

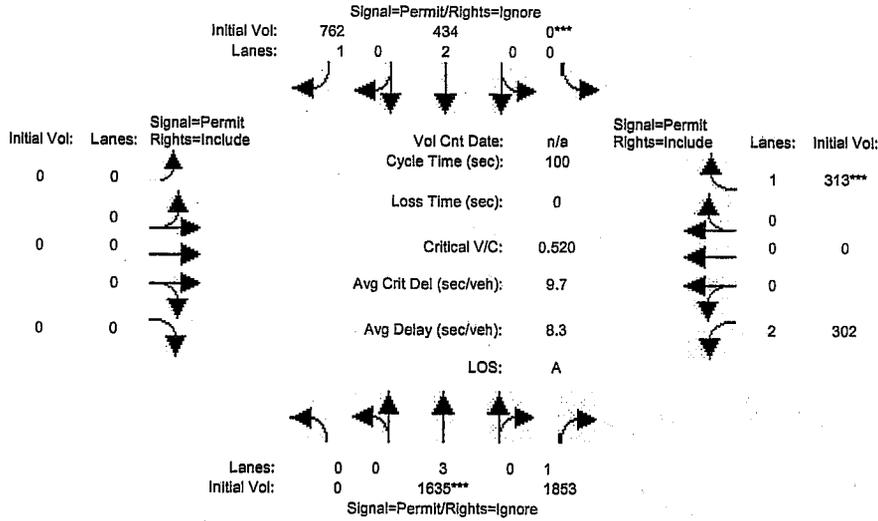


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	729	420	0	693	498	0	0	0	684	0	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	729	420	0	693	498	0	0	0	684	0	227
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	729	420	0	693	498	0	0	0	684	0	227
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	729	0	0	693	0	0	0	0	684	0	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	729	0	0	693	0	0	0	0	684	0	227
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	729	0	0	693	0	0	0	0	752	0	227
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4950	1650	0	3300	1650	0	0	0	3300	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.23	0.00	0.14
Crit Vol:	0				347			0		376		
Crit Moves:	****			****						****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

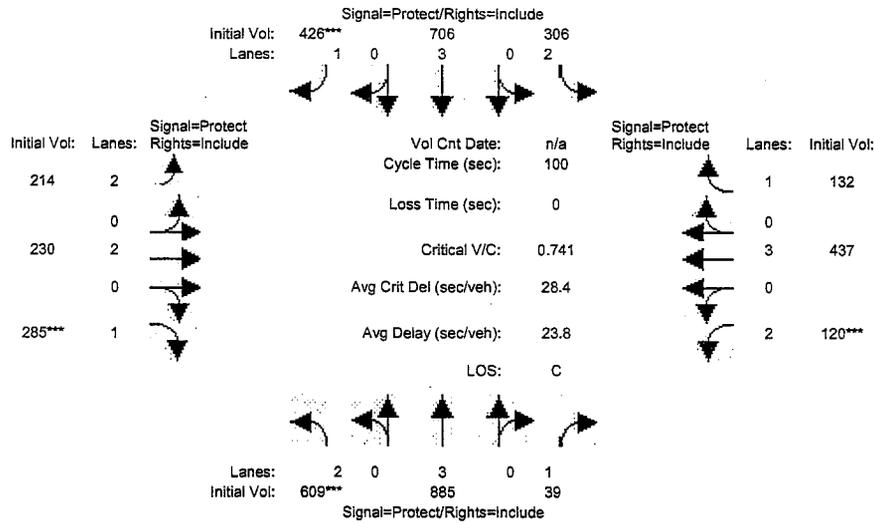


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1635	1853	0	434	762	0	0	0	302	0	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1635	1853	0	434	762	0	0	0	302	0	313
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1635	1853	0	434	762	0	0	0	302	0	313
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1635	0	0	434	0	0	0	0	302	0	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1635	0	0	434	0	0	0	0	302	0	313
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1635	0	0	434	0	0	0	0	332	0	313
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4950	1650	0	3300	1650	0	0	0	3300	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.10	0.00	0.19
Crit Vol:		545			0			0				313
Crit Moves:	****			****								****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #118: Sunrise Boulevard/White Rock Road

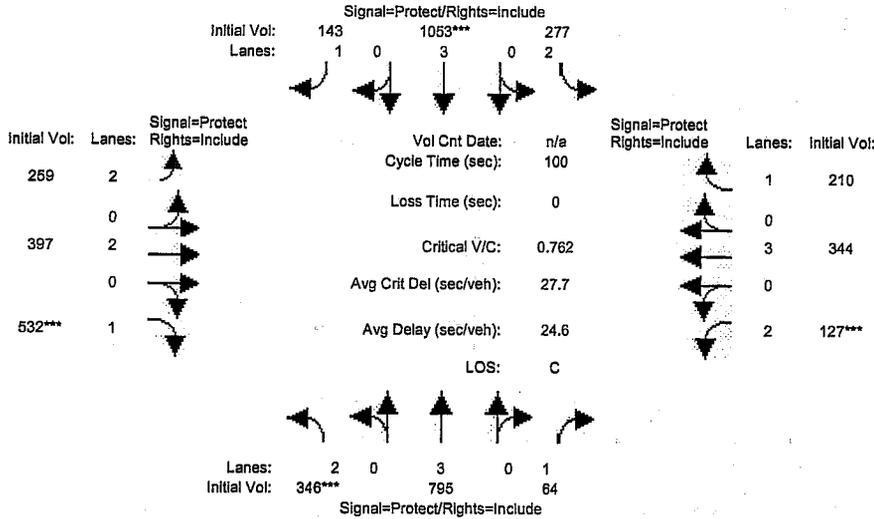


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	609	885	39	306	706	426	214	230	285	120	437	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	609	885	39	306	706	426	214	230	285	120	437	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	609	885	39	306	706	426	214	230	285	120	437	132
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:	609	885	39	306	706	426	214	230	285	120	437	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	609	885	39	306	706	426	214	230	285	120	437	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	670	885	39	337	706	426	235	230	285	132	437	132
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.03	0.11	0.16	0.28	0.08	0.08	0.19	0.04	0.10	0.09
Crit Vol:	335					426			285	66		
Crit Moves:	****					****			****	****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #118: Sunrise Boulevard/White Rock Road

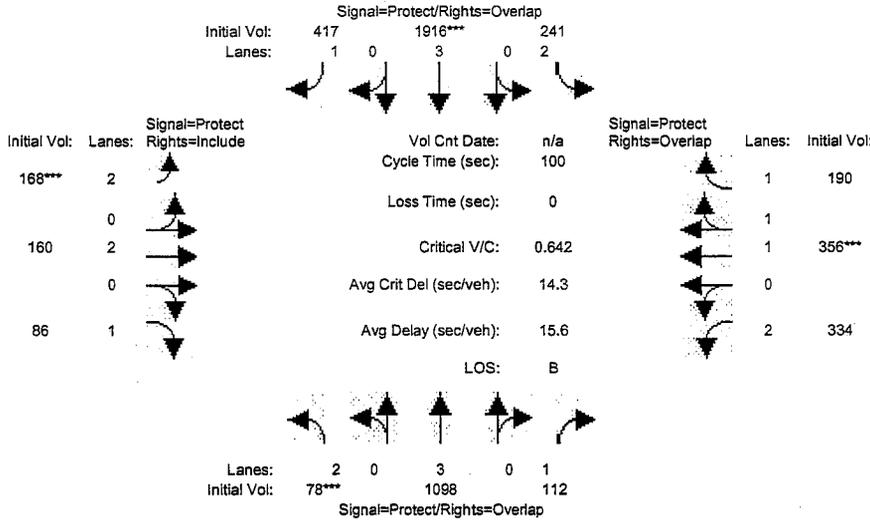


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	346	795	64	277	1053	143	259	397	532	127	344	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	795	64	277	1053	143	259	397	532	127	344	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	795	64	277	1053	143	259	397	532	127	344	210
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:	346	795	64	277	1053	143	259	397	532	127	344	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	795	64	277	1053	143	259	397	532	127	344	210
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	381	795	64	305	1053	143	285	397	532	140	344	210
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.04	0.10	0.23	0.10	0.09	0.13	0.35	0.05	0.08	0.14
Crit Vol:	190			351			532		70			
Crit Moves:	****			****			****		****	****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #119: Sunrise Boulevard/Folsom Boulevard

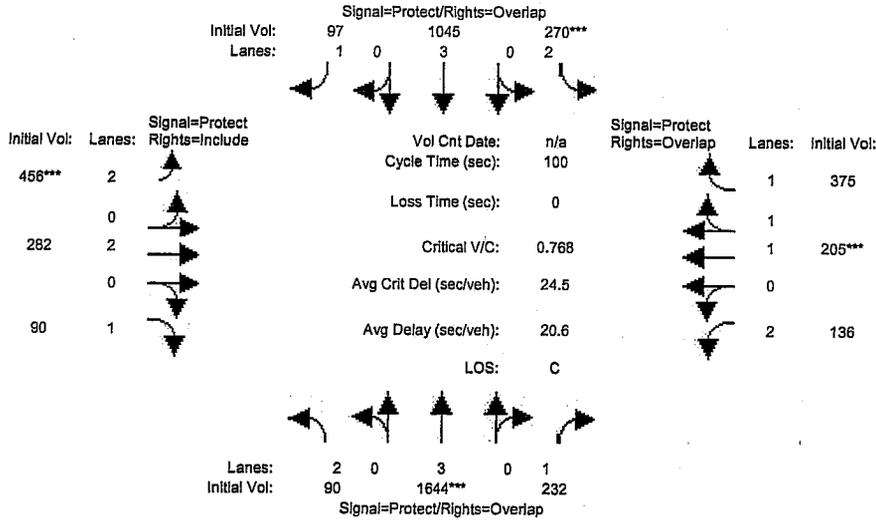


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	78	1098	112	241	1916	417	168	160	86	334	356	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1098	112	241	1916	417	168	160	86	334	356	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1098	112	241	1916	417	168	160	86	334	356	190
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:	78	1098	112	241	1916	417	168	160	86	334	356	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1098	112	241	1916	417	168	160	86	334	356	190
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	86	1098	112	265	1916	417	185	160	86	367	356	209
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.89	1.11
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	2835	1665
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.07	0.09	0.43	0.28	0.06	0.05	0.06	0.12	0.13	0.13
Crit Vol:	43			639			92			188		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #119: Sunrise Boulevard/Folsom Boulevard

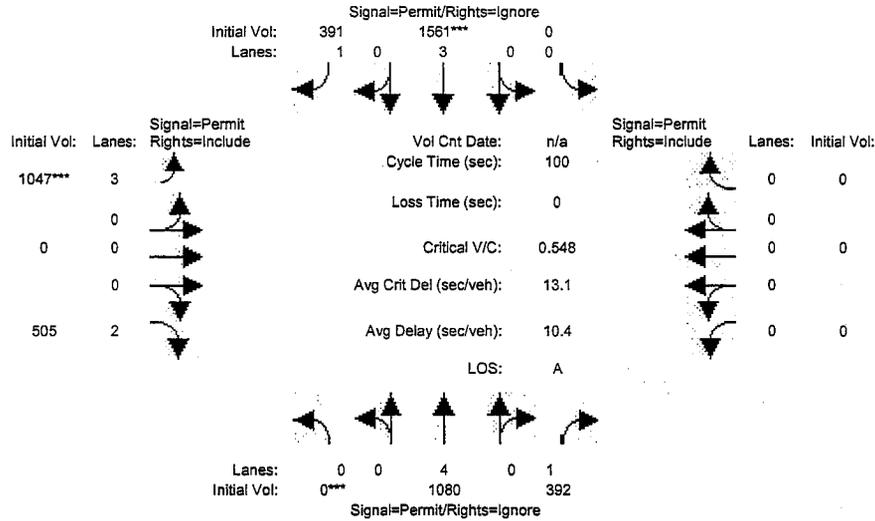


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	90	1644	232	270	1045	97	456	282	90	136	205	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1644	232	270	1045	97	456	282	90	136	205	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1644	232	270	1045	97	456	282	90	136	205	375
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:	90	1644	232	270	1045	97	456	282	90	136	205	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1644	232	270	1045	97	456	282	90	136	205	375
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	99	1644	232	297	1045	97	502	282	90	150	205	413
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.15	0.10	0.23	0.06	0.17	0.09	0.06	0.05	0.14	0.14
Crit Vol:		548		149			251			205		
Crit Moves:	***			***			***			***		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

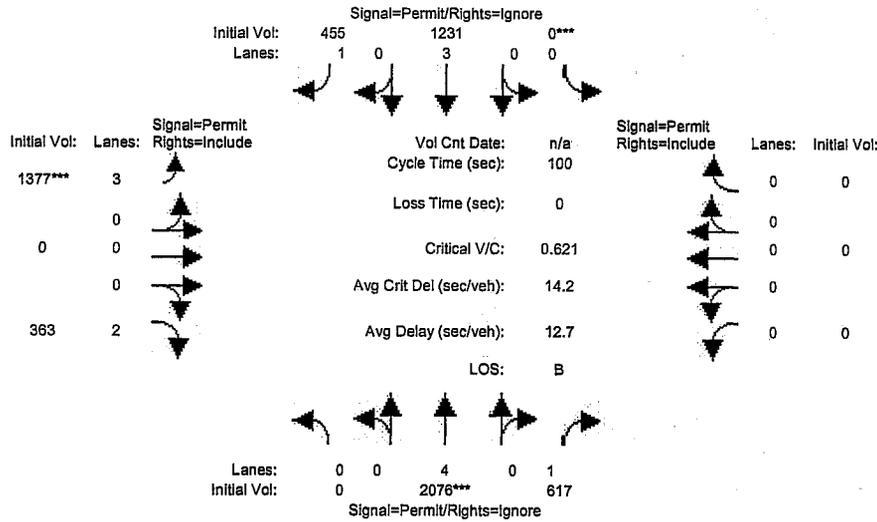


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1080	392	0	1561	391	1047	0	505	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1080	392	0	1561	391	1047	0	505	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1080	392	0	1561	391	1047	0	505	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1080	0	0	1561	0	1047	0	505	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1080	0	0	1561	0	1047	0	505	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1080	0	0	1561	0	1152	0	556	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6600	1650	0	4950	1650	4950	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.32	0.00	0.23	0.00	0.17	0.00	0.00	0.00
Crit Vol:	0				520		384			0		
Crit Moves:	****				****		****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

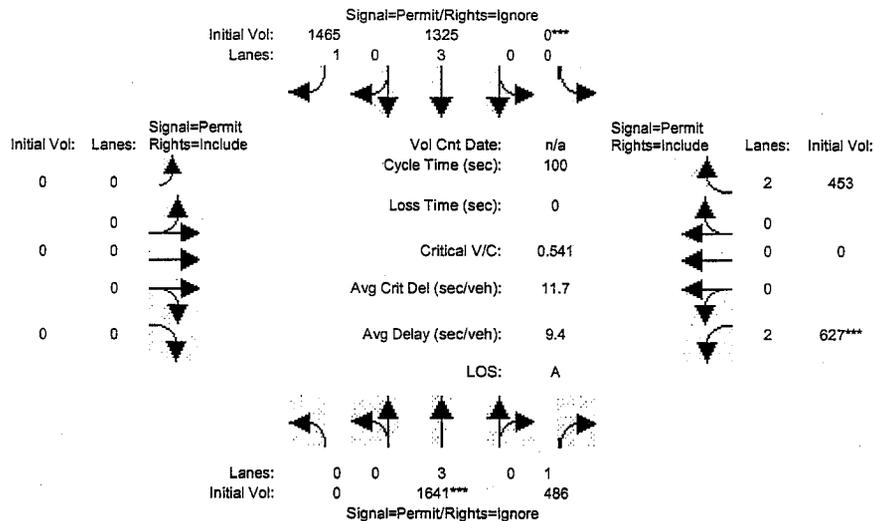


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2076	617	0	1231	455	1377	0	363	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2076	617	0	1231	455	1377	0	363	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2076	617	0	1231	455	1377	0	363	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2076	0	0	1231	0	1377	0	363	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2076	0	0	1231	0	1377	0	363	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2076	0	0	1231	0	1515	0	399	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6600	1650	0	4950	1650	4950	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.25	0.00	0.31	0.00	0.12	0.00	0.00	0.00
Crit Vol:		519			0		505				0	
Crit Moves:		***			***		***					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

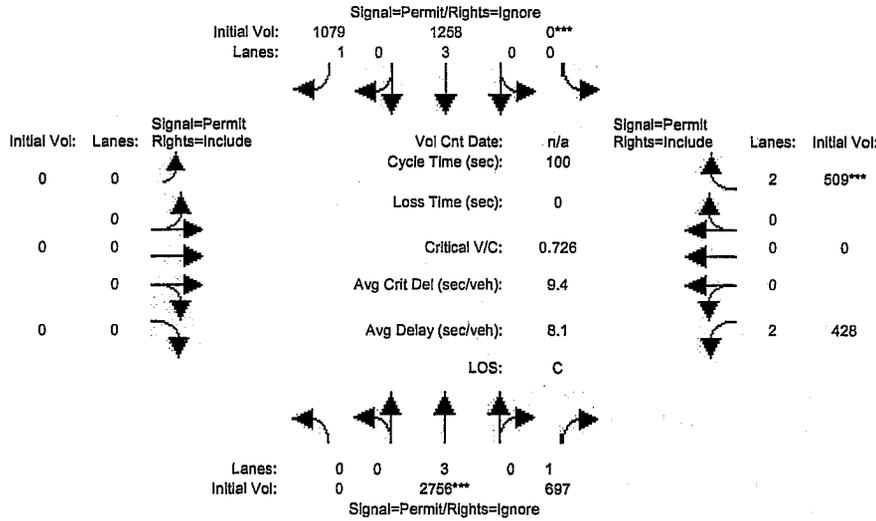


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1641	486	0	1325	1465	0	0	0	627	0	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1641	486	0	1325	1465	0	0	0	627	0	453
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1641	486	0	1325	1465	0	0	0	627	0	453
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1641	0	0	1325	0	0	0	0	627	0	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1641	0	0	1325	0	0	0	0	627	0	453
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	1641	0	0	1325	0	0	0	0	690	0	498
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4950	1650	0	4950	1650	0	0	0	3300	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.21	0.00	0.15
Crit Vol:		547			0			0			345	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

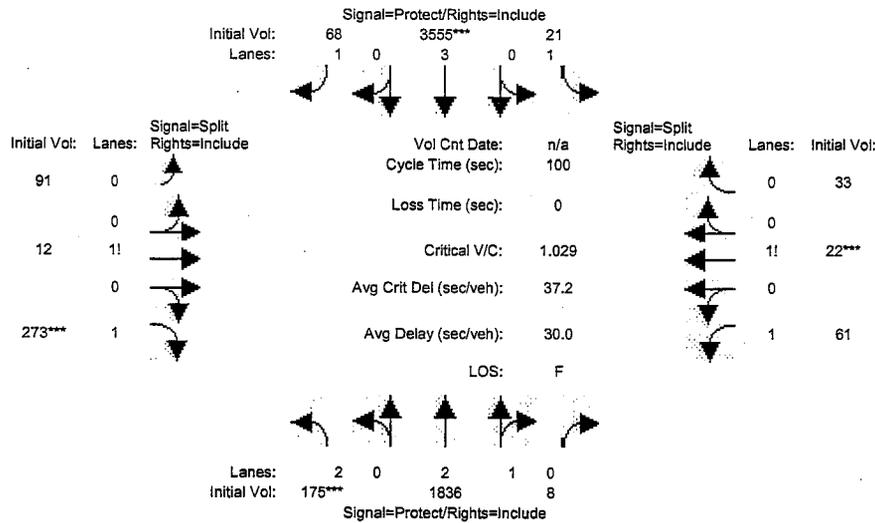


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2756	697	0	1258	1079	0	0	0	428	0	509
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2756	697	0	1258	1079	0	0	0	428	0	509
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2756	697	0	1258	1079	0	0	0	428	0	509
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2756	0	0	1258	0	0	0	0	428	0	509
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2756	0	0	1258	0	0	0	0	428	0	509
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	2756	0	0	1258	0	0	0	0	471	0	560
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4950	1650	0	4950	1650	0	0	0	3300	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.14	0.00	0.17
Crit Vol:		919			0			0				280
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #122: Sunrise Boulevard/Zinfandel Drive

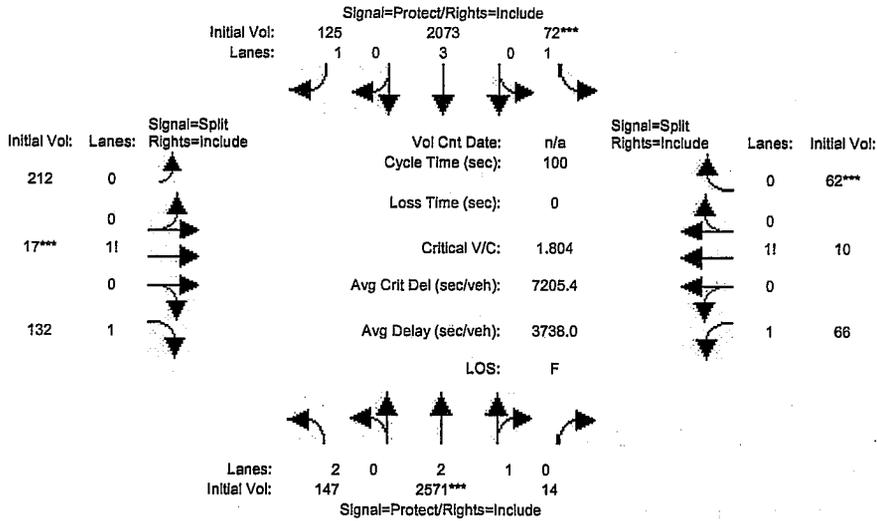


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	175	1836	8	21	3555	68	91	12	273	61	22	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1836	8	21	3555	68	91	12	273	61	22	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	1836	8	21	3555	68	91	12	273	61	22	33
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:	175	1836	8	21	3555	68	91	12	273	61	22	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1836	8	21	3555	68	91	12	273	61	22	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	193	1836	8	21	3555	68	91	12	300	67	22	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.99	0.01	1.00	3.00	1.00	0.45	0.06	1.49	1.10	0.36	0.54
Final Sat.:	3000	4480	20	1500	4500	1500	677	89	2234	1649	541	811
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.41	0.01	0.79	0.05	0.13	0.13	0.13	0.04	0.04	0.04
Crit Vol:	96			1185			202			61		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #122: Sunrise Boulevard/Zinfandel Drive

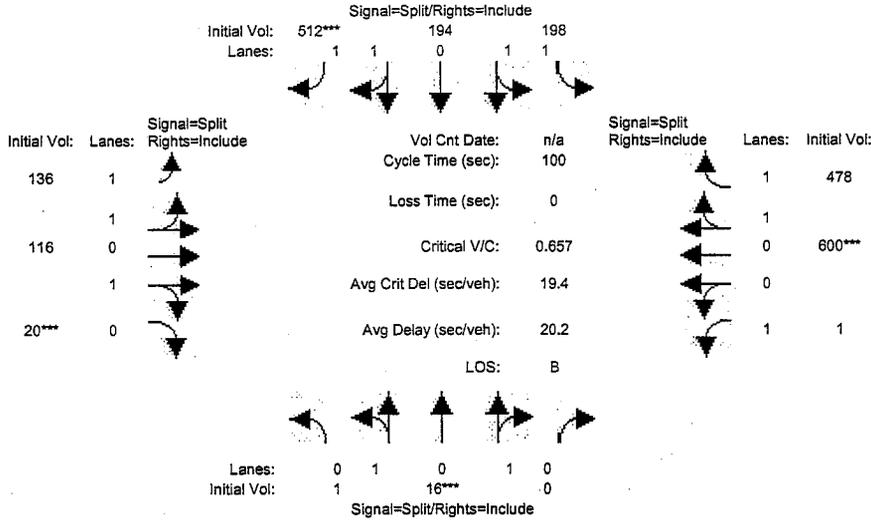


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	147	2571	14	72	2073	125	212	17	132	66	10	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	2571	14	72	2073	125	212	17	132	66	10	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	2571	14	72	2073	125	212	17	132	66	10	62
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:	147	2571	14	72	2073	125	212	17	132	66	10	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	2571	14	72	2073	125	212	17	132	66	10	62
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	162	2571	14	72	2073	125	212	17	145	73	10	62
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.98	0.02	1.00	3.00	1.00	0.99	0.01	1.00	1.00	0.14	0.86
Final Sat.:	3000	4476	24	1500	4500	1500	1485	15	1500	1506	207	1286
Capacity Analysis Module:												
Vol/Sat:	0.05	0.57	0.57	0.05	0.46	0.08	0.14	1.13	0.10	0.05	0.05	0.05
Crit Vol:		862			72			1700			72	
Crit Moves:		****			****			****			****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #123: Hazel Avenue/Folsom Boulevard

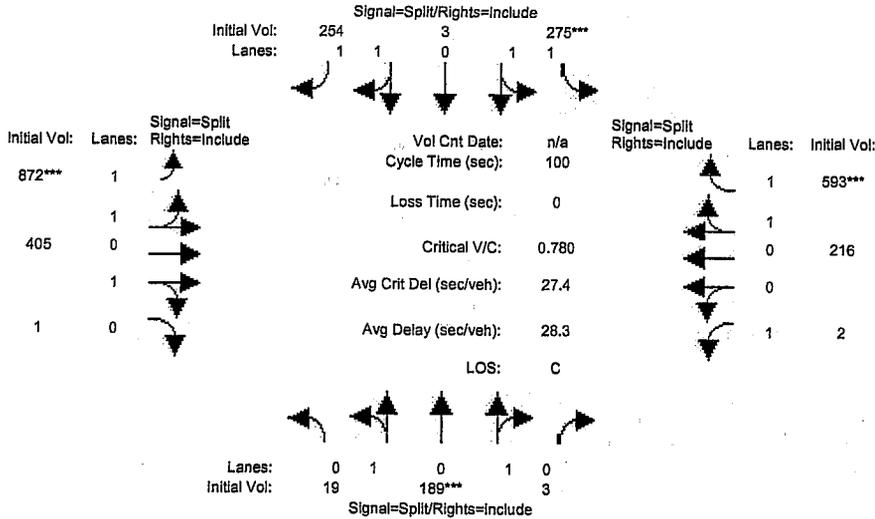


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1	16	0	198	194	512	136	116	20	1	600	478
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	16	0	198	194	512	136	116	20	1	600	478
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	16	0	198	194	512	136	116	20	1	600	478
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:	1	16	0	198	194	512	136	116	20	1	600	478
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	16	0	198	194	512	136	116	20	1	600	478
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	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10
Final Vol.:	1	16	0	218	194	563	150	116	20	1	600	526
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.12	1.88	0.00	1.06	0.94	2.00	1.57	1.22	0.21	1.00	1.00	1.00
Final Sat.:	176	2824	0	1587	1413	3000	2360	1826	314	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.14	0.14	0.19	0.06	0.06	0.06	0.00	0.40	0.35
Crit Vol:		9				282			95		600	
Crit Moves:		****				****			****		****	

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #123: Hazel Avenue/Folsom Boulevard

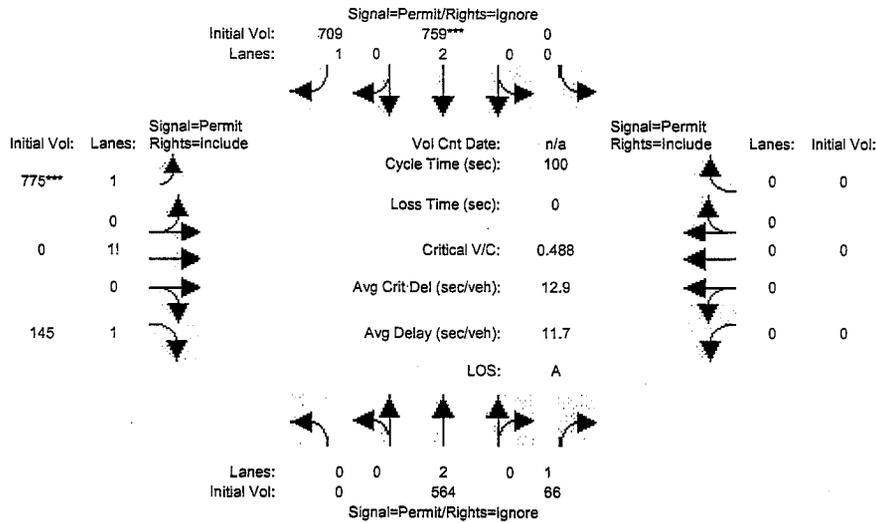


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	19	189	3	275	3	254	872	405	1	2	216	593
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	189	3	275	3	254	872	405	1	2	216	593
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	189	3	275	3	254	872	405	1	2	216	593
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:	19	189	3	275	3	254	872	405	1	2	216	593
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	189	3	275	3	254	872	405	1	2	216	593
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	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10
Final Vol.:	19	189	3	303	3	279	959	405	1	2	216	652
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.18	1.79	0.03	2.00	0.02	1.98	2.00	0.99	0.01	1.00	0.50	1.50
Final Sat.:	270	2687	43	3000	32	2968	3000	1496	4	1500	746	2254
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.10	0.09	0.09	0.32	0.27	0.27	0.00	0.29	0.29
Crit Vol:		106		151			480					434
Crit Moves:	****			****			****					****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

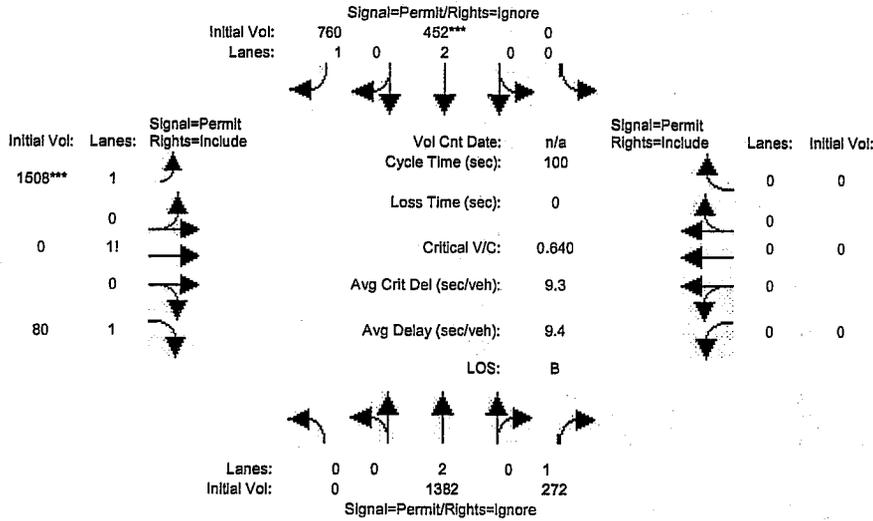


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	564	66	0	759	709	775	0	145	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	564	66	0	759	709	775	0	145	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	564	66	0	759	709	775	0	145	0	0	0
User Adj:	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	759	0	775	0	145	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	759	0	775	0	145	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	0	0	0	759	0	853	0	160	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3300	1650	0	3300	1650	3300	0	1650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.23	0.00	0.26	0.00	0.10	0.00	0.00	0.00
Crit Vol:	0				380		426			0		
Crit Moves:					****		****					

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

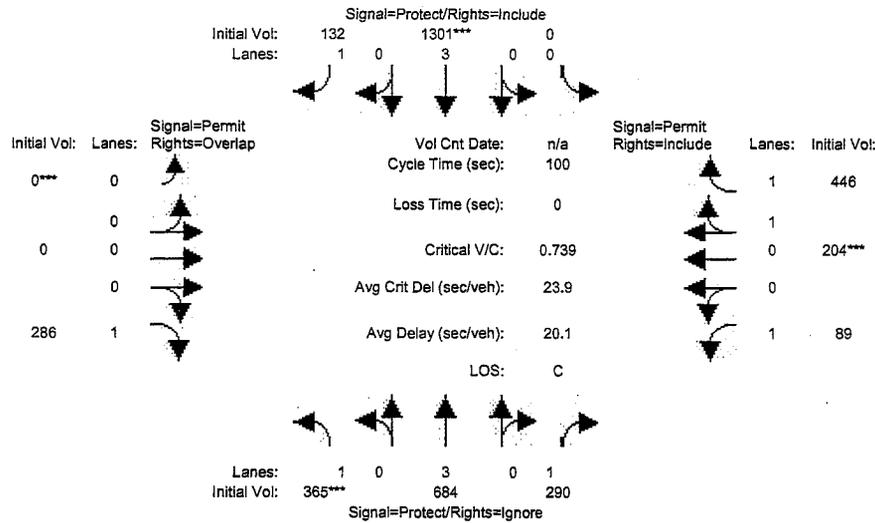


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1382	272	0	452	760	1508	0	80	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1382	272	0	452	760	1508	0	80	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1382	272	0	452	760	1508	0	80	0	0	0
User Adj:	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	452	0	1508	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	452	0	1508	0	80	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	0	0	0	452	0	1659	0	88	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3300	1650	0	3300	1650	3300	0	1650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.14	0.00	0.50	0.00	0.05	0.00	0.00	0.00
Crit Vol:	0				226		829			0		
Crit Moves:				****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Existing

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

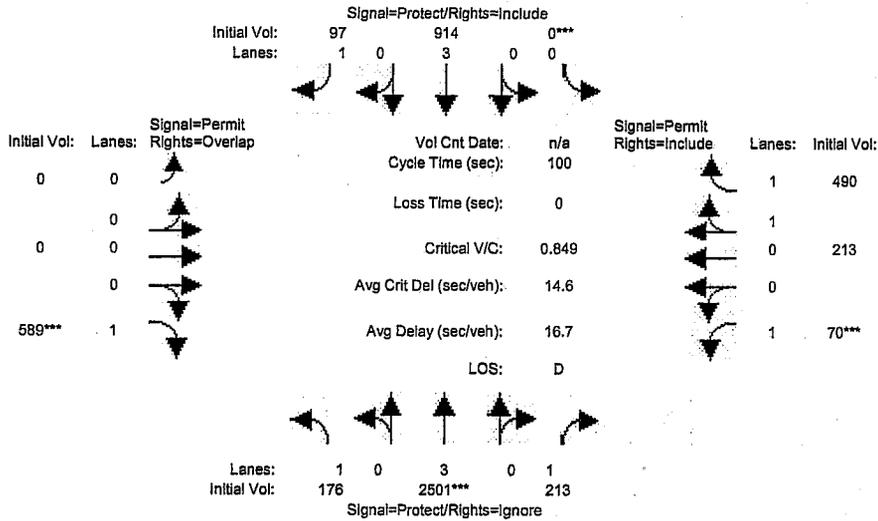


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	365	684	290	0	1301	132	0	0	286	89	204	446
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	684	290	0	1301	132	0	0	286	89	204	446
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	684	290	0	1301	132	0	0	286	89	204	446
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	365	684	0	0	1301	132	0	0	286	89	204	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	684	0	0	1301	132	0	0	286	89	204	446
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	365	684	0	0	1301	132	0	0	286	89	204	491
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.59	1.41
Final Sat.:	1550	4650	1550	0	4650	1550	0	0	1550	1550	910	2190
Capacity Analysis Module:												
Vol/Sat:	0.24	0.15	0.00	0.00	0.28	0.09	0.00	0.00	0.18	0.06	0.22	0.22
Crit Vol:	365				434		0				347	
Crit Moves:	****				****		****				****	

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Existing

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

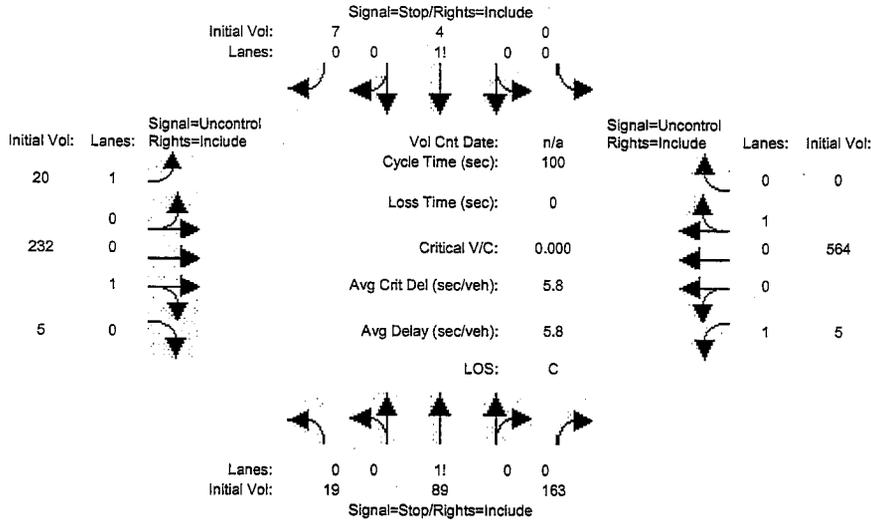


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	176	2501	213	0	914	97	0	0	589	70	213	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	2501	213	0	914	97	0	0	589	70	213	490
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	2501	213	0	914	97	0	0	589	70	213	490
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	2501	0	0	914	97	0	0	589	70	213	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	2501	0	0	914	97	0	0	589	70	213	490
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	176	2501	0	0	914	97	0	0	589	70	213	539
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.57	1.43
Final Sat.:	1550	4650	1550	0	4650	1550	0	0	1550	1550	878	2222
Capacity Analysis Module:												
Vol/Sat:	0.11	0.54	0.00	0.00	0.20	0.06	0.00	0.00	0.38	0.05	0.24	0.24
Crit Vol:		834			0				589		70	
Crit Moves:		****			****				****		****	

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
AM Existing

Intersection #1021: Eagles Nest/SR-16 - Existing

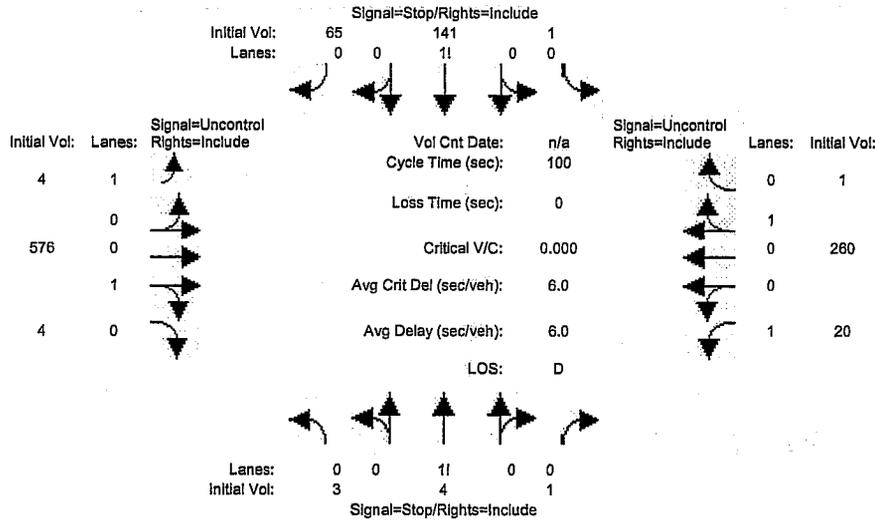


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	19	89	163	0	4	7	20	232	5	5	564	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	89	163	0	4	7	20	232	5	5	564	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	89	163	0	4	7	20	232	5	5	564	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:	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:	19	89	163	0	4	7	20	232	5	5	564	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	19	89	163	0	4	7	20	232	5	5	564	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	4.0	3.3	2.2	xxxxx	xxxxx	2.2	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	854	849	235	xxxxx	851	564	564	xxxxx	xxxxxx	237	xxxxx	xxxxxx
Potent Cap.:	281	300	810	xxxxx	299	529	1018	xxxxx	xxxxxx	1342	xxxxx	xxxxxx
Move Cap.:	269	293	810	xxxxx	292	529	1018	xxxxx	xxxxxx	1342	xxxxx	xxxxxx
Volume/Cap:	0.07	0.30	0.20	xxxxx	0.01	0.01	0.02	xxxxx	xxxxxx	0.00	xxxxx	xxxxxx
Level Of Service Module:												
Queue:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	0.1	xxxxx	xxxxxx	0.0	xxxxx	xxxxxx
Stopped Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	8.6	xxxxx	xxxxxx	7.7	xxxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	471	xxxxxx	xxxxx	xxxxx	409	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:	xxxxxx	3.6	xxxxxx	xxxxxx	xxxxx	0.1	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd StpDel:	xxxxxx	22.5	xxxxxx	xxxxxx	xxxxx	14.1	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	*	C	*	*	*	B	*	*	*	*	*	*
ApproachDel:	22.5			14.1			xxxxxxx			xxxxxxx		
ApproachLOS:	C			B			*			*		

Preserve at Sunridge

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
PM Existing

Intersection #1021: Eagles Nest/SR-16 - Existing

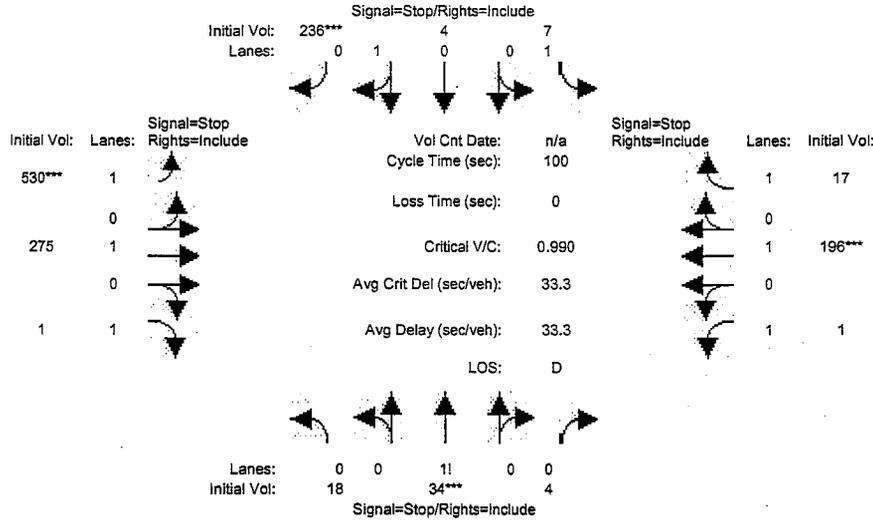


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	3	4	1	1	141	65	4	576	4	20	260	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	4	1	1	141	65	4	576	4	20	260	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	4	1	1	141	65	4	576	4	20	260	1
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:	3	4	1	1	141	65	4	576	4	20	260	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	4	1	1	141	65	4	576	4	20	260	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	XXXX	XXXXXX	4.1	XXXX	XXXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXXX	2.2	XXXX	XXXXXX
Capacity Module:												
Cnflct Vol:	990	887	578	889	889	261	261	XXXX	XXXXXX	580	XXXX	XXXXXX
Potent Cap.:	228	285	519	266	285	783	1315	XXXX	XXXXXX	1004	XXXX	XXXXXX
Move Cap.:	123	279	519	258	278	783	1315	XXXX	XXXXXX	1004	XXXX	XXXXXX
Volume/Cap:	0.02	0.01	0.00	0.00	0.51	0.08	0.00	XXXX	XXXX	0.02	XXXX	XXXX
Level of Service Module:												
Queue:	XXXXXX	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	0.0	XXXX	XXXXXX	0.1	XXXX	XXXXXX
Stopped Del:	XXXXXX	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	7.7	XXXX	XXXXXX	8.7	XXXX	XXXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	XXXX	197	XXXXXX	XXXX	349	XXXXXX	XXXX	XXXX	XXXXXX	XXXX	XXXX	XXXXXX
Shared Queue:	XXXXXX	0.1	XXXXXX	XXXXXX	3.6	XXXXXX	XXXXXX	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX
Shrd StpDel:	XXXXXX	24.0	XXXXXX	XXXXXX	29.3	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
Shared LOS:	*	C	*	*	D	*	*	*	*	*	*	*
ApproachDel:	24.0			29.3			XXXXXXX			XXXXXXX		
ApproachLOS:	C			D			*			*		

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
AM Existing

Intersection #1061: Sunrise/Grant Line - Existing

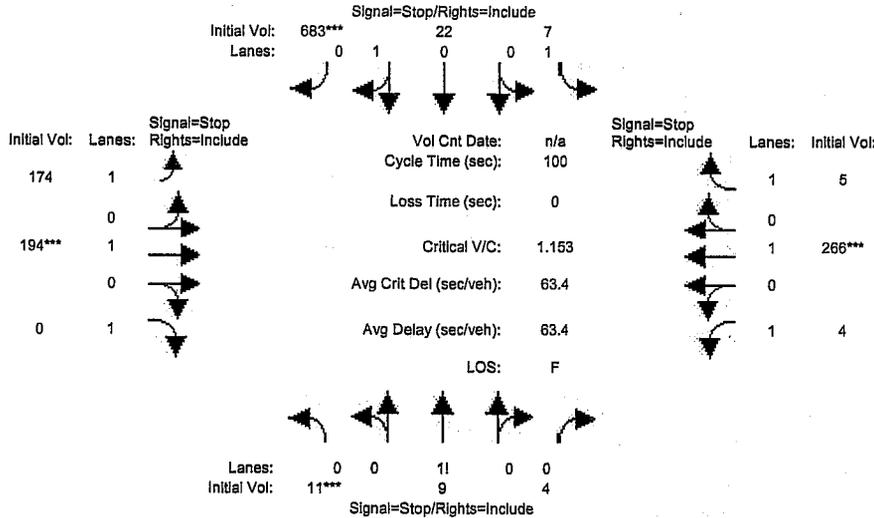


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	18	34	4	7	4	236	530	275	1	1	196	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	34	4	7	4	236	530	275	1	1	196	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	34	4	7	4	236	530	275	1	1	196	17
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:	18	34	4	7	4	236	530	275	1	1	196	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	34	4	7	4	236	530	275	1	1	196	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
Final Vol.:	18	34	4	7	4	236	530	275	1	1	196	17
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:	0.32	0.61	0.07	1.00	0.02	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	147	278	33	459	9	534	535	571	635	445	477	522
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.02	0.44	0.44	0.99	0.48	0.00	0.00	0.41	0.03
Crit Moves:	****					****	****				****	
Delay/Veh:	11.5	11.5	11.5	10.5	14.1	14.1	62.0	14.4	8.2	10.6	14.9	9.6
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:	11.5	11.5	11.5	10.5	14.1	14.1	62.0	14.4	8.2	10.6	14.9	9.6
LOS by Move:	B	B	B	B	B	B	F	B	A	B	B	A
ApproachDel:	11.5			14.0			45.7			14.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			14.0			45.7			14.5		
LOS by Appr:	B			B			E			B		

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
PM Existing

Intersection #1061: Sunrise/Grant Line - Existing

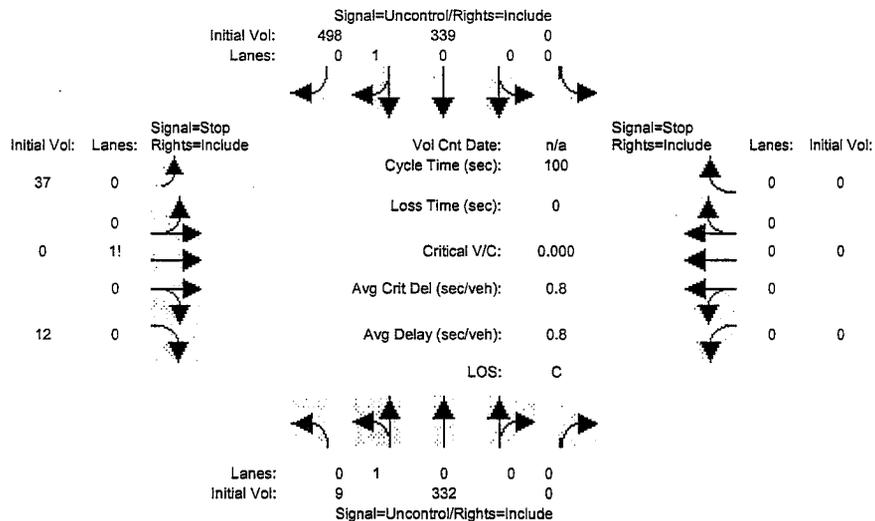


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	11	9	4	7	22	683	174	194	0	4	266	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	9	4	7	22	683	174	194	0	4	266	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	9	4	7	22	683	174	194	0	4	266	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:	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:	11	9	4	7	22	683	174	194	0	4	266	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	9	4	7	22	683	174	194	0	4	266	5
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
Final Vol.:	11	9	4	7	22	683	174	194	0	4	266	5
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:	0.46	0.37	0.17	1.00	0.03	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	196	161	71	499	19	592	450	480	0	439	469	513
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.01	1.15	1.15	0.39	0.40	XXXX	0.01	0.57	0.01
Crit Moves:	****					****		****			****	
Delay/Veh:	11.3	11.3	11.3	9.9	108	108.1	15.4	15.0	0.0	10.9	19.5	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:	11.3	11.3	11.3	9.9	108	108.1	15.4	15.0	0.0	10.9	19.5	9.7
LOS by Move:	B	B	B	A	F	F	C	B	*	B	C	A
ApproachDel:	11.3			107.1			15.2			19.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			107.1			15.2			19.2		
LOS by Appr:	B			F			C			C		

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
AM Existing

Intersection #1261: White Rock/Grant Line - Existing

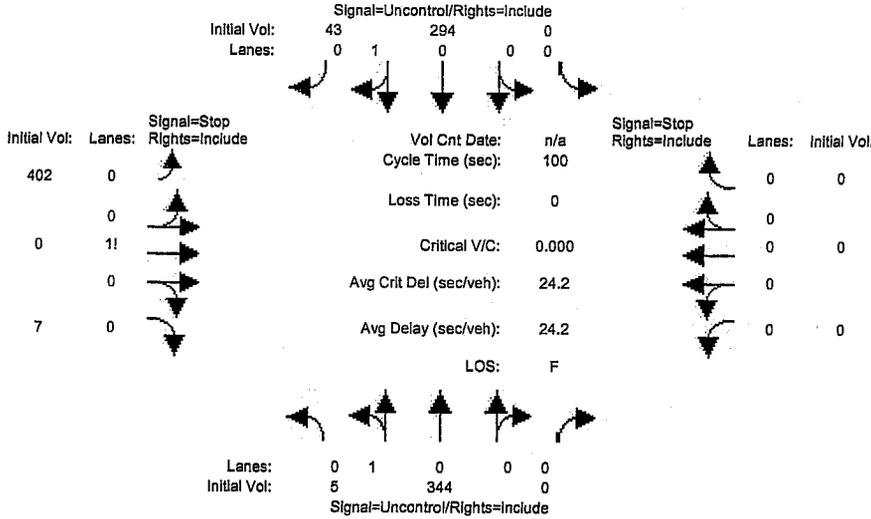


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	9	332	0	0	339	498	37	0	12	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	332	0	0	339	498	37	0	12	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	332	0	0	339	498	37	0	12	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:	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:	9	332	0	0	339	498	37	0	12	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	9	332	0	0	339	498	37	0	12	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	6.4	XXXX	6.2	XXXXX	XXXX	XXXXX
FollowUpTim:	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	3.5	XXXX	3.3	XXXXX	XXXX	XXXXX
Capacity Module:												
Cnflct Vol:	837	XXXX	XXXXX	XXXX	XXXX	XXXXX	938	XXXX	588	XXXX	XXXX	XXXXX
Potent Cap.:	806	XXXX	XXXXX	XXXX	XXXX	XXXXX	296	XXXX	513	XXXX	XXXX	XXXXX
Move Cap.:	806	XXXX	XXXXX	XXXX	XXXX	XXXXX	293	XXXX	513	XXXX	XXXX	XXXXX
Volume/Cap:	0.01	XXXX	XXXX	XXXX	XXXX	XXXX	0.13	XXXX	0.02	XXXX	XXXX	XXXX
Level Of Service Module:												
Queue:	0.0	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Stopped Del:	9.5	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	328	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	0.0	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	0.5	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	9.5	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	17.9	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	XXXXXX			XXXXXX				17.9		XXXXXX		
ApproachLOS:	*			*				C		*		

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
PM Existing

Intersection #1261: White Rock/Grant Line - Existing

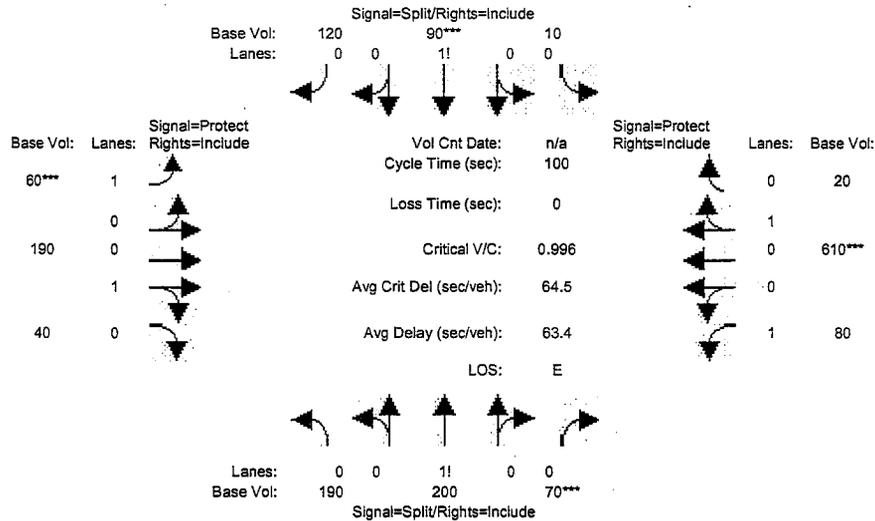


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	5	344	0	0	294	43	402	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	344	0	0	294	43	402	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	344	0	0	294	43	402	0	7	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:	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:	5	344	0	0	294	43	402	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	5	344	0	0	294	43	402	0	7	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	337	xxxx	xxxxx	xxxx	xxxx	xxxxx	670	xxxx	316	xxxx	xxxx	xxxxx
Potent Cap.:	1234	xxxx	xxxxx	xxxx	xxxx	xxxxx	426	xxxx	730	xxxx	xxxx	xxxxx
Move Cap.:	1234	xxxx	xxxxx	xxxx	xxxx	xxxxx	424	xxxx	730	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.95	xxxx	0.01	xxxx	xxxx	xxxx
Level of Service Module:												
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	427	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	64.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			64.8			xxxxxxx		
ApproachLOS:	*			*			F			*		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #101: Excelsior Road/Jackson Road/SR 16

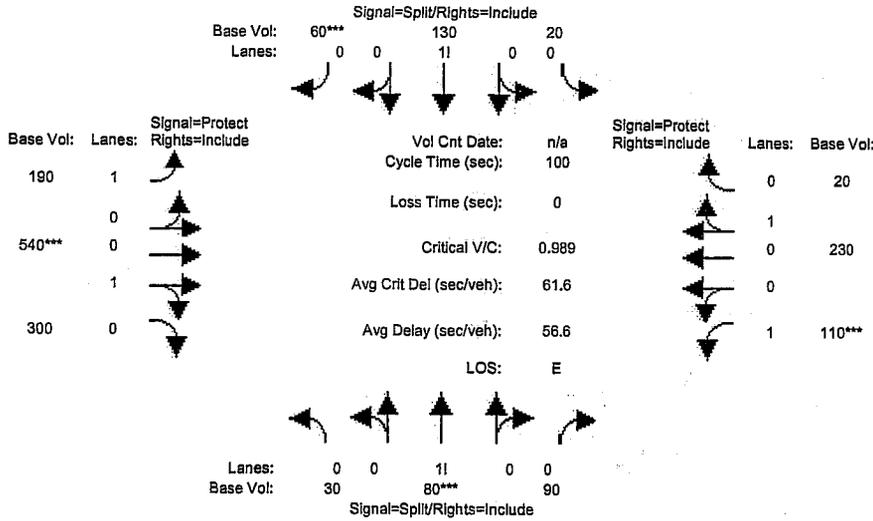


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	190	200	70	10	90	120	60	190	40	80	610	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	200	70	10	90	120	60	190	40	80	610	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:	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:	190	200	70	10	90	120	60	190	40	80	610	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	200	70	10	90	120	60	190	40	80	610	20
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
Final Vol.:	190	200	70	10	90	120	60	190	40	80	610	20
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	0.41	0.44	0.15	0.05	0.41	0.54	1.00	0.83	0.17	1.00	0.97	0.03
Final Sat.:	568	598	209	63	563	750	1375	1136	239	1375	1331	44
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.16	0.16	0.16	0.04	0.17	0.17	0.06	0.46	0.46
Crit Vol:			460			220			60			630
Crit Moves:			****			****			****			****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #101: Excelsior Road/Jackson Road/SR 16

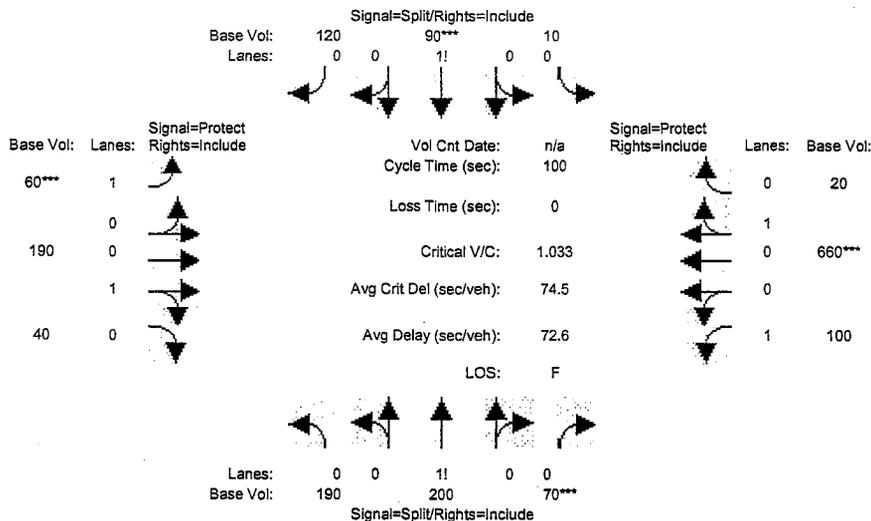


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	80	90	20	130	60	190	540	300	110	230	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	80	90	20	130	60	190	540	300	110	230	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:	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:	30	80	90	20	130	60	190	540	300	110	230	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	80	90	20	130	60	190	540	300	110	230	20
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
Final Vol.:	30	80	90	20	130	60	190	540	300	110	230	20
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	0.15	0.40	0.45	0.09	0.62	0.29	1.00	0.64	0.36	1.00	0.92	0.08
Final Sat.:	206	550	619	131	851	393	1375	884	491	1375	1265	110
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.15	0.15	0.15	0.14	0.61	0.61	0.08	0.18	0.18
Crit Vol:		200				210		840			110	
Crit Moves:	****					****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #101: Excelsior Road/Jackson Road/SR 16

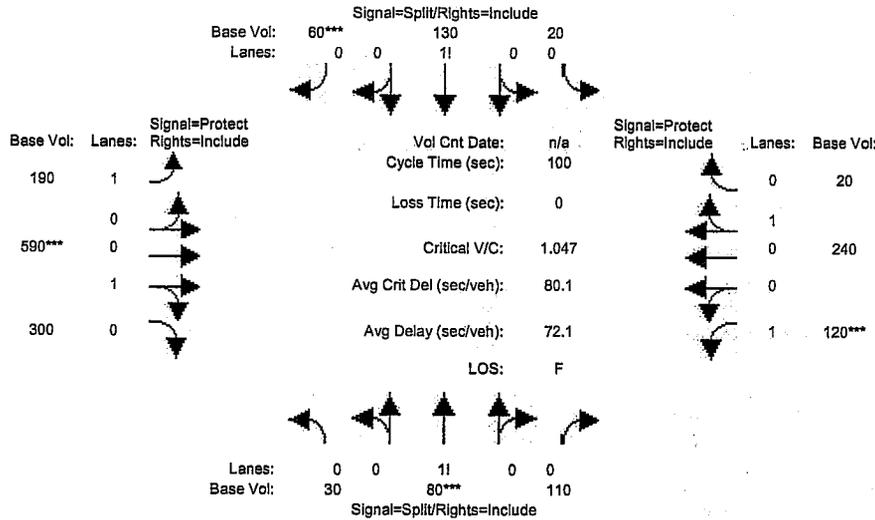


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	190	200	70	10	90	120	60	190	40	100	660	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	200	70	10	90	120	60	190	40	100	660	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:	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:	190	200	70	10	90	120	60	190	40	100	660	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	200	70	10	90	120	60	190	40	100	660	20
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
Final Vol.:	190	200	70	10	90	120	60	190	40	100	660	20
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	0.41	0.44	0.15	0.05	0.41	0.54	1.00	0.83	0.17	1.00	0.97	0.03
Final Sat.:	568	598	209	63	563	750	1375	1136	239	1375	1335	40
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.16	0.16	0.16	0.04	0.17	0.17	0.07	0.49	0.49
Crit Vol:			460			220			60			680
Crit Moves:			****			****			****			****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #101: Excelsior Road/Jackson Road/SR 16

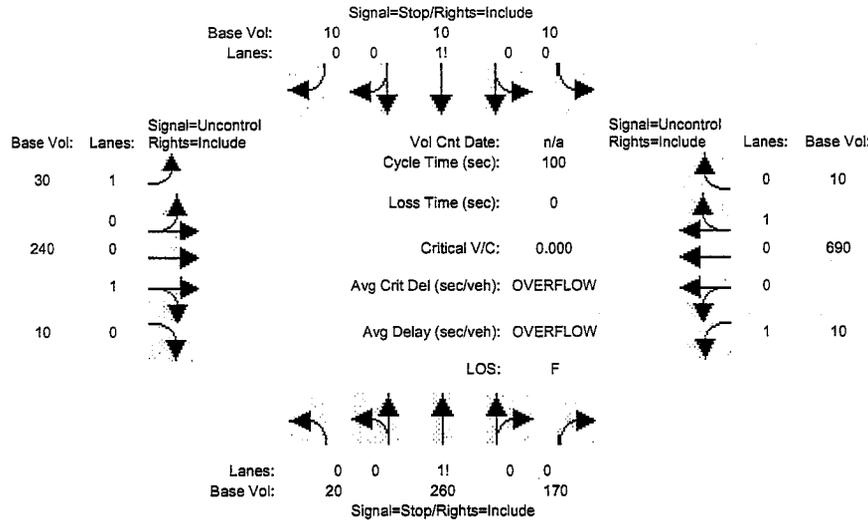


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	80	110	20	130	60	190	590	300	120	240	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	80	110	20	130	60	190	590	300	120	240	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:	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:	30	80	110	20	130	60	190	590	300	120	240	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	80	110	20	130	60	190	590	300	120	240	20
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
Final Vol.:	30	80	110	20	130	60	190	590	300	120	240	20
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	0.14	0.36	0.50	0.09	0.62	0.29	1.00	0.66	0.34	1.00	0.92	0.08
Final Sat.:	188	500	688	131	851	393	1375	912	463	1375	1269	106
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.15	0.15	0.15	0.14	0.65	0.65	0.09	0.19	0.19
Crit Vol:		220				210		890		120		
Crit Moves:	***					***		***		***		

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
AM Baseline

Intersection #102: Eagles Nest/SR-16 - Existing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	260	170	10	10	10	30	240	10	10	690	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:	20	260	170	10	10	10	30	240	10	10	690	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:	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:	20	260	170	10	10	10	30	240	10	10	690	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	20	260	170	10	10	10	30	240	10	10	690	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	XXXX	XXXXXX	4.1	XXXX	XXXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXXX	2.2	XXXX	XXXXXX
Capacity Module:												
Cnflct Vol:	1030	1025	245	1235	1025	695	700	XXXX	XXXXXX	250	XXXX	XXXXXX
Potent Cap.:	214	237	799	155	237	446	906	XXXX	XXXXXX	1327	XXXX	XXXXXX
Move Cap.:	196	227	799	0	227	446	906	XXXX	XXXXXX	1327	XXXX	XXXXXX
Volume/Cap:	0.10	1.14	0.21	XXXX	0.04	0.02	0.03	XXXX	XXXX	0.01	XXXX	XXXX
Level Of Service Module:												
Queue:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.1	XXXX	XXXXXX	0.0	XXXX	XXXXXX
Stopped Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	9.1	XXXX	XXXXXX	7.7	XXXX	XXXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	XXXX	308	XXXXX	XXXX	0	XXXXX	XXXX	XXXX	XXXXXX	XXXX	XXXX	XXXXXX
SharedQueue:	XXXXX	24.6	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXXX	XXXXX	XXXX	XXXXXX
Shrd StpDel:	XXXXX	255	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXXX	XXXXX	XXXX	XXXXXX
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	255.2			XXXXXX			XXXXXX			XXXXXX		
ApproachLOS:	F			F			*			*		

Signal Warrant Report

\*\*\*\*\*  
 Intersection #102 Eagles Nest/SR-16 - Existing  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant Met

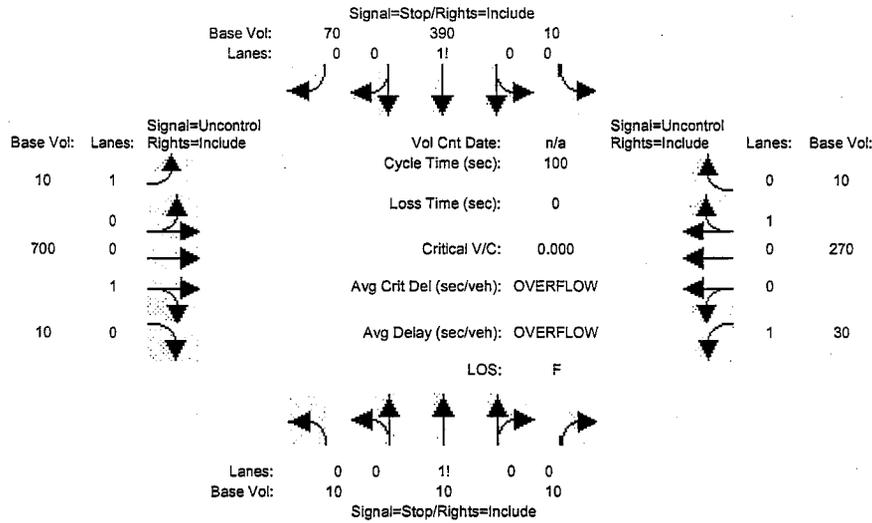
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		



Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
PM Baseline

Intersection #102: Eagles Nest/SR-16 - Existing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	10	10	10	390	70	10	700	10	30	270	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:	10	10	10	10	390	70	10	700	10	30	270	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:	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:	10	10	10	10	390	70	10	700	10	30	270	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	10	10	10	10	390	70	10	700	10	30	270	10
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:												
Cnflct Vol:	1290	1065	705	1070	1065	275	280	XXXX	XXXXX	710	XXXX	XXXXX
Potent Cap.:	142	224	440	201	224	769	1294	XXXX	XXXXX	899	XXXX	XXXXX
Move Cap.:	0	215	440	183	215	769	1294	XXXX	XXXXX	899	XXXX	XXXXX
Volume/Cap:	XXXX	0.05	0.02	0.05	1.81	0.09	0.01	XXXX	XXXX	0.03	XXXX	XXXX
Level Of Service Module:												
Queue:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	0.1	XXXX	XXXXX
Stopped Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	7.8	XXXX	XXXXX	9.1	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	240	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	XXXX	XXXXX	XXXXX	33.9	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	XXXXX	XXXX	XXXXX	XXXXX	480	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	XXXXXX			479.7			XXXXXX			XXXXXX		
ApproachLOS:	F			F			*			*		

Signal Warrant Report

\*\*\*\*\*  
 Intersection #102 Eagles Nest/SR-16 - Existing  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant Met

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		

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Lanes:      0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0
Final Vol.: 10 10 10 10 390 70 10 700 10 30 270 10
ApproachDel:  xxxxxx          479.7          xxxxxx          xxxxxx

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-----|-----|-----|-----|-----|-----|-----|-----|
Approach[northbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
    SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
    FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1530]
    SUCCEED - Total volume greater than or equal to 800 for intersection
              with four or more approaches.

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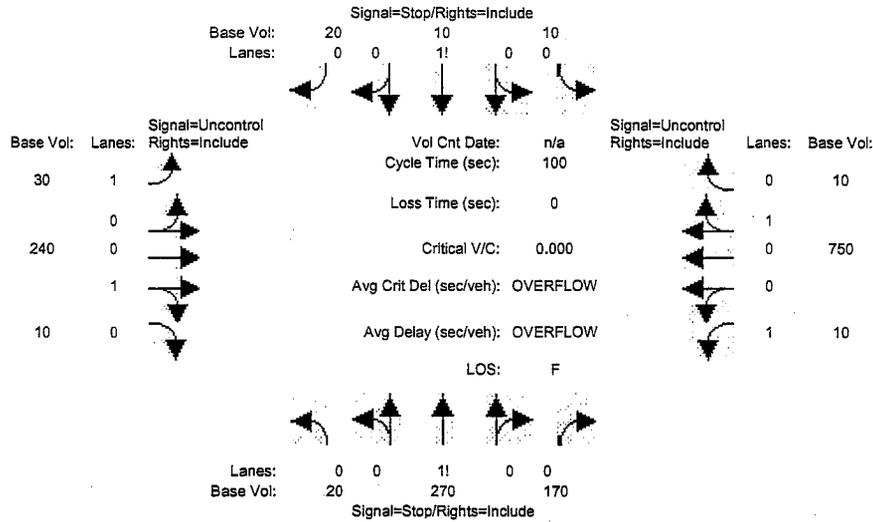
-----|-----|-----|-----|-----|-----|-----|-----|
Approach[southbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=62.6]
    SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=470]
    SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1530]
    SUCCEED - Total volume greater than or equal to 800 for intersection
              with four or more approaches.

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Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
AM Baseline + Project

Intersection #102: Eagles Nest/SR-16 - Existing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	270	170	10	10	20	30	240	10	10	750	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:	20	270	170	10	10	20	30	240	10	10	750	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:	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:	20	270	170	10	10	20	30	240	10	10	750	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	20	270	170	10	10	20	30	240	10	10	750	10
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:												
Cnflct Vol:	1095	1085	245	1300	1085	755	760	XXXX	XXXXX	250	XXXX	XXXXX
Potent Cap.:	193	218	799	140	218	412	861	XXXX	XXXXX	1327	XXXX	XXXXX
Move Cap.:	171	209	799	0	209	412	861	XXXX	XXXXX	1327	XXXX	XXXXX
Volume/Cap:	0.12	1.29	0.21	XXXX	0.05	0.05	0.03	XXXX	XXXX	0.01	XXXX	XXXX
Level Of Service Module:												
Queue:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.1	XXXX	XXXXX	0.0	XXXX	XXXXX
Stopped Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	9.3	XXXX	XXXXX	7.7	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	XXXX	284	XXXXX	XXXX	0	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	28.1	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	XXXXX	327	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	326.8			XXXXXX			XXXXXX			XXXXXX		
ApproachLOS:	F			F			*			*		

Signal Warrant Report

\*\*\*\*\*  
Intersection #102 Eagles Nest/SR-16 - Existing  
\*\*\*\*\*  
Base Volume Alternative: Peak Hour Warrant Met

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		

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Lanes:      0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0
Final Vol.: 20 270 170 10 10 20 30 240 10 10 750 10
ApproachDel: 326.8          xxxxxx          xxxxxx          xxxxxx

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-----|-----|-----|-----|-----|
Approach[northbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=41.8]
    SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=460]
    SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1550]
    SUCCEED - Total volume greater than or equal to 800 for intersection
                with four or more approaches.

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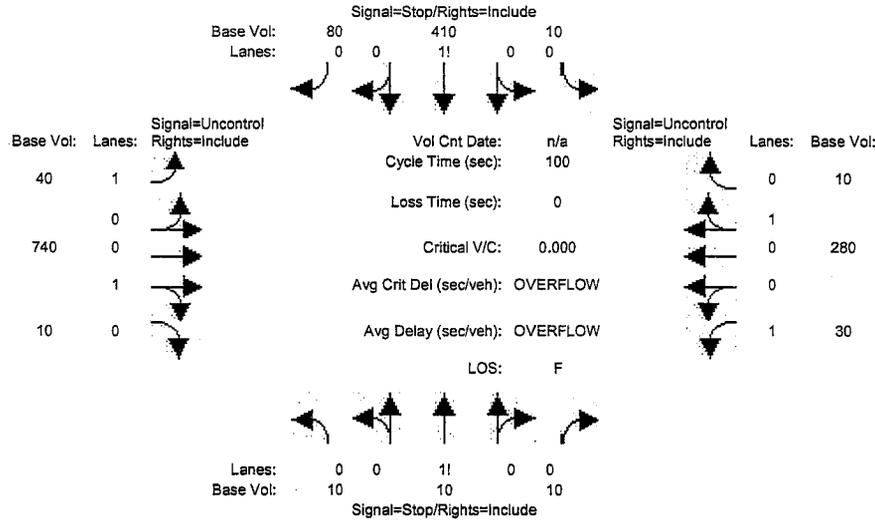
-----|-----|-----|-----|-----|
Approach[southbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
    SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=40]
    FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1550]
    SUCCEED - Total volume greater than or equal to 800 for intersection
                with four or more approaches.

```

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
PM Baseline + Project

Intersection #102: Eagles Nest/SR-16 - Existing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	10	10	10	410	80	40	740	10	30	280	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:	10	10	10	10	410	80	40	740	10	30	280	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:	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:	10	10	10	10	410	80	40	740	10	30	280	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	10	10	10	10	410	80	40	740	10	30	280	10
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:												
Cnflct Vol:	1415	1175	745	1180	1175	285	290	XXXX	XXXXX	750	XXXX	XXXXX
Potent Cap.:	116	193	417	169	193	759	1283	XXXX	XXXXX	868	XXXX	XXXXX
Move Cap.:	0	181	417	150	181	759	1283	XXXX	XXXXX	868	XXXX	XXXXX
Volume/Cap:	XXXX	0.06	0.02	0.07	2.27	0.11	0.03	XXXX	XXXX	0.03	XXXX	XXXX
Level Of Service Module:												
Queue:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.1	XXXX	XXXXX	0.1	XXXX	XXXXX
Stopped Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	7.9	XXXX	XXXXX	9.3	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	205	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shared Queue:	XXXXX	XXXX	XXXXX	XXXXX	41.4	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	XXXXX	XXXX	XXXXX	XXXXX	700	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	XXXXXX			699.6			XXXXXX			XXXXXX		
ApproachLOS:	F			F			*			*		

Signal Warrant Report

\*\*\*\*\*  
Intersection #102 Eagles Nest/SR-16 - Existing  
\*\*\*\*\*  
Base Volume Alternative: Peak Hour Warrant Met

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		

Lanes:	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	1	0
Final Vol.:	10	10	10	10	410	80	40	740	10	30	280	10					
ApproachDel:	xxxxxx		699.6					xxxxxx		xxxxxx							

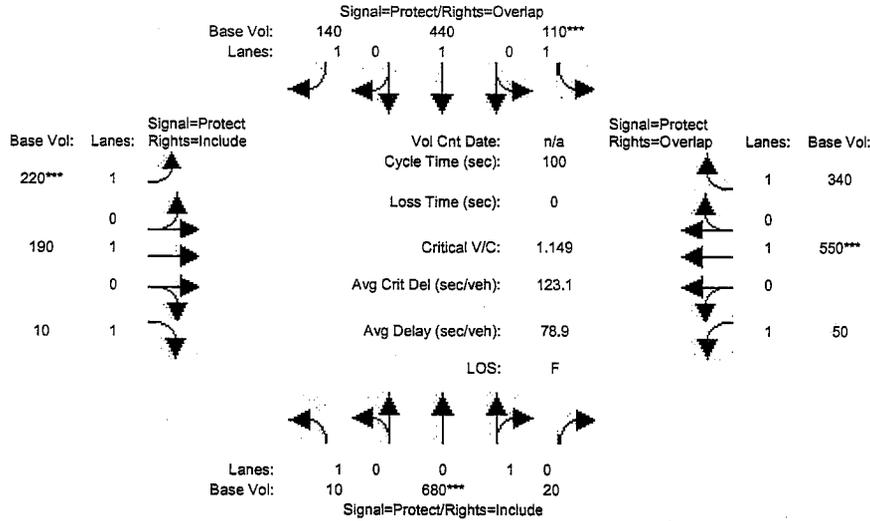
-----|-----|-----|-----|-----|-----|-----|-----|-----|  
 Approach[northbound] [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]  
     SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=30]  
     FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1640]  
     SUCCEED - Total volume greater than or equal to 800 for intersection  
             with four or more approaches.

-----|-----|-----|-----|-----|-----|-----|-----|-----|  
 Approach[southbound] [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=97.2]  
     SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=500]  
     SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1640]  
     SUCCEED - Total volume greater than or equal to 800 for intersection  
             with four or more approaches.

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

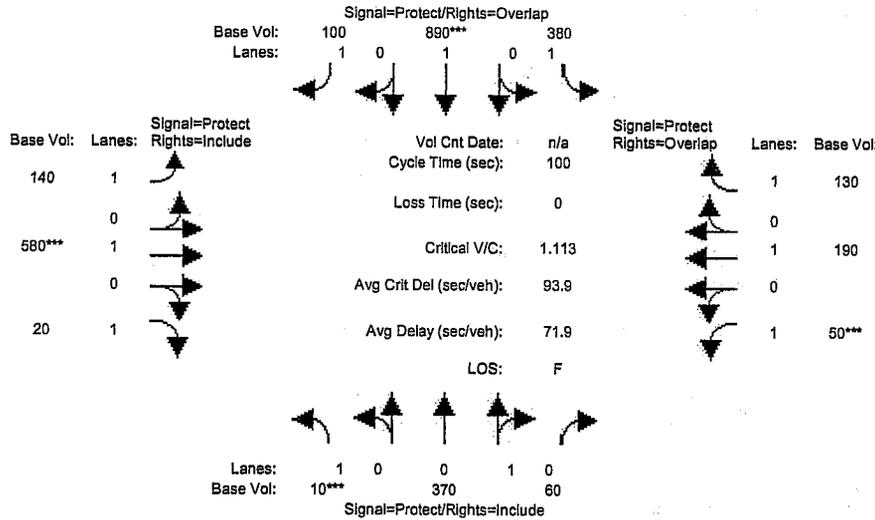


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	680	20	110	440	140	220	190	10	50	550	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	680	20	110	440	140	220	190	10	50	550	340
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:	10	680	20	110	440	140	220	190	10	50	550	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	680	20	110	440	140	220	190	10	50	550	340
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
Final Vol.:	10	680	20	110	440	140	220	190	10	50	550	340
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	0.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1336	39	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.51	0.51	0.08	0.32	0.10	0.16	0.14	0.01	0.04	0.40	0.25
Crit Vol:		700			110			220			550	
Crit Moves:		****			****			****			****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

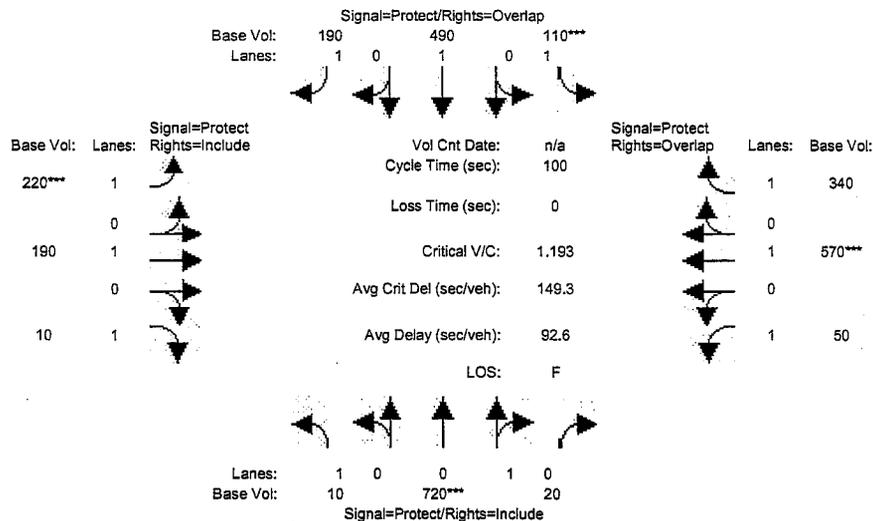


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	370	60	380	890	100	140	580	20	50	190	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	370	60	380	890	100	140	580	20	50	190	130
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:	10	370	60	380	890	100	140	580	20	50	190	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	370	60	380	890	100	140	580	20	50	190	130
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
Final Vol.:	10	370	60	380	890	100	140	580	20	50	190	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1183	192	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.28	0.65	0.07	0.10	0.42	0.01	0.04	0.14	0.09
Crit Vol:	10			890			580			50		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

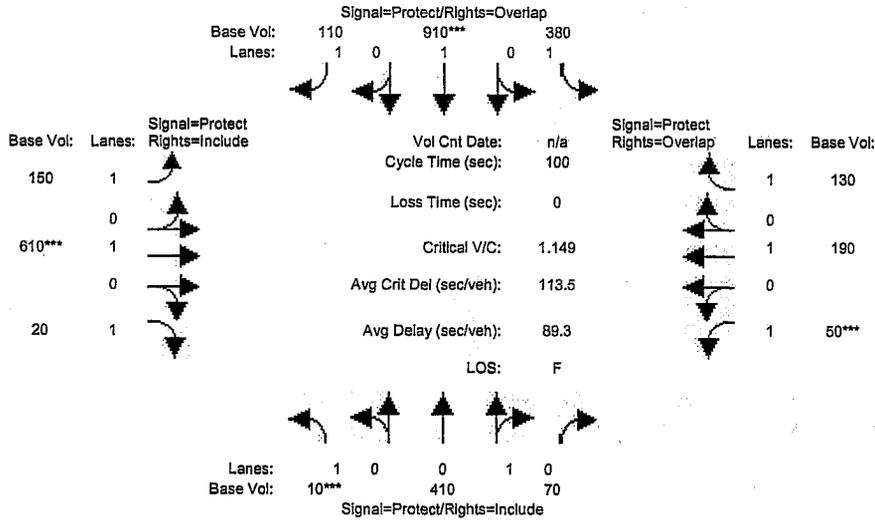


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	720	20	110	490	190	220	190	10	50	570	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	720	20	110	490	190	220	190	10	50	570	340
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:	10	720	20	110	490	190	220	190	10	50	570	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	720	20	110	490	190	220	190	10	50	570	340
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
Final Vol.:	10	720	20	110	490	190	220	190	10	50	570	340
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	0.97	0.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1338	37	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.54	0.08	0.36	0.14	0.16	0.14	0.01	0.04	0.41	0.25
Crit Vol:		740		110			220				570	
Crit Moves:		****		****			****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

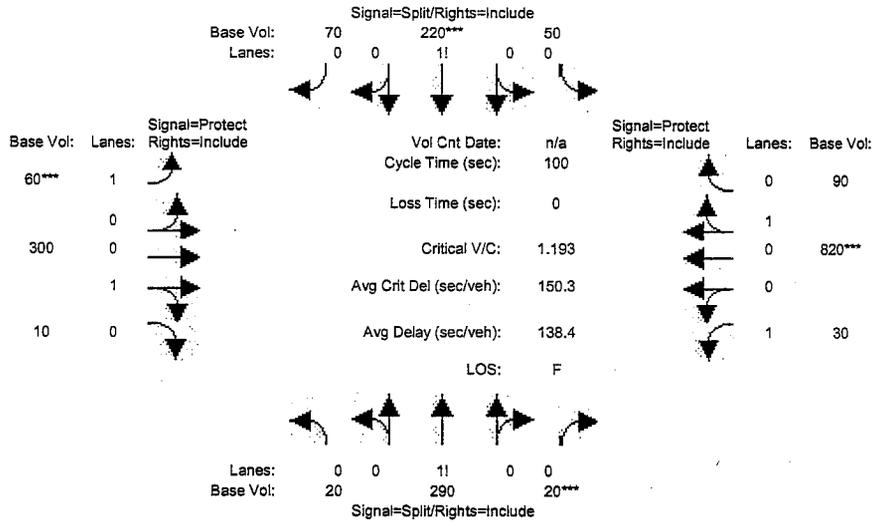


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	410	70	380	910	110	150	610	20	50	190	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	410	70	380	910	110	150	610	20	50	190	130
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:	10	410	70	380	910	110	150	610	20	50	190	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	410	70	380	910	110	150	610	20	50	190	130
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
Final Vol.:	10	410	70	380	910	110	150	610	20	50	190	130
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	0.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	1174	201	1375	1375	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.28	0.66	0.08	0.11	0.44	0.01	0.04	0.14	0.09
Crit Vol:	10			910			610			50		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #104: Grant Line Road/Jackson Road/SR 16

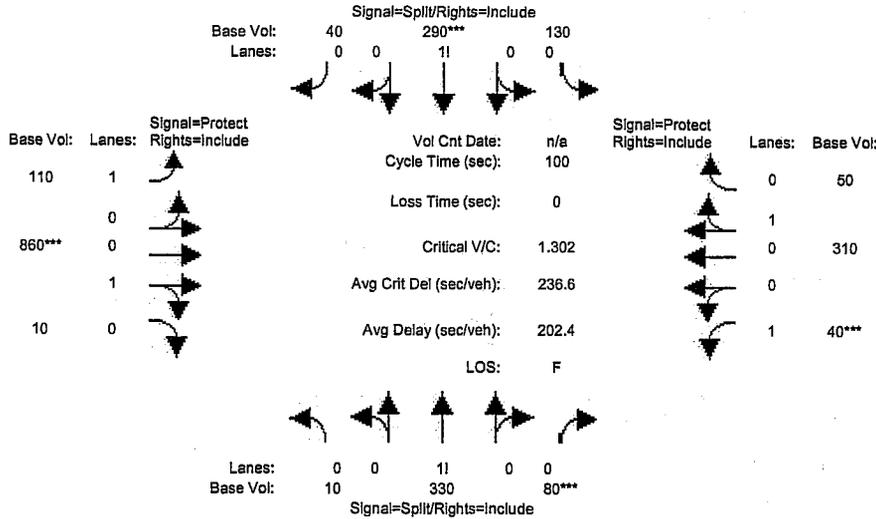


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	290	20	50	220	70	60	300	10	30	820	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	290	20	50	220	70	60	300	10	30	820	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:	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:	20	290	20	50	220	70	60	300	10	30	820	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	290	20	50	220	70	60	300	10	30	820	90
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
Final Vol.:	20	290	20	50	220	70	60	300	10	30	820	90
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	0.06	0.88	0.06	0.15	0.65	0.20	1.00	0.97	0.03	1.00	0.90	0.10
Final Sat.:	83	1208	83	202	890	283	1375	1331	44	1375	1239	136
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.25	0.25	0.25	0.04	0.23	0.23	0.02	0.66	0.66
Crit Vol:			330			340			60			910
Crit Moves:			****			****			****			****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #104: Grant Line Road/Jackson Road/SR 16

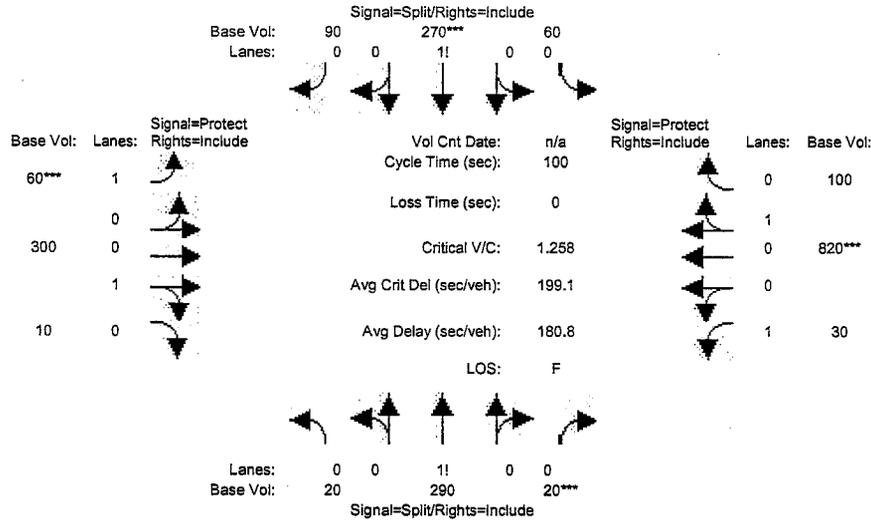


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	330	80	130	290	40	110	860	10	40	310	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	330	80	130	290	40	110	860	10	40	310	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:	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:	10	330	80	130	290	40	110	860	10	40	310	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	330	80	130	290	40	110	860	10	40	310	50
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
Final Vol.:	10	330	80	130	290	40	110	860	10	40	310	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	0.79	0.19	0.28	0.63	0.09	1.00	0.99	0.01	1.00	0.86	0.14
Final Sat.:	33	1080	262	389	867	120	1375	1359	16	1375	1184	191
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.33	0.33	0.33	0.08	0.63	0.63	0.03	0.26	0.26
Crit Vol:			420			460			870			40
Crit Moves:			***			***			***			***

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #104: Grant Line Road/Jackson Road/SR 16

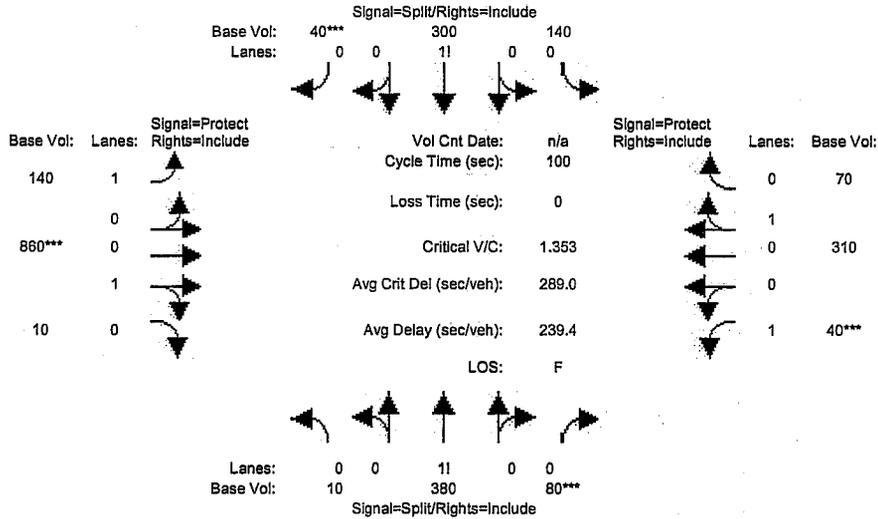


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	290	20	60	270	90	60	300	10	30	820	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	290	20	60	270	90	60	300	10	30	820	100
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:	20	290	20	60	270	90	60	300	10	30	820	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	290	20	60	270	90	60	300	10	30	820	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
Final Vol.:	20	290	20	60	270	90	60	300	10	30	820	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	0.06	0.88	0.06	0.14	0.65	0.21	1.00	0.97	0.03	1.00	0.89	0.11
Final Sat.:	83	1208	83	196	884	295	1375	1331	44	1375	1226	149
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.31	0.31	0.31	0.04	0.23	0.23	0.02	0.67	0.67
Crit Vol:			330			420			60			920
Crit Moves:			****			****			****			****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #104: Grant Line Road/Jackson Road/SR 16

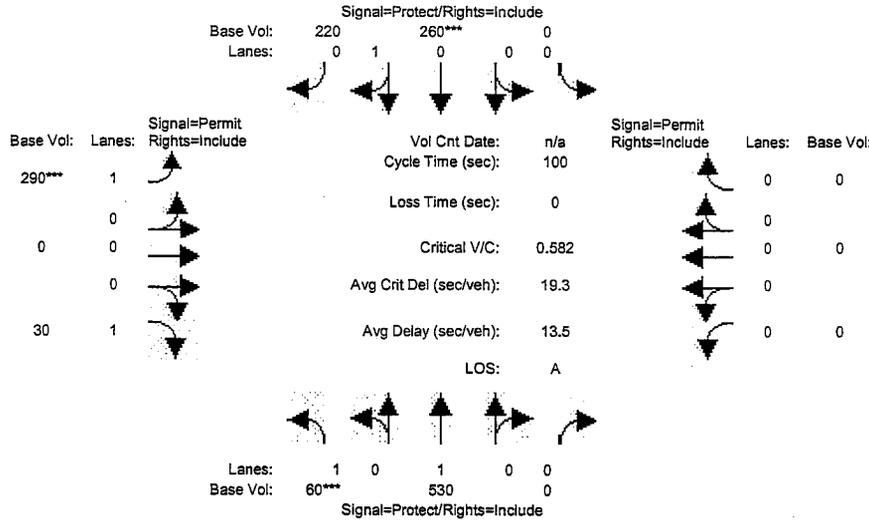


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	380	80	140	300	40	140	860	10	40	310	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	380	80	140	300	40	140	860	10	40	310	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:	10	380	80	140	300	40	140	860	10	40	310	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	380	80	140	300	40	140	860	10	40	310	70
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
Final Vol.:	10	380	80	140	300	40	140	860	10	40	310	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	0.81	0.17	0.29	0.63	0.08	1.00	0.99	0.01	1.00	0.82	0.18
Final Sat.:	29	1112	234	401	859	115	1375	1359	16	1375	1122	253
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.35	0.35	0.35	0.10	0.63	0.63	0.03	0.28	0.28
Crit Vol:			470			480			870			40
Crit Moves:			***			***			***			***

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #105: Sunrise Boulevard/Florin Road

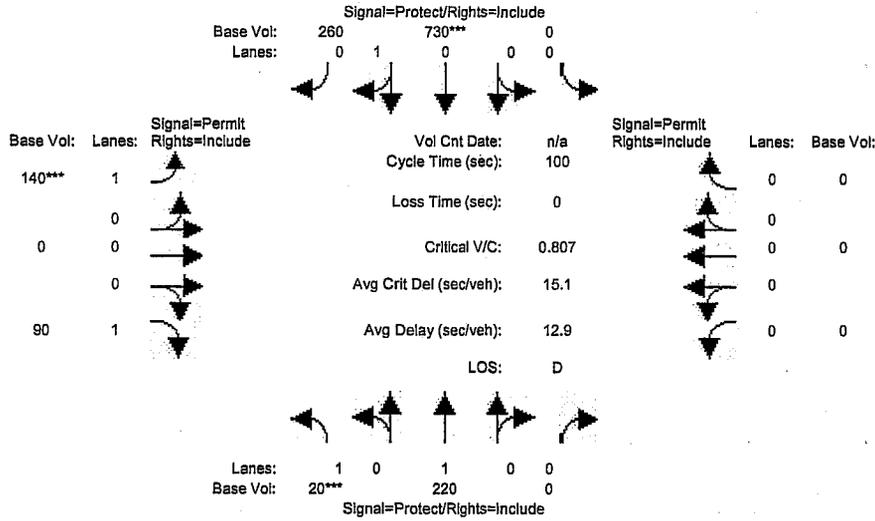


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	530	0	0	260	220	290	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	530	0	0	260	220	290	0	30	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:	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:	60	530	0	0	260	220	290	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	530	0	0	260	220	290	0	30	0	0	0
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
Final Vol.:	60	530	0	0	260	220	290	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	1.00	0.00	0.00	0.54	0.46	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	772	653	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.00	0.00	0.34	0.34	0.20	0.00	0.02	0.00	0.00	0.00
Crit Vol:	60				480		290					0
Crit Moves:	****				****		****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #105: Sunrise Boulevard/Florin Road

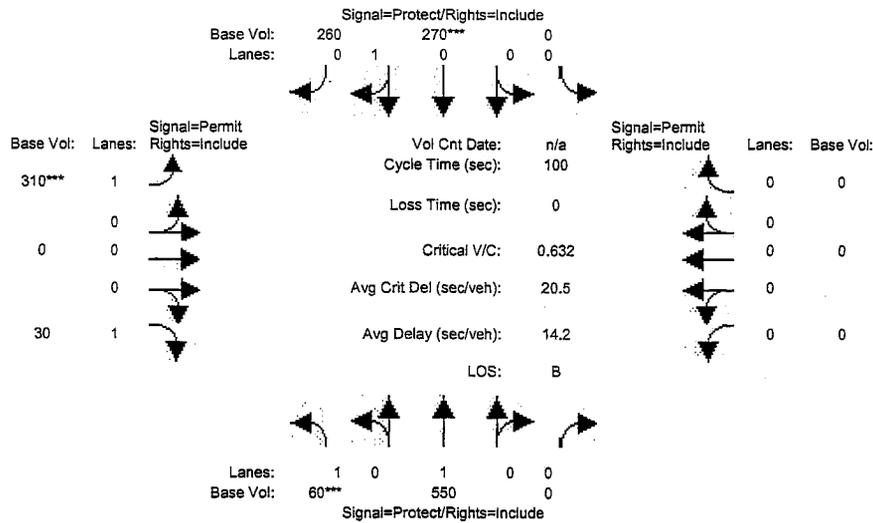


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	220	0	0	730	260	140	0	90	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	220	0	0	730	260	140	0	90	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:	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:	20	220	0	0	730	260	140	0	90	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	220	0	0	730	260	140	0	90	0	0	0
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
Final Vol.:	20	220	0	0	730	260	140	0	90	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	1.00	0.00	0.00	0.74	0.26	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1051	374	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.00	0.00	0.69	0.69	0.10	0.00	0.06	0.00	0.00	0.00
Crit Vol:	20				990		140			0		
Crit Moves:	****				****		****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #105: Sunrise Boulevard/Florin Road

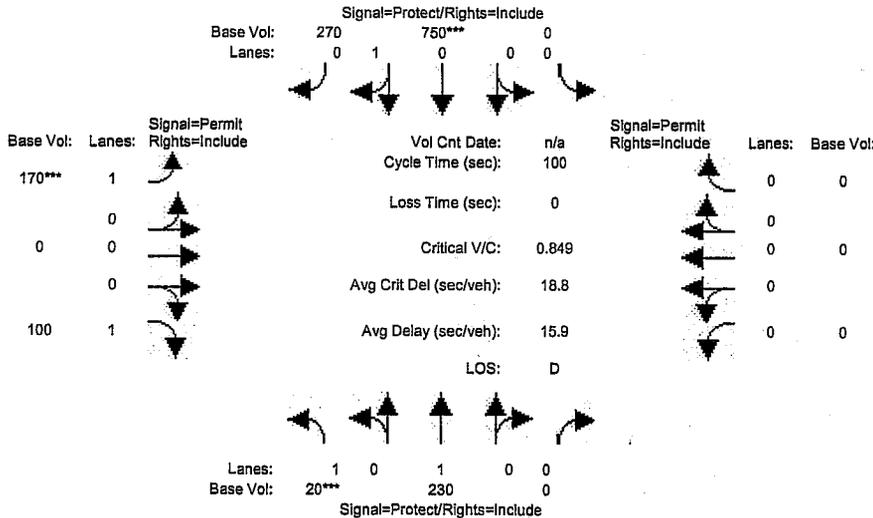


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	550	0	0	270	260	310	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	550	0	0	270	260	310	0	30	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:	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:	60	550	0	0	270	260	310	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	550	0	0	270	260	310	0	30	0	0	0
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
Final Vol.:	60	550	0	0	270	260	310	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	1.00	0.00	0.00	0.51	0.49	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	726	699	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.00	0.00	0.37	0.37	0.22	0.00	0.02	0.00	0.00	0.00
Crit Vol:	60				530		310				0	
Crit Moves:	****				****		****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #105: Sunrise Boulevard/Florin Road

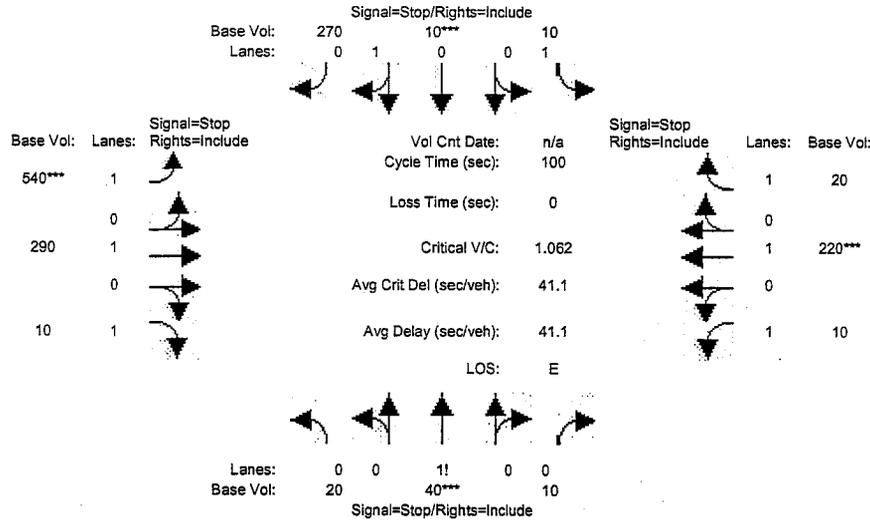


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	230	0	0	750	270	170	0	100	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	230	0	0	750	270	170	0	100	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:	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:	20	230	0	0	750	270	170	0	100	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	230	0	0	750	270	170	0	100	0	0	0
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
Final Vol.:	20	230	0	0	750	270	170	0	100	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	1.00	0.00	0.00	0.74	0.26	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1048	377	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.00	0.72	0.72	0.12	0.00	0.07	0.00	0.00	0.00
Crit Vol:	20				1020		170				0	
Crit Moves:	****				****		****					

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Base Volume Alternative)  
AM Baseline

Intersection #106: Sunrise/Grant Line - Existing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	40	10	10	10	270	540	290	10	10	220	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:	20	40	10	10	10	270	540	290	10	10	220	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:	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:	20	40	10	10	10	270	540	290	10	10	220	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	40	10	10	10	270	540	290	10	10	220	20
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
Final Vol.:	20	40	10	10	10	270	540	290	10	10	220	20
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:	0.29	0.57	0.14	1.00	0.04	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	126	253	63	450	19	511	508	541	594	429	460	500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.02	0.53	0.53	1.06	0.54	0.02	0.02	0.48	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	12.1	12.1	12.1	10.7	16.4	16.4	83.7	16.5	8.7	11.1	16.9	9.9
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:	12.1	12.1	12.1	10.7	16.4	16.4	83.7	16.5	8.7	11.1	16.9	9.9
LOS by Move:	B	B	B	B	C	C	F	C	A	B	C	A
ApproachDel:	12.1			16.2			59.6			16.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.1			16.2			59.6			16.2		
LOS by Appr:	B			C			F			C		

Signal Warrant Report

\*\*\*\*\*

Intersection #106 Sunrise/Grant Line - Existing

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant Met

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		

Lanes:	0	0	1	0	0	1	0	0	1	0	1	0	1	1	0	1	0	1
Final Vol.:	20	40	10	10	10	270	540	290	10	10	220	20						
ApprAdjDel:	12.1					16.2		59.6			16.2							

-----|-----|-----|-----|-----|-----|-----|-----|-----|  
 Approach[northbound] [lanes=1] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1450]

SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

-----|-----|-----|-----|-----|-----|-----|-----|-----|  
 Approach[southbound] [lanes=2] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=1.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=290]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1450]

SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

-----|-----|-----|-----|-----|-----|-----|-----|-----|  
 Approach[eastbound] [lanes=3] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=13.9]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=840]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1450]

SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

-----|-----|-----|-----|-----|-----|-----|-----|-----|  
 Approach[westbound] [lanes=3] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=1.1]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=250]

SUCCEED - Approach volume >= 150 for two or more lane approach.

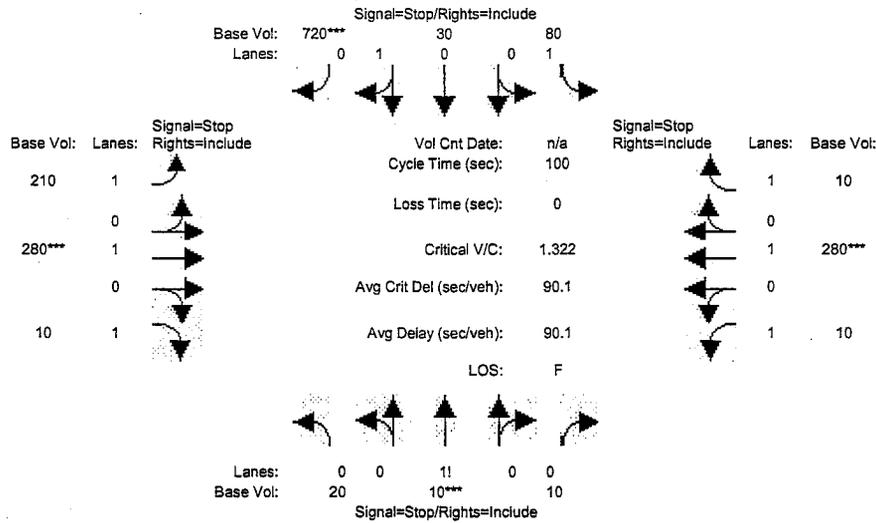
Signal Warrant Rule #3: [approach count=4][total volume=1450]

SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Base Volume Alternative)  
PM Baseline

Intersection #106: Sunrise/Grant Line - Existing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	10	10	80	30	720	210	280	10	10	280	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:	20	10	10	80	30	720	210	280	10	10	280	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:	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:	20	10	10	80	30	720	210	280	10	10	280	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	80	30	720	210	280	10	10	280	10
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
Final Vol.:	20	10	10	80	30	720	210	280	10	10	280	10
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:	0.50	0.25	0.25	1.00	0.04	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	202	101	101	470	23	545	436	464	505	411	440	477
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.17	1.32	1.32	0.48	0.60	0.02	0.02	0.64	0.02
Crit Moves:	****			****			****			****		
Delay/Veh:	12.3	12.3	12.3	11.7	177	176.6	18.2	21.2	9.8	11.5	23.5	10.2
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:	12.3	12.3	12.3	11.7	177	176.6	18.2	21.2	9.8	11.5	23.5	10.2
LOS by Move:	B	B	B	B	F	F	C	C	A	B	C	B
ApproachDel:	12.3			160.7			19.7			22.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.3			160.7			19.7			22.7		
LOS by Appr:	B			F			C			C		

Signal Warrant Report

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Intersection #106 Sunrise/Grant Line - Existing

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant Met

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		

Lanes:	0	0	1	0	0	1	0	0	1	0	1	0	1	0	1	0	1	0	1
Final Vol.:	20	10	10	80	30	720	210	280	10	10	280	10	280	10					
ApprAdjDel:	12.3			160.7			19.7				22.7								

-----  
 Approach[northbound][lanes=1][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1670]

SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

-----  
 Approach[southbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=37.0]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=830]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1670]

SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

-----  
 Approach[eastbound][lanes=3][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=2.7]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=500]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1670]

SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

-----  
 Approach[westbound][lanes=3][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=1.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=300]

SUCCEED - Approach volume >= 150 for two or more lane approach.

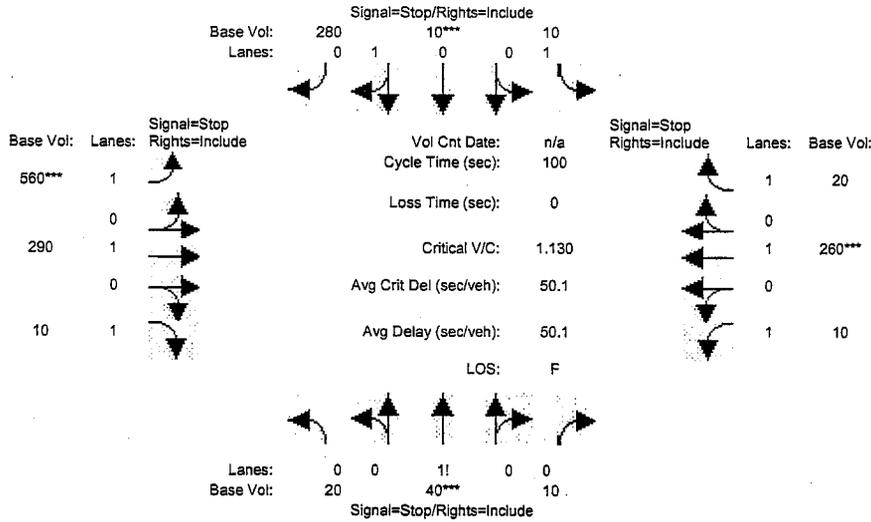
Signal Warrant Rule #3: [approach count=4][total volume=1670]

SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Base Volume Alternative)  
AM Baseline + Project

Intersection #106: Sunrise/Grant Line - Existing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	40	10	10	10	280	560	290	10	10	260	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:	20	40	10	10	10	280	560	290	10	10	260	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:	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:	20	40	10	10	10	280	560	290	10	10	260	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	40	10	10	10	280	560	290	10	10	260	20
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
Final Vol.:	20	40	10	10	10	280	560	290	10	10	260	20
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:	0.29	0.57	0.14	1.00	0.03	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	122	245	61	444	18	504	496	527	576	426	458	497
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.02	0.56	0.56	1.13	0.55	0.02	0.02	0.57	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	12.4	12.4	12.4	10.8	17.3	17.3	106.6	17.3	8.9	11.1	19.8	10.0
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:	12.4	12.4	12.4	10.8	17.3	17.3	106.6	17.3	8.9	11.1	19.8	10.0
LOS by Move:	B	B	B	B	C	C	F	C	A	B	C	B
ApproachDel:	12.4			17.1			75.3			18.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.4			17.1			75.3			18.8		
LOS by Appr:	B			C			F			C		

Signal Warrant Report

\*\*\*\*\*  
Intersection #106 Sunrise/Grant Line - Existing  
\*\*\*\*\*  
Base Volume Alternative: Peak Hour Warrant Met

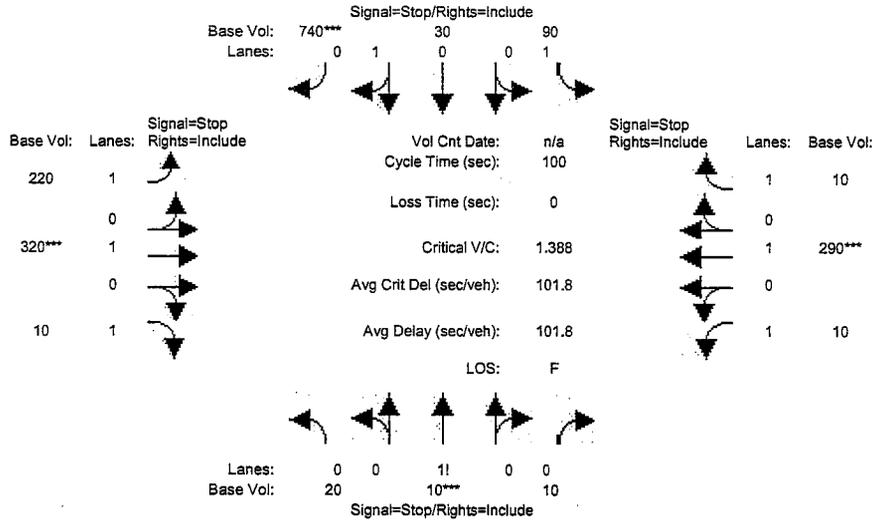
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		



Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Base Volume Alternative)  
PM Baseline + Project

Intersection #106: Sunrise/Grant Line - Existing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	10	10	90	30	740	220	320	10	10	290	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:	20	10	10	90	30	740	220	320	10	10	290	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:	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:	20	10	10	90	30	740	220	320	10	10	290	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	90	30	740	220	320	10	10	290	10
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
Final Vol.:	20	10	10	90	30	740	220	320	10	10	290	10
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:	0.50	0.25	0.25	1.00	0.04	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	197	98	98	462	22	533	432	460	500	404	433	467
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.19	1.39	1.39	0.51	0.70	0.02	0.02	0.67	0.02
Crit Moves:	****			****			****			****		
Delay/Veh:	12.5	12.5	12.5	12.2	204	204.4	19.1	26.0	9.9	11.6	25.7	10.4
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:	12.5	12.5	12.5	12.2	204	204.4	19.1	26.0	9.9	11.6	25.7	10.4
LOS by Move:	B	B	B	B	F	F	C	D	A	B	D	B
ApproachDel:	12.5			184.3			23.0			24.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			184.3			23.0			24.7		
LOS by Appr:	B			F			C			C		

Signal Warrant Report

\*\*\*\*\*  
 Intersection #106 Sunrise/Grant Line - Existing  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant Met

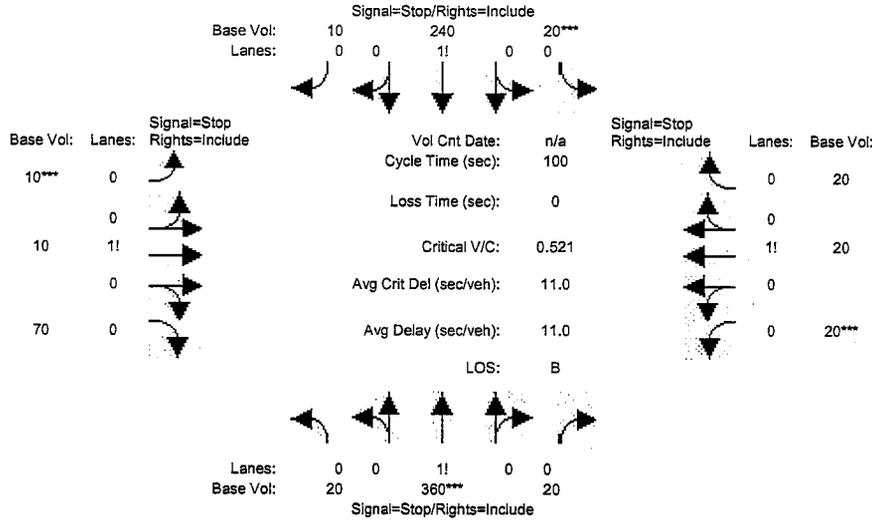
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		



Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Base Volume Alternative)  
AM Baseline

Intersection #107: Grant Line Road/Kiefer Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	360	20	20	240	10	10	10	70	20	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:	20	360	20	20	240	10	10	10	70	20	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:	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:	20	360	20	20	240	10	10	10	70	20	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	360	20	20	240	10	10	10	70	20	20	20
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
Final Vol.:	20	360	20	20	240	10	10	10	70	20	20	20
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:	0.05	0.90	0.05	0.07	0.89	0.04	0.11	0.11	0.78	0.34	0.33	0.33
Final Sat.:	38	692	38	55	655	27	71	71	497	198	198	198
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.37	0.37	0.37	0.14	0.14	0.14	0.10	0.10	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	12.2	12.2	12.2	10.3	10.3	10.3	8.7	8.7	8.7	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:	12.2	12.2	12.2	10.3	10.3	10.3	8.7	8.7	8.7	8.9	8.9	8.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:	12.2			10.3			8.7			8.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.2			10.3			8.7			8.9		
LOS by Appr:	B			B			A			A		

Signal Warrant Report

\*\*\*\*\*  
 Intersection #107 Grant Line Road/Kiefer Boulevard  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met

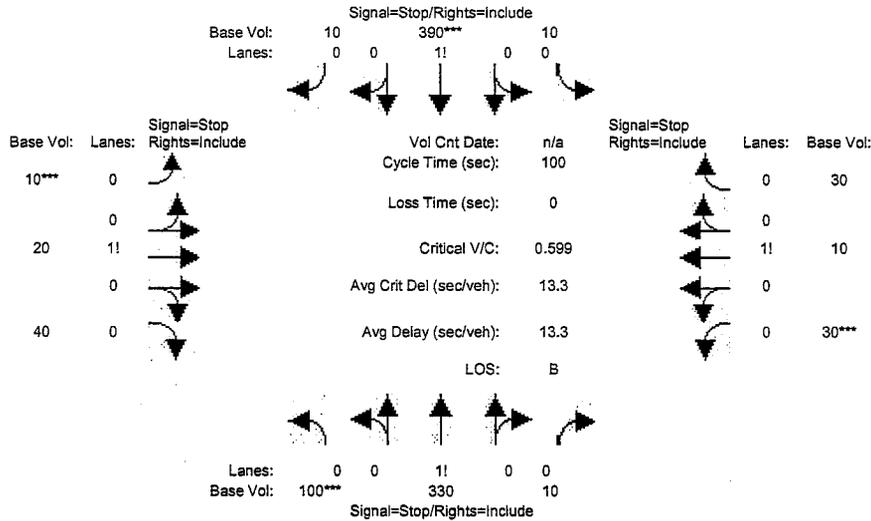
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		



Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Base Volume Alternative)  
PM Baseline

Intersection #107: Grant Line Road/Kiefer Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	330	10	10	390	10	10	20	40	30	10	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:	100	330	10	10	390	10	10	20	40	30	10	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:	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:	100	330	10	10	390	10	10	20	40	30	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	330	10	10	390	10	10	20	40	30	10	30
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
Final Vol.:	100	330	10	10	390	10	10	20	40	30	10	30
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	0.75	0.02	0.02	0.96	0.02	0.14	0.29	0.57	0.43	0.14	0.43
Final Sat.:	167	551	17	18	697	18	80	160	320	235	78	235
Capacity Analysis Module:												
Vol/Sat:	0.60	0.60	0.60	0.56	0.56	0.56	0.12	0.12	0.12	0.13	0.13	0.13
Crit Moves:	****			****			****			****		
Delay/Veh:	14.4	14.4	14.4	13.4	13.4	13.4	9.3	9.3	9.3	9.5	9.5	9.5
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:	14.4	14.4	14.4	13.4	13.4	13.4	9.3	9.3	9.3	9.5	9.5	9.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:	14.4			13.4			9.3			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.4			13.4			9.3			9.5		
LOS by Appr:	B			B			A			A		

Signal Warrant Report

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Intersection #107 Grant Line Road/Kiefer Boulevard  
\*\*\*\*\*  
Base Volume Alternative: Peak Hour Warrant NOT Met

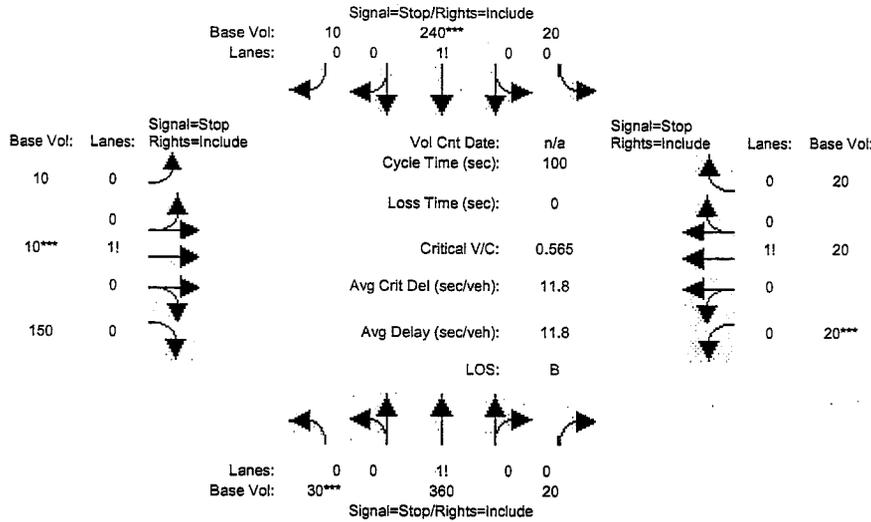
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		



Preserve at Sunridge

Level of Service Computation Report  
2000 HCM 4-Way Stop (Base Volume Alternative)  
AM Baseline + Project

Intersection #107: Grant Line Road/Kiefer Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	360	20	20	240	10	10	10	150	20	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:	30	360	20	20	240	10	10	10	150	20	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:	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:	30	360	20	20	240	10	10	10	150	20	20	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	360	20	20	240	10	10	10	150	20	20	20
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
Final Vol.:	30	360	20	20	240	10	10	10	150	20	20	20
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:	0.07	0.88	0.05	0.07	0.89	0.04	0.06	0.06	0.88	0.34	0.33	0.33
Final Sat.:	53	637	35	51	614	26	38	38	568	186	186	186
Capacity Analysis Module:												
Vol/Sat:	0.57	0.57	0.57	0.39	0.39	0.39	0.26	0.26	0.26	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Delay/Veh:	13.5	13.5	13.5	10.9	10.9	10.9	9.6	9.6	9.6	9.2	9.2	9.2
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:	13.5	13.5	13.5	10.9	10.9	10.9	9.6	9.6	9.6	9.2	9.2	9.2
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:	13.5			10.9			9.6			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.5			10.9			9.6			9.2		
LOS by Appr:	B			B			A			A		

Signal Warrant Report

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Intersection #107 Grant Line Road/Kiefer Boulevard  
\*\*\*\*\*  
Base Volume Alternative: Peak Hour Warrant NOT Met

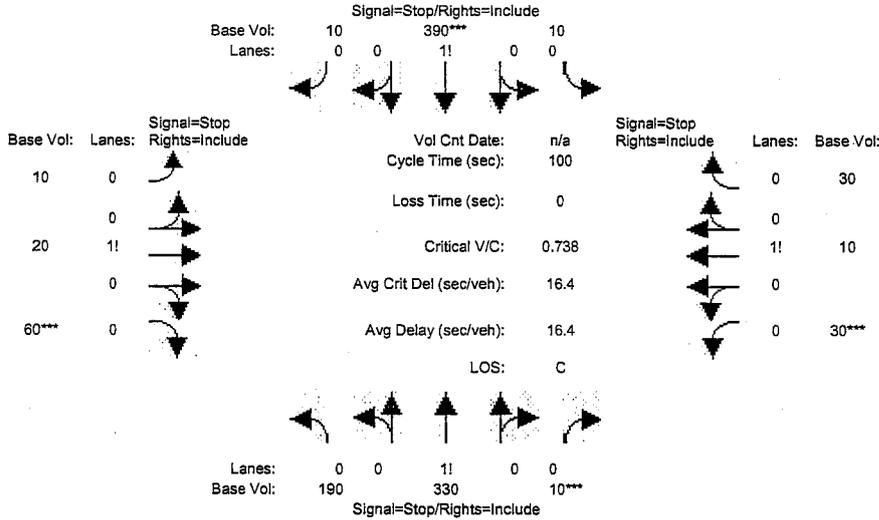
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		



Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Base Volume Alternative)  
PM Baseline + Project

Intersection #107: Grant Line Road/Kiefer Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	190	330	10	10	390	10	10	20	60	30	10	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:	190	330	10	10	390	10	10	20	60	30	10	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:	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:	190	330	10	10	390	10	10	20	60	30	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	330	10	10	390	10	10	20	60	30	10	30
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
Final Vol.:	190	330	10	10	390	10	10	20	60	30	10	30
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:	0.36	0.62	0.02	0.02	0.96	0.02	0.11	0.22	0.67	0.43	0.14	0.43
Final Sat.:	257	447	14	17	668	17	60	121	362	223	74	223
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	0.74	0.58	0.58	0.58	0.17	0.17	0.17	0.13	0.13	0.13
Crit Moves:			****		****				****	****		
Delay/Veh:	19.9	19.9	19.9	14.4	14.4	14.4	9.8	9.8	9.8	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:	19.9	19.9	19.9	14.4	14.4	14.4	9.8	9.8	9.8	9.8	9.8	9.8
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:	19.9			14.4			9.8			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.9			14.4			9.8			9.8		
LOS by Appr:	C			B			A			A		

Signal Warrant Report

\*\*\*\*\*  
Intersection #107 Grant Line Road/Kiefer Boulevard  
\*\*\*\*\*  
Base Volume Alternative: Peak Hour Warrant NOT Met

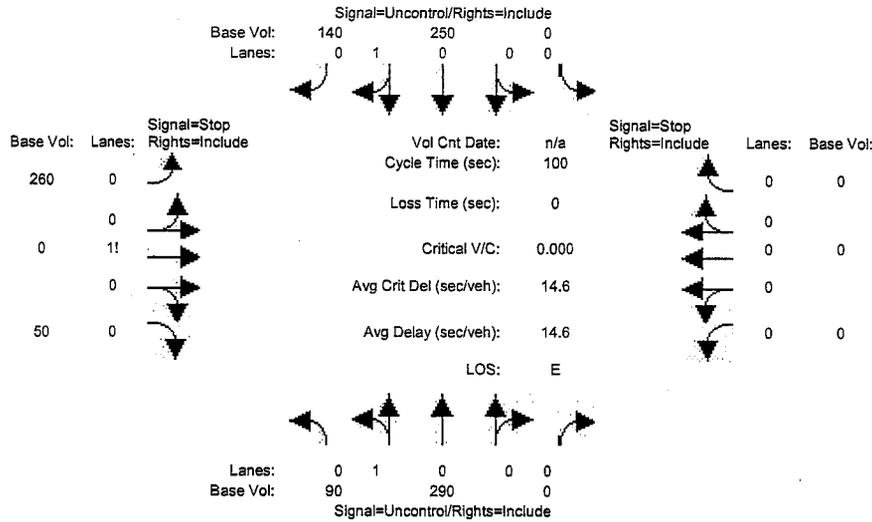
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		



Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
AM Baseline

Intersection #108: Grant Line Road/Douglas Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	90	290	0	0	250	140	260	0	50	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:	90	290	0	0	250	140	260	0	50	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:	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:	90	290	0	0	250	140	260	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	90	290	0	0	250	140	260	0	50	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	6.4	XXXX	6.2	XXXXX	XXXX	XXXXX
FollowUpTim:	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	3.5	XXXX	3.3	XXXXX	XXXX	XXXXX
Capacity Module:												
Cnflct Vol:	390	XXXX	XXXXX	XXXX	XXXX	XXXXX	790	XXXX	320	XXXX	XXXX	XXXXX
Potent Cap.:	1180	XXXX	XXXXX	XXXX	XXXX	XXXXX	362	XXXX	725	XXXX	XXXX	XXXXX
Move Cap.:	1180	XXXX	XXXXX	XXXX	XXXX	XXXXX	340	XXXX	725	XXXX	XXXX	XXXXX
Volume/Cap:	0.08	XXXX	XXXX	XXXX	XXXX	XXXX	0.77	XXXX	0.07	XXXX	XXXX	XXXX
Level of Service Module:												
Queue:	0.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Stopped Del:	8.3	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	371	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	0.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	7.6	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	8.3	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	48.4	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	A	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	48.4	XXXXXX	XXXXXX	XXXXXX	XXXXXX	
ApproachLOS:	*	*	*	*	*	*	E	*	*	*	*	*

Signal Warrant Report

\*\*\*\*\*  
 Intersection #108 Grant Line Road/Douglas Road  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant Met

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		

Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Final Vol.:	90	290		0		0	250	140	260		0	50		0	0		0	0	0	0
ApproachDel:	xxxxxx				xxxxxx				48.4			xxxxxx								

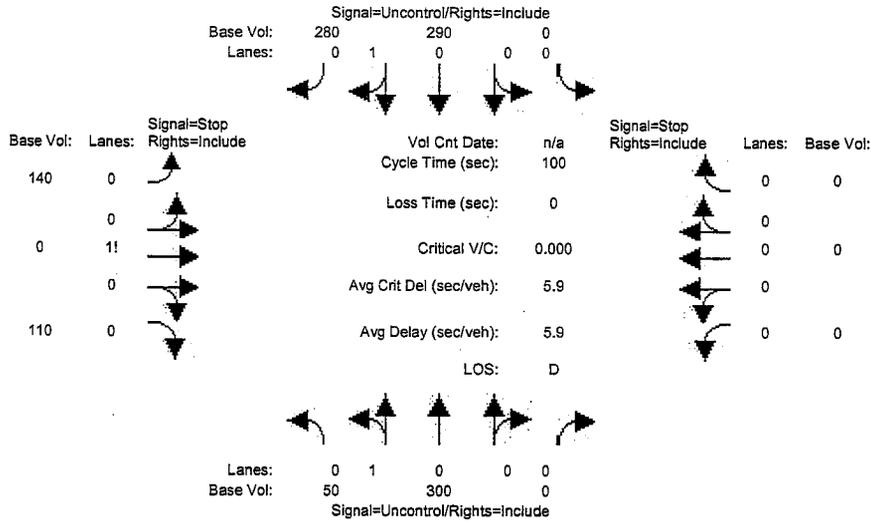
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Approach[eastbound] [lanes=1] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=4.2]  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=310]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3] [total volume=1080]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
PM Baseline

Intersection #108: Grant Line Road/Douglas Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	50	300	0	0	290	280	140	0	110	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:	50	300	0	0	290	280	140	0	110	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:	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:	50	300	0	0	290	280	140	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	50	300	0	0	290	280	140	0	110	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	6.4	XXXX	6.2	XXXXX	XXXX	XXXXX
FollowUpTim:	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	3.5	XXXX	3.3	XXXXX	XXXX	XXXXX
Capacity Module:												
Cnflct Vol.:	570	XXXX	XXXXX	XXXX	XXXX	XXXXX	830	XXXX	430	XXXX	XXXX	XXXXX
Potent Cap.:	1013	XXXX	XXXXX	XXXX	XXXX	XXXXX	343	XXXX	629	XXXX	XXXX	XXXXX
Move Cap.:	1013	XXXX	XXXXX	XXXX	XXXX	XXXXX	329	XXXX	629	XXXX	XXXX	XXXXX
Volume/Cap:	0.05	XXXX	XXXX	XXXX	XXXX	XXXX	0.43	XXXX	0.17	XXXX	XXXX	XXXX
Level Of Service Module:												
Queue:	0.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Stopped Del:	8.7	XXXX	XXXXX	XXXXX	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	417	XXXXX	XXXX	XXXX	XXXXX
Shared Queue:	0.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	3.8	XXXXX	XXXX	XXXX	XXXXX
Shrd StpDel:	8.7	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	25.8	XXXXX	XXXX	XXXX	XXXXX
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	XXXXXX			XXXXXX			25.8			XXXXXX		
ApproachLOS:	*			*			D			*		

Signal Warrant Report

\*\*\*\*\*  
Intersection #108 Grant Line Road/Douglas Road  
\*\*\*\*\*  
Base Volume Alternative: Peak Hour Warrant NOT Met

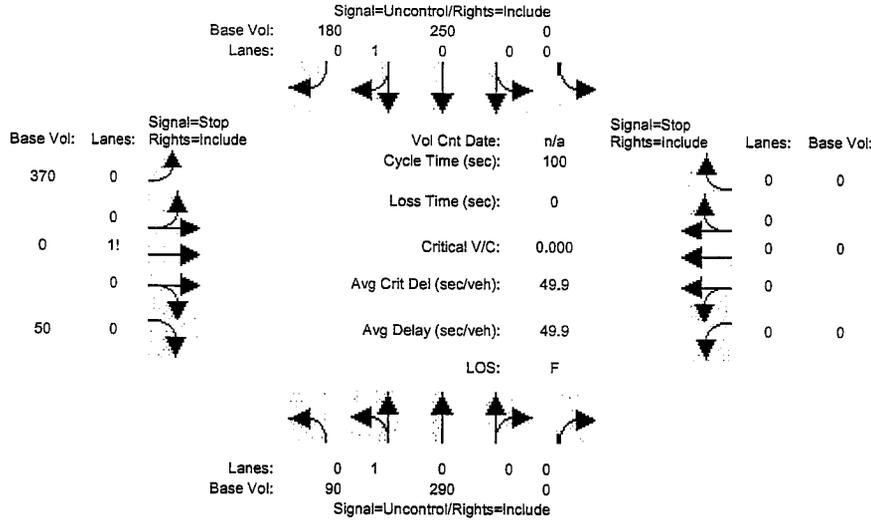
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		



Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
AM Baseline + Project

Intersection #108: Grant Line Road/Douglas Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	90	290	0	0	250	180	370	0	50	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:	90	290	0	0	250	180	370	0	50	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:	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:	90	290	0	0	250	180	370	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	90	290	0	0	250	180	370	0	50	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	430	xxxx	xxxxx	xxxx	xxxx	xxxxx	810	xxxx	340	xxxx	xxxx	xxxxx
Potent Cap.:	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx	352	xxxx	707	xxxx	xxxx	xxxxx
Move Cap.:	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx	330	xxxx	707	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	1.12	xxxx	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	352	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	144	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			144.5			xxxxxx		
ApproachLOS:	*			*			F			*		

Signal Warrant Report

\*\*\*\*\*  
Intersection #108 Grant Line Road/Douglas Road  
\*\*\*\*\*  
Base Volume Alternative: Peak Hour Warrant Met

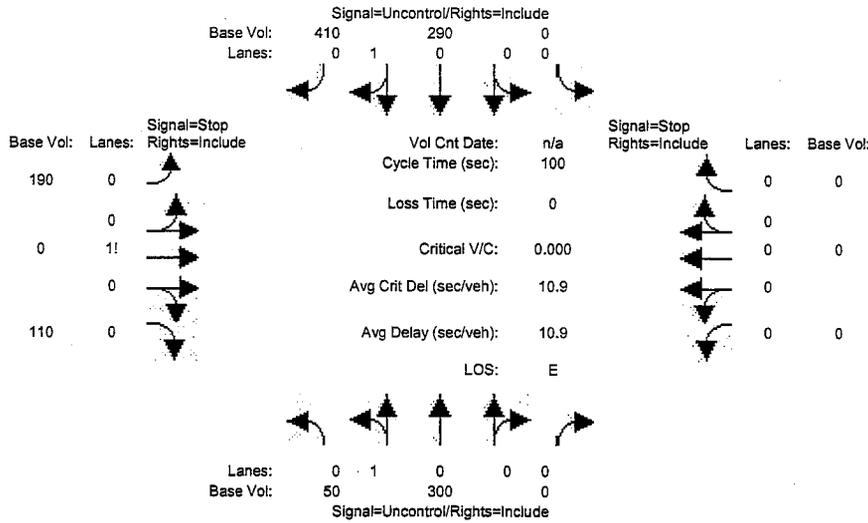
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		



Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
PM Baseline + Project

Intersection #108: Grant Line Road/Douglas Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	50	300	0	0	290	410	190	0	110	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:	50	300	0	0	290	410	190	0	110	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:	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:	50	300	0	0	290	410	190	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	50	300	0	0	290	410	190	0	110	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	700	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	895	xxxx	495	xxxx	xxxx	xxxxxx
Potent Cap.:	906	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	314	xxxx	579	xxxx	xxxx	xxxxxx
Move Cap.:	906	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	300	xxxx	579	xxxx	xxxx	xxxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	0.63	xxxx	0.19	xxxx	xxxx	xxxxxx
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	9.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	364	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	7.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	9.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	47.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			47.5		xxxxxx			
ApproachLOS:	*			*			E		*			*

Signal Warrant Report

\*\*\*\*\*  
Intersection #108 Grant Line Road/Douglas Road  
\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

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		

Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Final Vol.:	50	300		0		0	290	410	190	0	110		0	0	0	0	0	0	0	
ApproachDel:	xxxxxx					xxxxxx			47.5				xxxxxx							

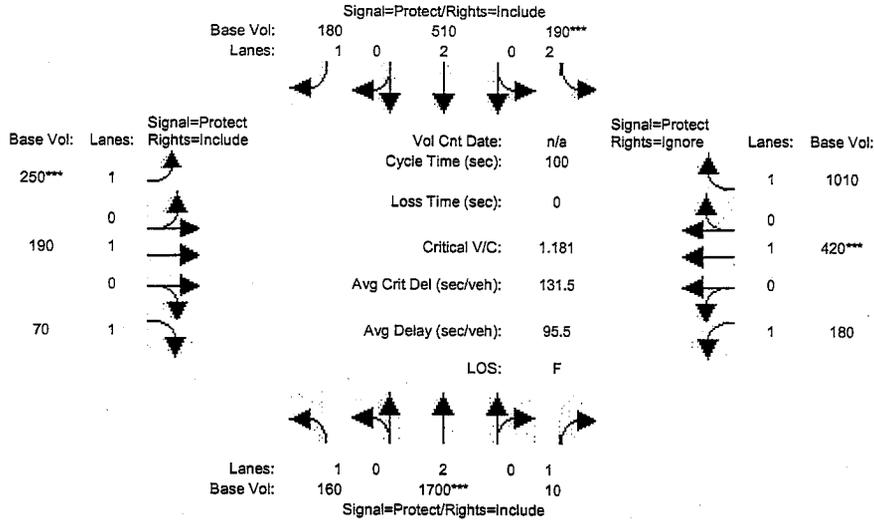
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Approach[eastbound] [lanes=1] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=4.0]  
    FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=300]  
    SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=1350]  
    SUCCEED - Total volume greater than or equal to 650 for intersection  
            with less than four approaches.

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #109: Sunrise Boulevard/Douglas Road

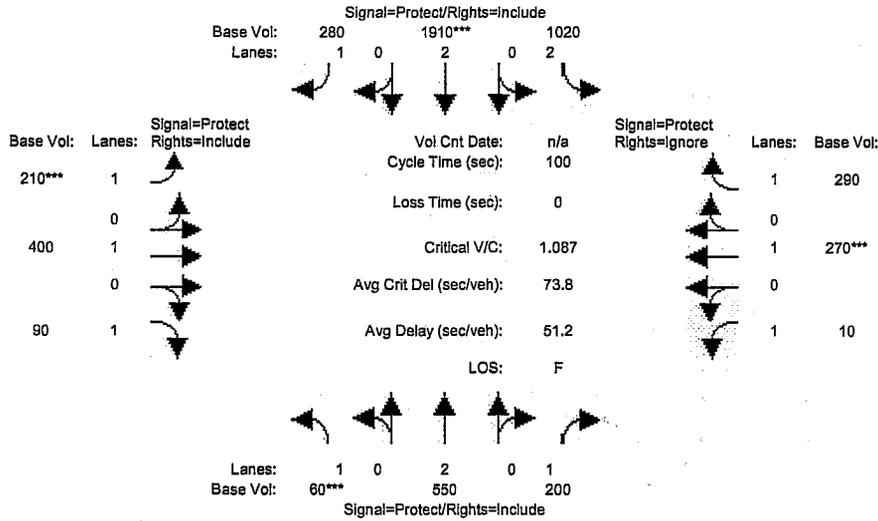


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	160	1700	10	190	510	180	250	190	70	180	420	1010
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1700	10	190	510	180	250	190	70	180	420	1010
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	160	1700	10	190	510	180	250	190	70	180	420	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1700	10	190	510	180	250	190	70	180	420	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	160	1700	10	209	510	180	250	190	70	180	420	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.62	0.01	0.08	0.19	0.13	0.18	0.14	0.05	0.13	0.31	0.00
Crit Vol:		850		104			250				420	
Crit Moves:	****			****			****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #109: Sunrise Boulevard/Douglas Road

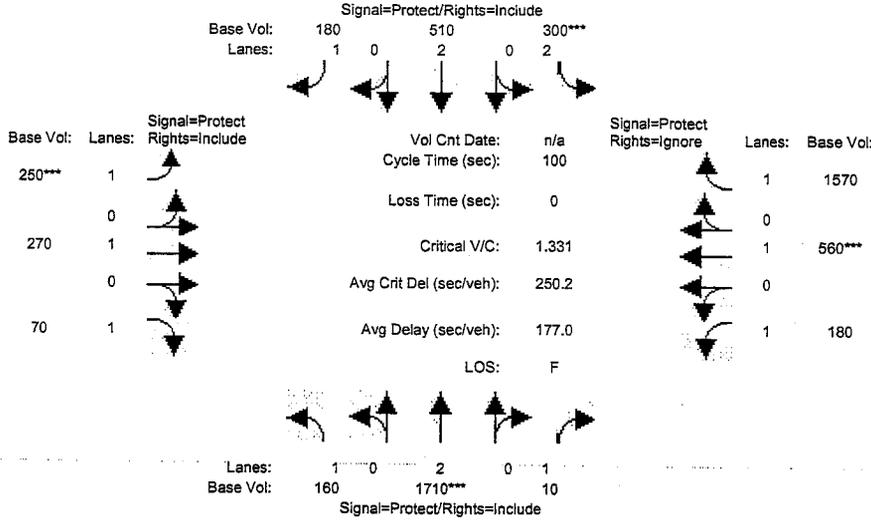


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	550	200	1020	1910	280	210	400	90	10	270	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	550	200	1020	1910	280	210	400	90	10	270	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	60	550	200	1020	1910	280	210	400	90	10	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	550	200	1020	1910	280	210	400	90	10	270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	60	550	200	1122	1910	280	210	400	90	10	270	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.15	0.41	0.69	0.20	0.15	0.29	0.07	0.01	0.20	0.00
Crit Vol:	60			955			210			270		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #109: Sunrise Boulevard/Douglas Road

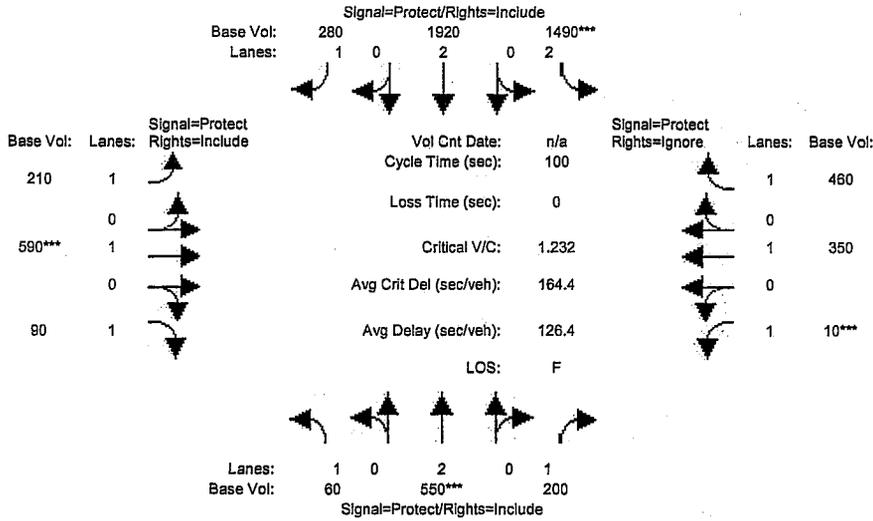


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	160	1710	10	300	510	180	250	270	70	180	560	1570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1710	10	300	510	180	250	270	70	180	560	1570
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	160	1710	10	300	510	180	250	270	70	180	560	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1710	10	300	510	180	250	270	70	180	560	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	160	1710	10	330	510	180	250	270	70	180	560	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.62	0.01	0.12	0.19	0.13	0.18	0.20	0.05	0.13	0.41	0.00
Crit Vol:		855		165			250			560		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #109: Sunrise Boulevard/Douglas Road

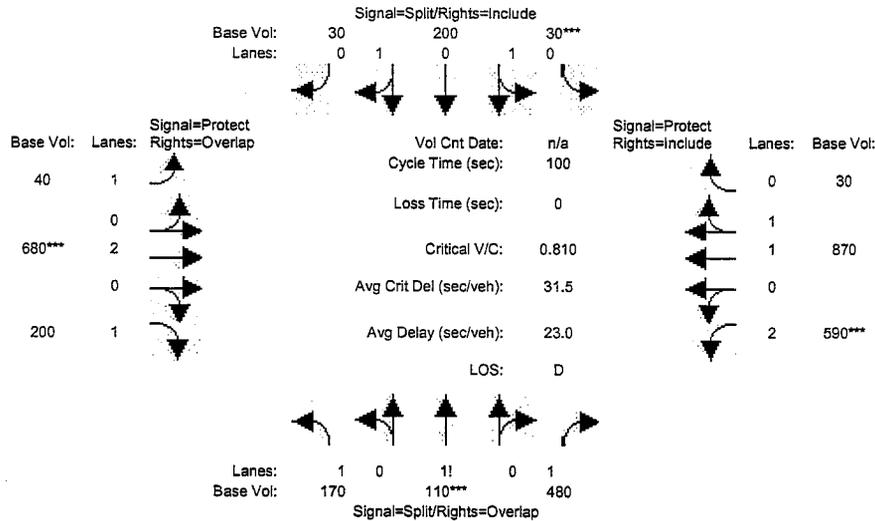


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	550	200	1490	1920	280	210	590	90	10	350	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	550	200	1490	1920	280	210	590	90	10	350	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	60	550	200	1490	1920	280	210	590	90	10	350	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	550	200	1490	1920	280	210	590	90	10	350	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	60	550	200	1639	1920	280	210	590	90	10	350	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.15	0.60	0.70	0.20	0.15	0.43	0.07	0.01	0.25	0.00
Crit Vol:		275		820			590			10		
Crit Moves:		****		****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #110: Mather Field Rd/Folsom Boulevard

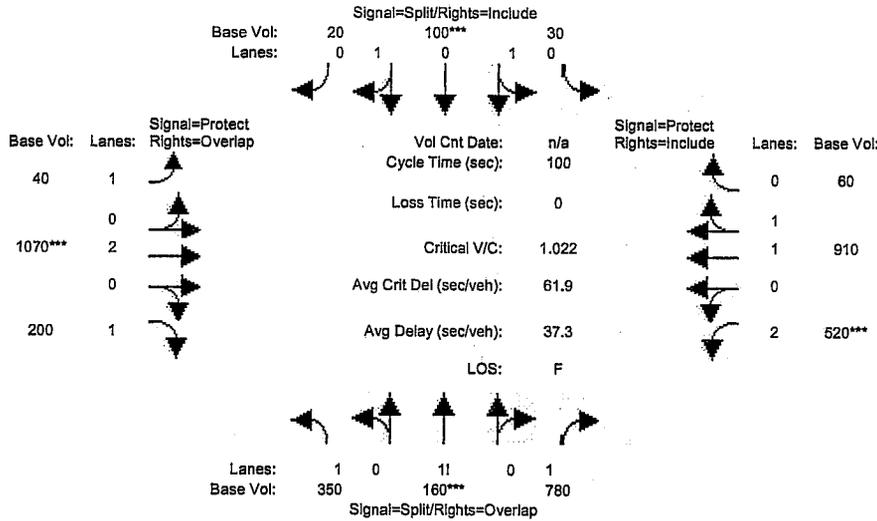


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	170	110	480	30	200	30	40	680	200	590	870	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	110	480	30	200	30	40	680	200	590	870	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:	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:	170	110	480	30	200	30	40	680	200	590	870	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	110	480	30	200	30	40	680	200	590	870	30
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	187	110	528	30	200	30	40	680	200	649	870	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	0.34	1.66	0.23	1.54	0.23	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1375	474	2276	317	2115	317	1375	2750	1375	2750	2658	92
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.09	0.09	0.09	0.03	0.25	0.15	0.24	0.33	0.33
Crit Vol:		319			130			340			325	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #110: Mather Field Rd/Folsom Boulevard

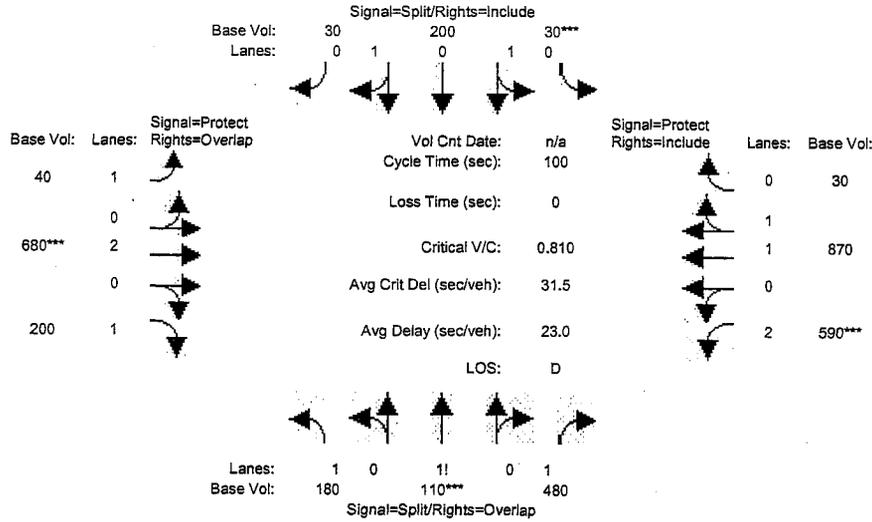


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	350	160	780	30	100	20	40	1070	200	520	910	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	160	780	30	100	20	40	1070	200	520	910	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:	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:	350	160	780	30	100	20	40	1070	200	520	910	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	160	780	30	100	20	40	1070	200	520	910	60
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	385	160	858	30	100	20	40	1070	200	572	910	60
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	0.31	1.69	0.40	1.33	0.27	1.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	1375	432	2318	550	1833	367	1375	2750	1375	2750	2580	170
Capacity Analysis Module:												
Vol/Sat:	0.28	0.37	0.37	0.05	0.05	0.05	0.03	0.39	0.15	0.21	0.35	0.35
Crit Vol:		509			75			535			286	
Crit Moves:		****			***			****			****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #110: Mather Field Rd/Folsom Boulevard

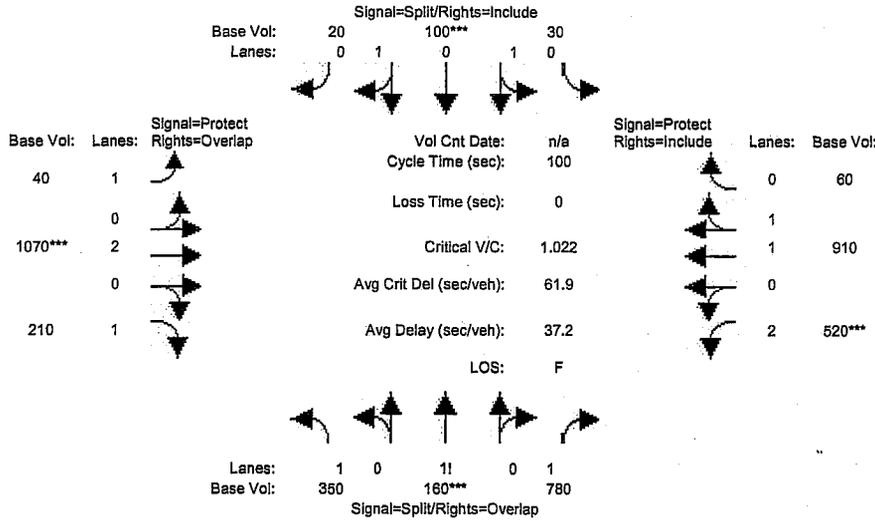


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	110	480	30	200	30	40	680	200	590	870	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	110	480	30	200	30	40	680	200	590	870	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:	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:	180	110	480	30	200	30	40	680	200	590	870	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	110	480	30	200	30	40	680	200	590	870	30
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	198	110	528	30	200	30	40	680	200	649	870	30
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	0.34	1.66	0.23	1.54	0.23	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1375	474	2276	317	2115	317	1375	2750	1375	2750	2658	92
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.09	0.09	0.09	0.03	0.25	0.15	0.24	0.33	0.33
Crit Vol:		319			130			340			325	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #110: Mather Field Rd/Folsom Boulevard

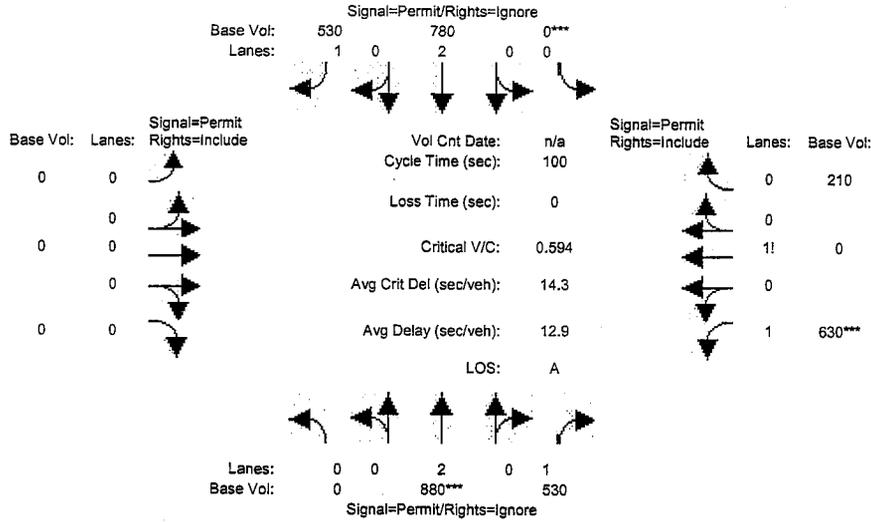


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	350	160	780	30	100	20	40	1070	210	520	910	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	160	780	30	100	20	40	1070	210	520	910	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:	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:	350	160	780	30	100	20	40	1070	210	520	910	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	160	780	30	100	20	40	1070	210	520	910	60
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	385	160	858	30	100	20	40	1070	210	572	910	60
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	0.31	1.69	0.40	1.33	0.27	1.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	1375	432	2318	550	1833	367	1375	2750	1375	2750	2580	170
Capacity Analysis Module:												
Vol/Sat:	0.28	0.37	0.37	0.05	0.05	0.05	0.03	0.39	0.15	0.21	0.35	0.35
Crit Vol:		509			75			535		286		
Crit Moves:		****			****			****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

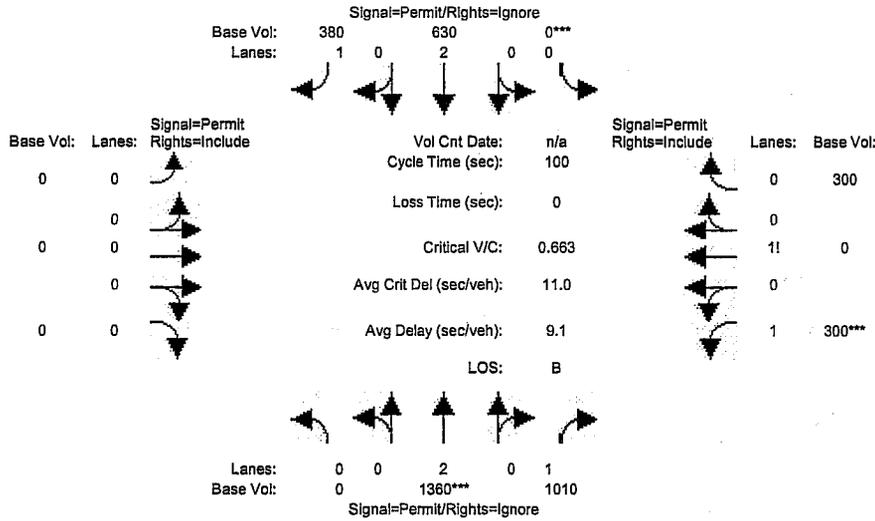


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	880	530	0	780	530	0	0	0	630	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	880	530	0	780	530	0	0	0	630	0	210
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	880	0	0	780	0	0	0	0	630	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	880	0	0	780	0	0	0	0	630	0	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	880	0	0	780	0	0	0	0	693	0	210
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.53	0.00	0.47
Final Sat.:	0	3000	1500	0	3000	1500	0	0	0	2302	0	698
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Vol:		440			0				0		452	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

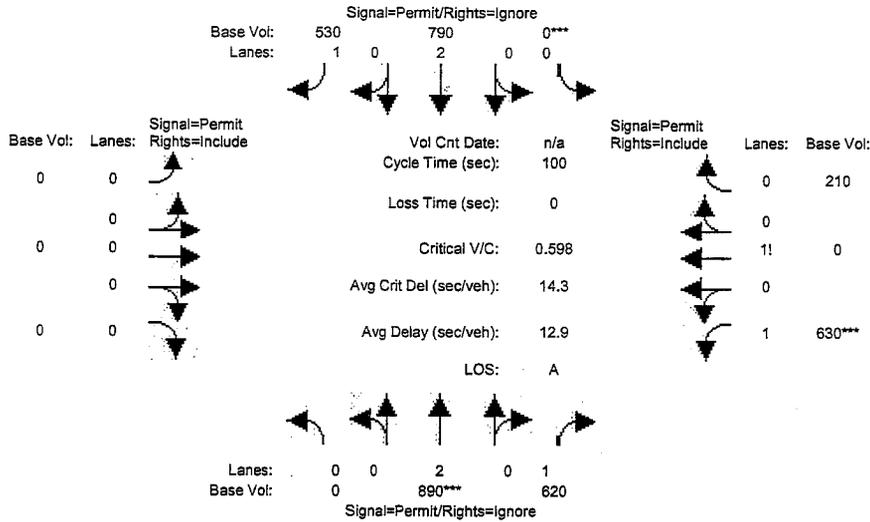


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1360	1010	0	630	380	0	0	0	300	0	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1360	1010	0	630	380	0	0	0	300	0	300
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1360	0	0	630	0	0	0	0	300	0	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1360	0	0	630	0	0	0	0	300	0	300
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1360	0	0	630	0	0	0	0	330	0	300
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.05	0.00	0.95
Final Sat.:	0	3000	1500	0	3000	1500	0	0	0	1571	0	1429
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Vol:		680			0			0			315	
Crit Moves:	***			***						***		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

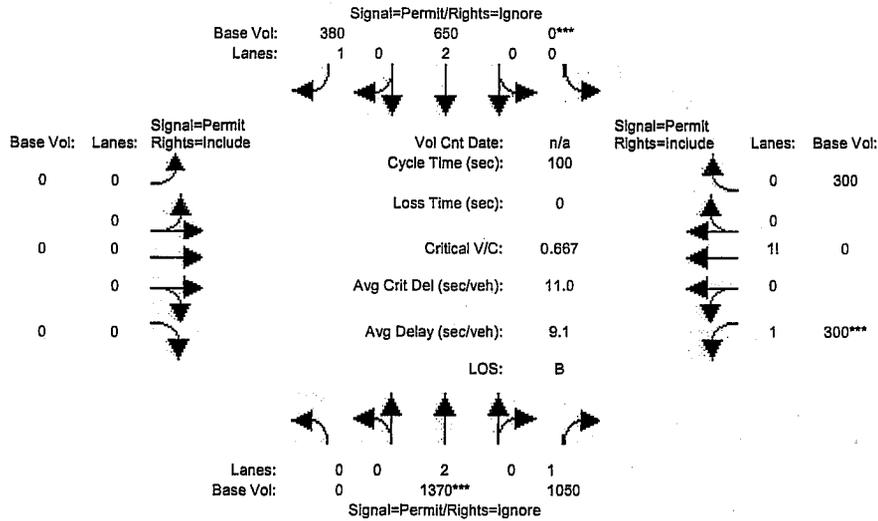


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	890	620	0	790	530	0	0	0	630	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	890	620	0	790	530	0	0	0	630	0	210
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	890	0	0	790	0	0	0	0	630	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	890	0	0	790	0	0	0	0	630	0	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	890	0	0	790	0	0	0	0	693	0	210
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.53	0.00	0.47
Final Sat.:	0	3000	1500	0	3000	1500	0	0	0	2302	0	698
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Vol:		445			0				0		452	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

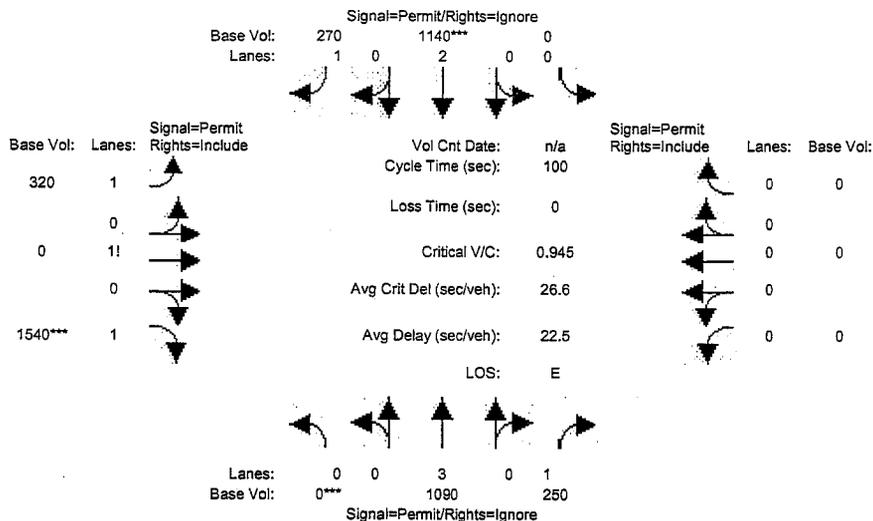


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1370	1050	0	650	380	0	0	0	300	0	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1370	1050	0	650	380	0	0	0	300	0	300
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1370	0	0	650	0	0	0	0	300	0	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1370	0	0	650	0	0	0	0	300	0	300
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1370	0	0	650	0	0	0	0	330	0	300
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.05	0.00	0.95
Final Sat.:	0	3000	1500	0	3000	1500	0	0	0	1571	0	1429
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Vol:		685	0		0			0			315	
Crit Moves:		***			***						***	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

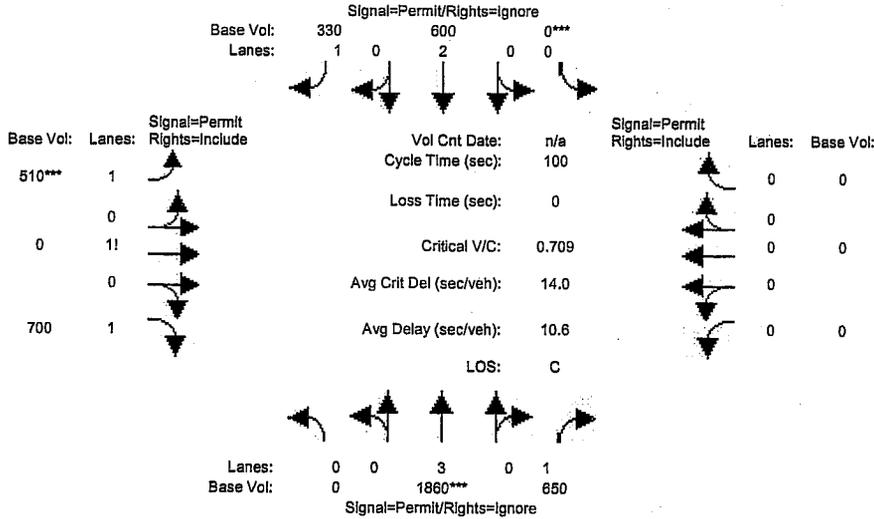


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1090	250	0	1140	270	320	0	1540	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1090	250	0	1140	270	320	0	1540	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1090	0	0	1140	0	320	0	1540	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1090	0	0	1140	0	320	0	1540	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1090	0	0	1140	0	352	0	1694	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4500	1500	0	3000	1500	1500	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.38	0.00	0.23	0.00	0.56	0.00	0.00	0.00
Crit Vol:	0				570				847	0		
Crit Moves:	****				****				****			

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

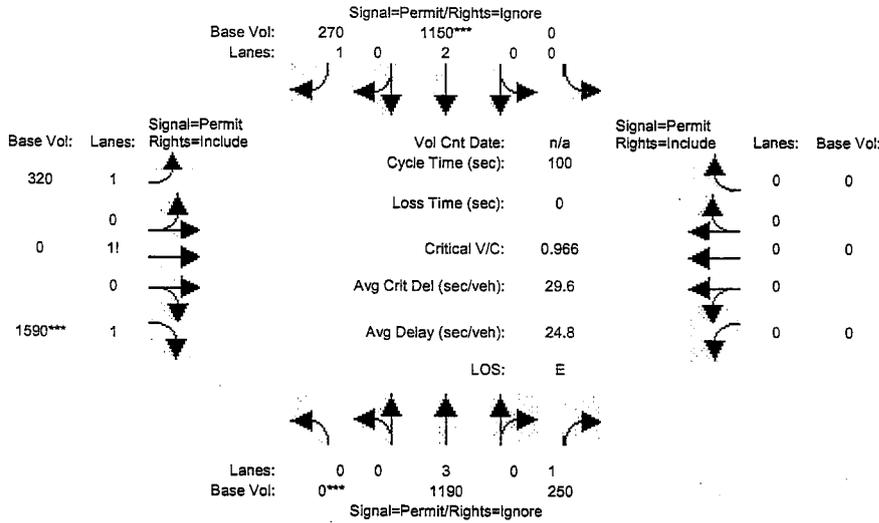


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1860	650	0	600	330	510	0	700	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1860	650	0	600	330	510	0	700	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1860	0	0	600	0	510	0	700	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1860	0	0	600	0	510	0	700	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1860	0	0	600	0	561	0	770	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.26	0.01	1.73	0.00	0.00	0.00
Final Sat.:	0	4500	1500	0	3000	1500	1897	0	2603	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.20	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Crit Vol:		620			0			444			0	
Crit Moves:		****			****			****				

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

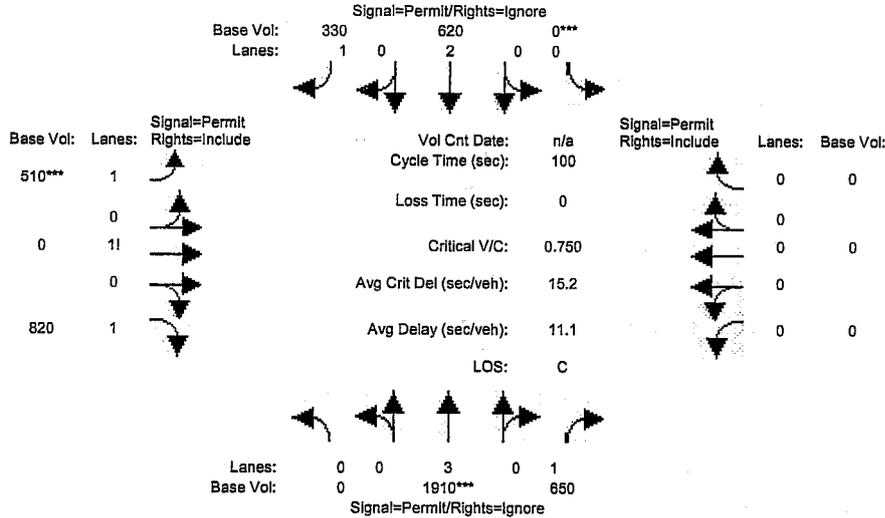


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1190	250	0	1150	270	320	0	1590	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1190	250	0	1150	270	320	0	1590	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1190	0	0	1150	0	320	0	1590	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1190	0	0	1150	0	320	0	1590	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1190	0	0	1150	0	352	0	1749	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4500	1500	0	3000	1500	1500	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.38	0.00	0.23	0.00	0.58	0.00	0.00	0.00
Crit Vol:	0			575			874			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

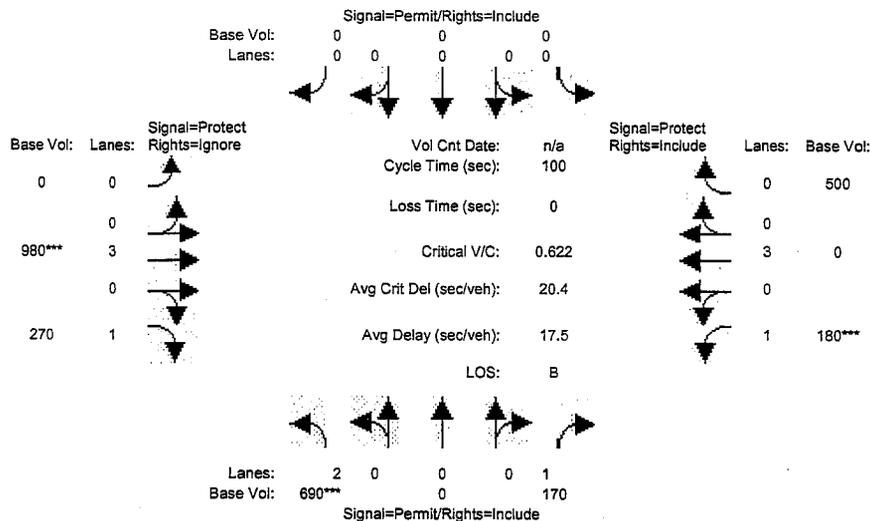


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1910	650	0	620	330	510	0	820	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1910	650	0	620	330	510	0	820	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1910	0	0	620	0	510	0	820	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1910	0	0	620	0	510	0	820	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1910	0	0	620	0	561	0	902	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.15	0.01	1.84	0.00	0.00	0.00
Final Sat.:	0	4500	1500	0	3000	1500	1726	0	2774	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.21	0.00	0.33	0.00	0.33	0.00	0.00	0.00
Crit Vol:		637			0			488			0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #113: Mather Field Rd/International Drive

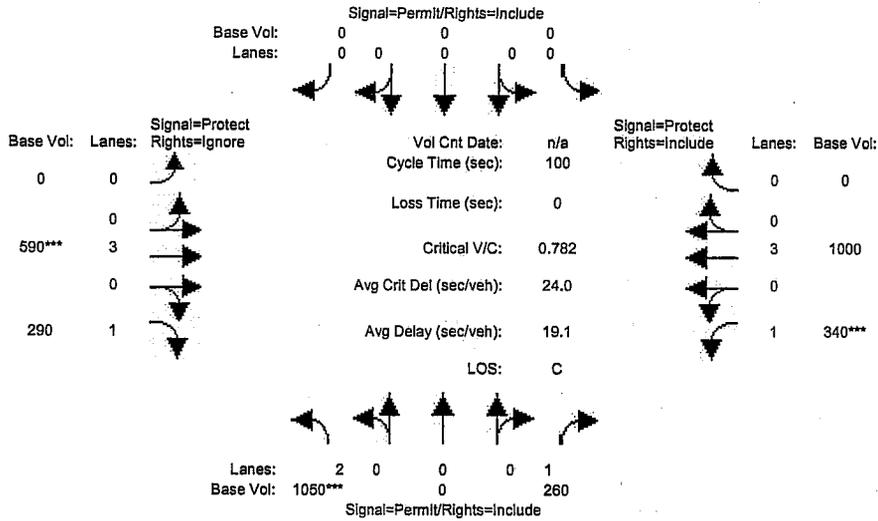


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	690	0	170	0	0	0	0	980	270	180	0	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	0	170	0	0	0	0	980	270	180	0	500
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Volume:	690	0	170	0	0	0	0	980	0	180	0	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	0	170	0	0	0	0	980	0	180	0	500
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Final Vol.:	759	0	170	0	0	0	0	980	0	180	0	500
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.12	0.00	0.00	0.00	0.00	0.23	0.00	0.13	0.00	0.35
Crit Vol:	380					0		327		180		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #113: Mather Field Rd/International Drive

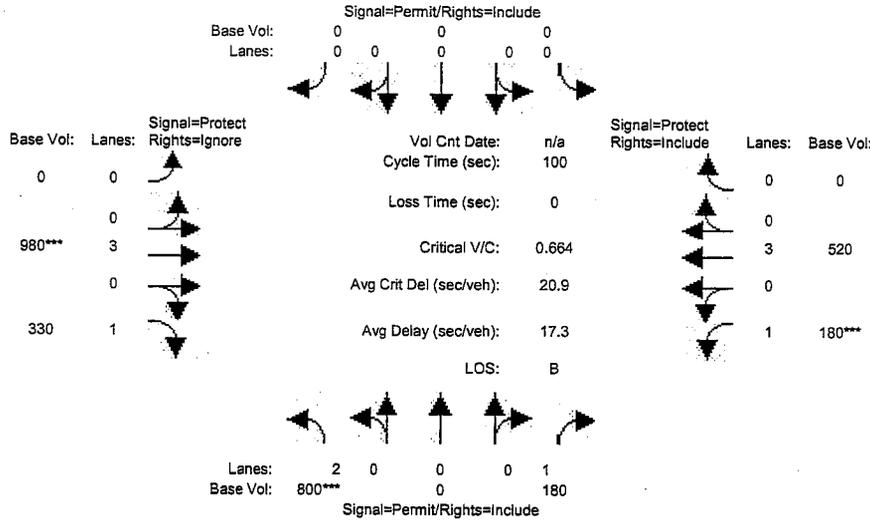


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1050	0	260	0	0	0	0	590	290	340	1000	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1050	0	260	0	0	0	0	590	290	340	1000	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1050	0	260	0	0	0	0	590	0	340	1000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1050	0	260	0	0	0	0	590	0	340	1000	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1155	0	260	0	0	0	0	590	0	340	1000	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.18	0.00	0.00	0.00	0.00	0.14	0.00	0.24	0.23	0.00
Crit Vol:	578				0			197		340		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #113: Mather Field Rd/International Drive

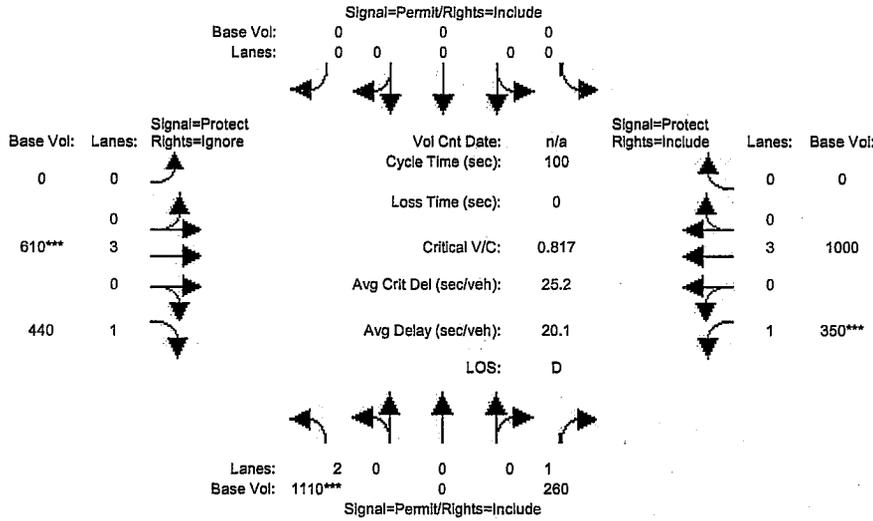


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	800	0	180	0	0	0	0	980	330	180	520	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	800	0	180	0	0	0	0	980	330	180	520	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	0.00	1.00	1.00
PHF Volume:	800	0	180	0	0	0	0	980	0	180	520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	800	0	180	0	0	0	0	980	0	180	520	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Final Vol.:	880	0	180	0	0	0	0	980	0	180	520	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.13	0.00	0.00	0.00	0.00	0.23	0.00	0.13	0.12	0.00
Crit Vol:	440				0			327		180		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #113: Mather Field Rd/International Drive

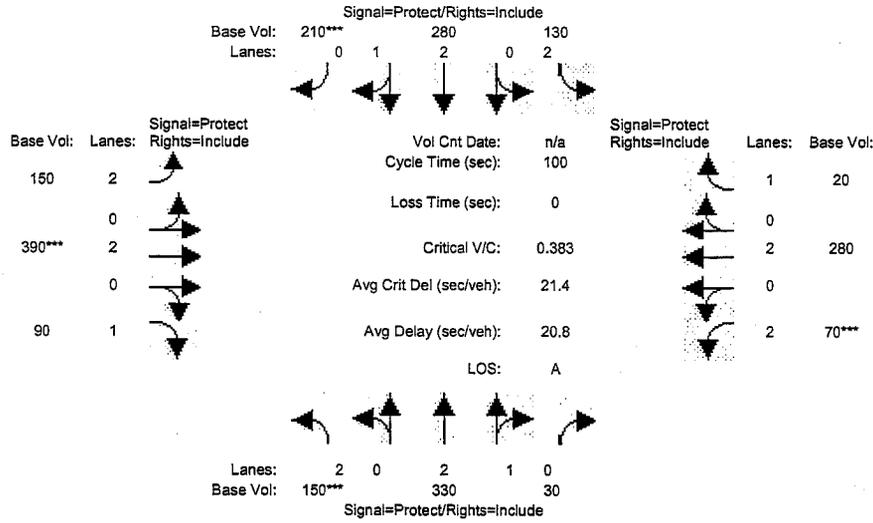


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1110	0	260	0	0	0	0	610	440	350	1000	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1110	0	260	0	0	0	0	610	440	350	1000	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1110	0	260	0	0	0	0	610	0	350	1000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1110	0	260	0	0	0	0	610	0	350	1000	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1221	0	260	0	0	0	0	610	0	350	1000	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	1425	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.43	0.00	0.18	0.00	0.00	0.00	0.00	0.14	0.00	0.25	0.23	0.00
Crit Vol:	611				0			203		350		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #114: Zinfandel Drive/International Drive

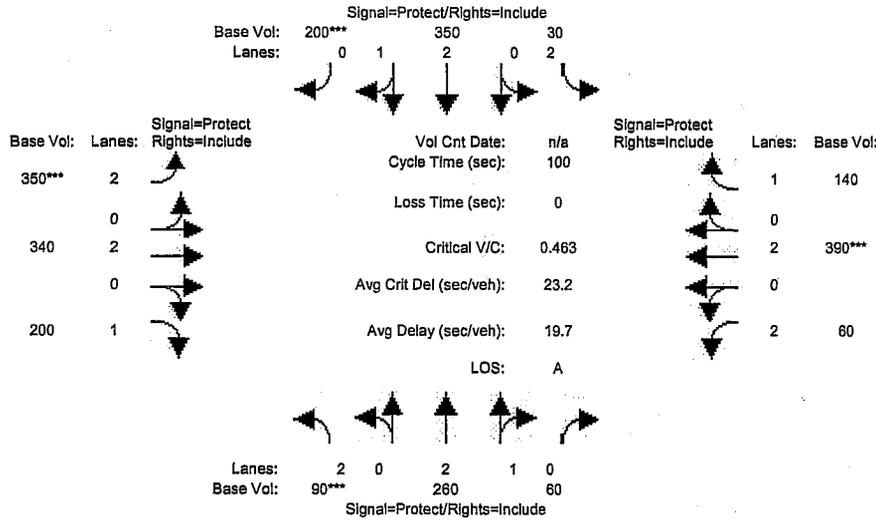


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	330	30	130	280	210	150	390	90	70	280	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	330	30	130	280	210	150	390	90	70	280	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:	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:	150	330	30	130	280	210	150	390	90	70	280	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	330	30	130	280	210	150	390	90	70	280	20
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	165	330	30	143	280	210	165	390	90	77	280	20
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	2.75	0.25	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3781	344	2750	2750	1375	2750	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.05	0.10	0.15	0.06	0.14	0.07	0.03	0.10	0.01
Crit Vol:	83					210	195			39		
Crit Moves:	****					****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #114: Zinfandel Drive/International Drive

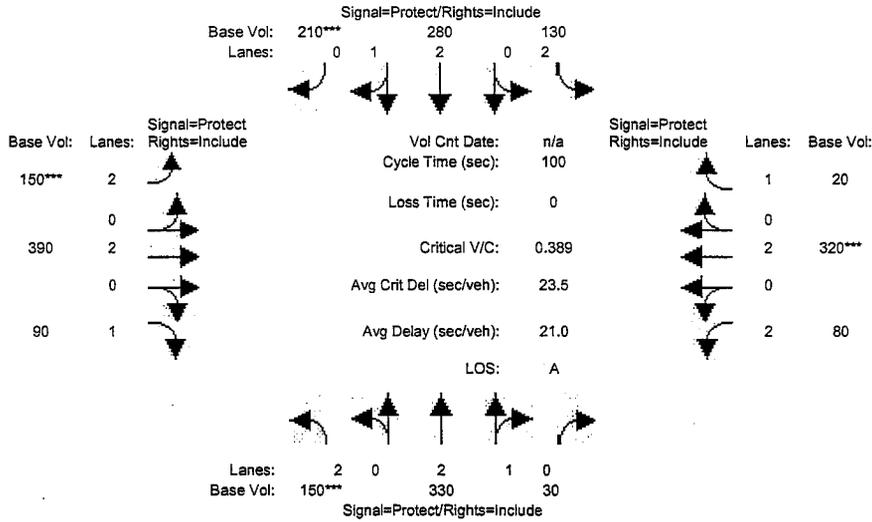


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	90	260	60	30	350	200	350	340	200	60	390	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	260	60	30	350	200	350	340	200	60	390	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:	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:	90	260	60	30	350	200	350	340	200	60	390	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	260	60	30	350	200	350	340	200	60	390	140
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	99	260	60	33	350	200	385	340	200	66	390	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	2.44	0.56	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3352	773	2750	2750	1375	2750	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.01	0.13	0.15	0.14	0.12	0.15	0.02	0.14	0.10
Crit Vol:	49			200			193			195		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #114: Zinfandel Drive/International Drive

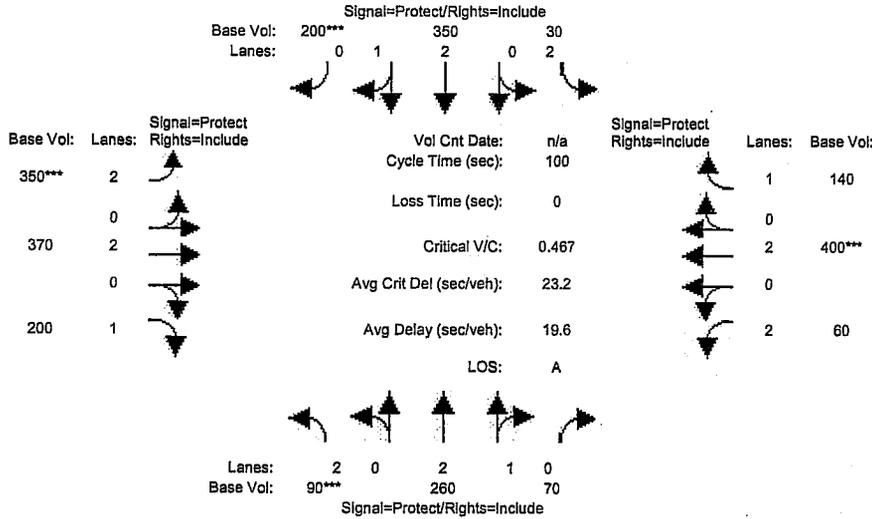


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	330	30	130	280	210	150	390	90	80	320	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	330	30	130	280	210	150	390	90	80	320	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:	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:	150	330	30	130	280	210	150	390	90	80	320	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	330	30	130	280	210	150	390	90	80	320	20
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	165	330	30	143	280	210	165	390	90	88	320	20
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	2.75	0.25	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3781	344	2750	2750	1375	2750	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.05	0.10	0.15	0.06	0.14	0.07	0.03	0.12	0.01
Crit Vol:	83					210	83			160		
Crit Moves:	****					****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #114: Zinfandel Drive/International Drive

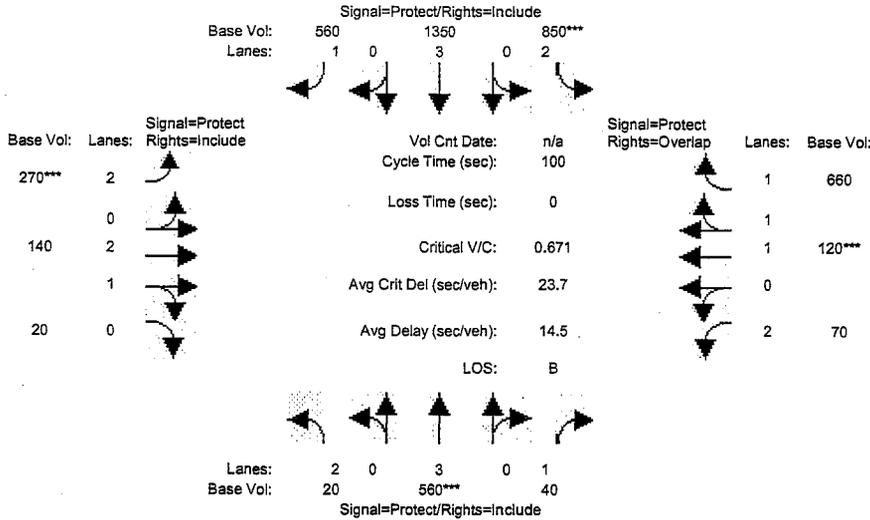


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	90	260	70	30	350	200	350	370	200	60	400	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	260	70	30	350	200	350	370	200	60	400	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:	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:	90	260	70	30	350	200	350	370	200	60	400	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	260	70	30	350	200	350	370	200	60	400	140
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	99	260	70	33	350	200	385	370	200	66	400	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	2.36	0.64	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3250	875	2750	2750	1375	2750	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.01	0.13	0.15	0.14	0.13	0.15	0.02	0.15	0.10
Crit Vol:	49					200	193			200		
Crit Moves:	****					****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #115: Zinfandel Drive/White Rock Road

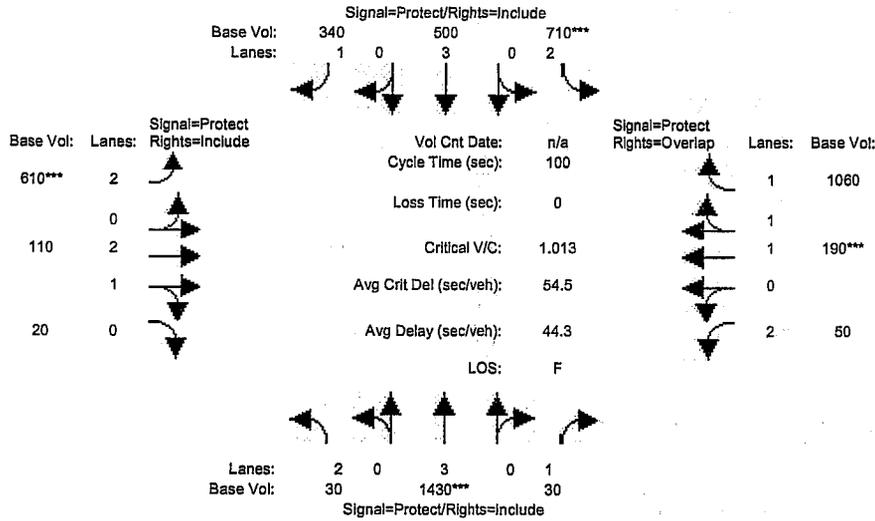


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	560	40	850	1350	560	270	140	20	70	120	660
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	560	40	850	1350	560	270	140	20	70	120	660
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:	20	560	40	850	1350	560	270	140	20	70	120	660
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	560	40	850	1350	560	270	140	20	70	120	660
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	22	560	40	935	1350	560	297	140	20	77	120	726
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.62	0.38	2.00	1.00	2.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	3609	516	2750	1375	2750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.03	0.34	0.33	0.41	0.11	0.04	0.04	0.03	0.09	0.26
Crit Vol:		187		468			149			120		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #115: Zinfandel Drive/White Rock Road

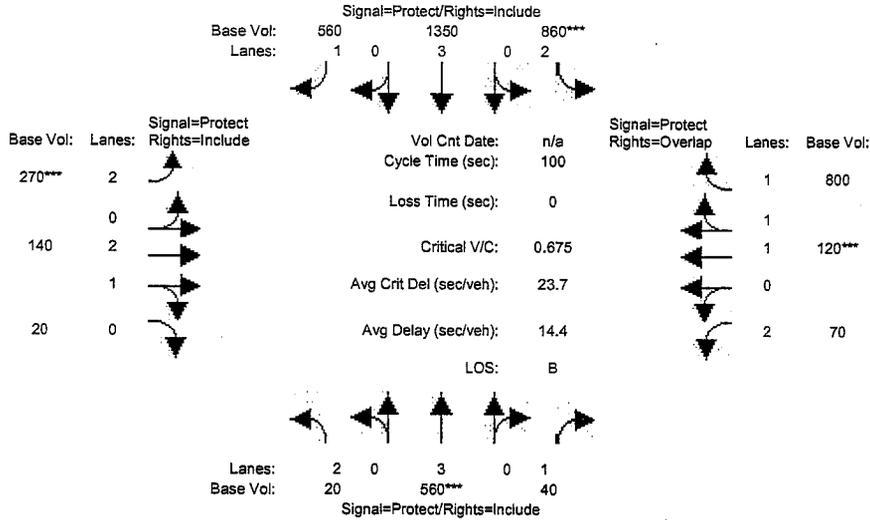


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	1430	30	710	500	340	610	110	20	50	190	1060
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1430	30	710	500	340	610	110	20	50	190	1060
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:	30	1430	30	710	500	340	610	110	20	50	190	1060
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1430	30	710	500	340	610	110	20	50	190	1060
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	33	1430	30	781	500	340	671	110	20	55	190	1166
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.54	0.46	2.00	1.00	2.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	3490	635	2750	1375	2750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.02	0.28	0.12	0.25	0.24	0.03	0.03	0.02	0.14	0.42
Crit Vol:	477		390		336		190					
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #115: Zinfandel Drive/White Rock Road

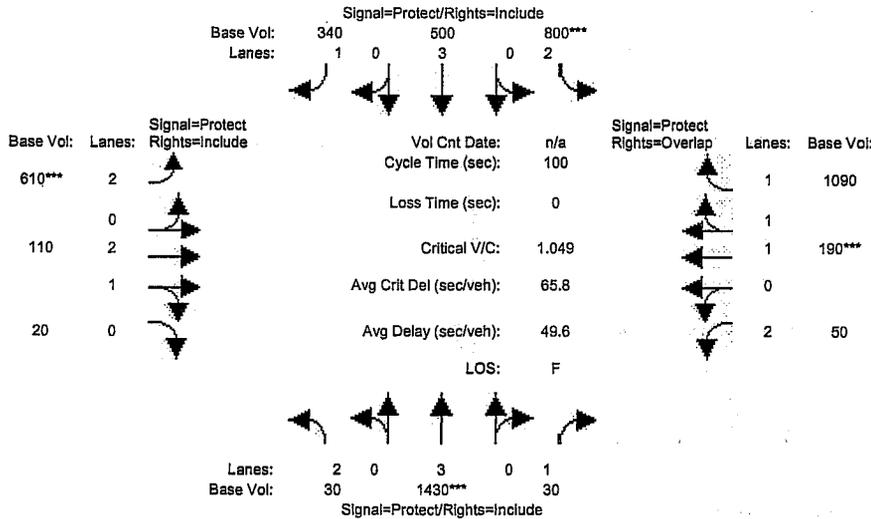


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	560	40	860	1350	560	270	140	20	70	120	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	560	40	860	1350	560	270	140	20	70	120	800
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:	20	560	40	860	1350	560	270	140	20	70	120	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	560	40	860	1350	560	270	140	20	70	120	800
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	22	560	40	946	1350	560	297	140	20	77	120	880
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.62	0.38	2.00	1.00	2.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	3609	516	2750	1375	2750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.03	0.34	0.33	0.41	0.11	0.04	0.04	0.03	0.09	0.32
Crit Vol:		187		473			149			120		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #115: Zinfandel Drive/White Rock Road

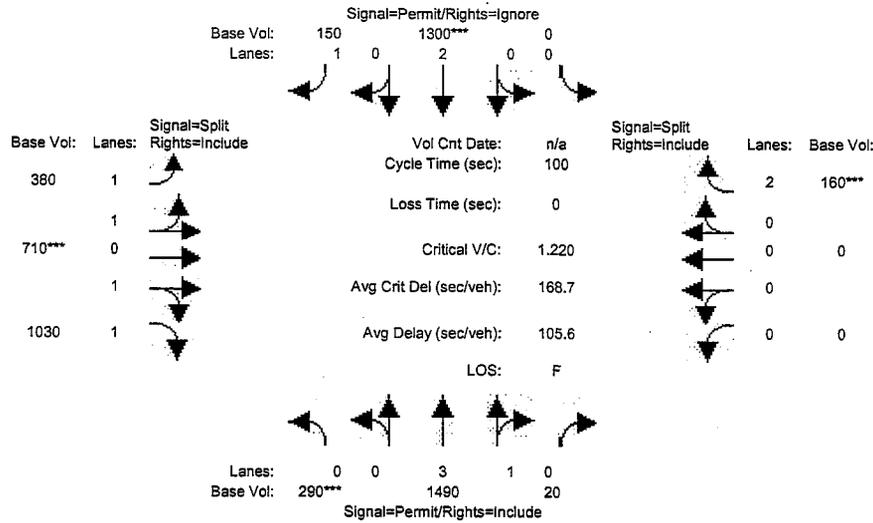


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	1430	30	800	500	340	610	110	20	50	190	1090
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1430	30	800	500	340	610	110	20	50	190	1090
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:	30	1430	30	800	500	340	610	110	20	50	190	1090
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1430	30	800	500	340	610	110	20	50	190	1090
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	33	1430	30	880	500	340	671	110	20	55	190	1199
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.54	0.46	2.00	1.00	2.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	3490	635	2750	1375	2750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.02	0.32	0.12	0.25	0.24	0.03	0.03	0.02	0.14	0.44
Crit Vol:		477		440			336			190		
Crit Moves:		***		***			***			***		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

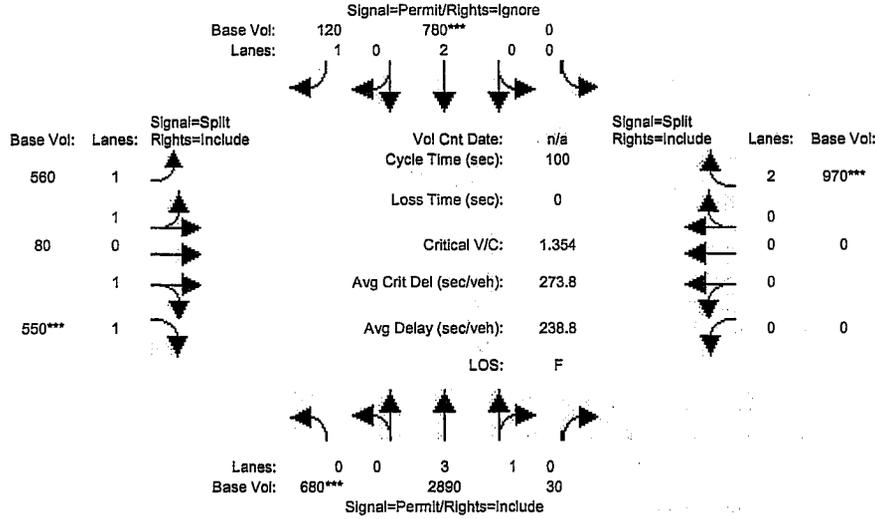


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	290	1490	20	0	1300	150	380	710	1030	0	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1490	20	0	1300	150	380	710	1030	0	0	160
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	1490	20	0	1300	0	380	710	1030	0	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1490	20	0	1300	0	380	710	1030	0	0	160
PCE Adj:	6.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	1740	1490	20	0	1300	0	418	710	1133	0	0	176
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	2.98	0.02	0.00	2.00	1.00	1.00	1.00	2.00	0.00	0.00	2.00
Final Sat.:	1425	4240	35	0	2850	1425	1425	1425	2850	0	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.20	0.35	0.57	0.00	0.46	0.00	0.29	0.50	0.40	0.00	0.00	0.06
Crit Vol:	290			650			710			88		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

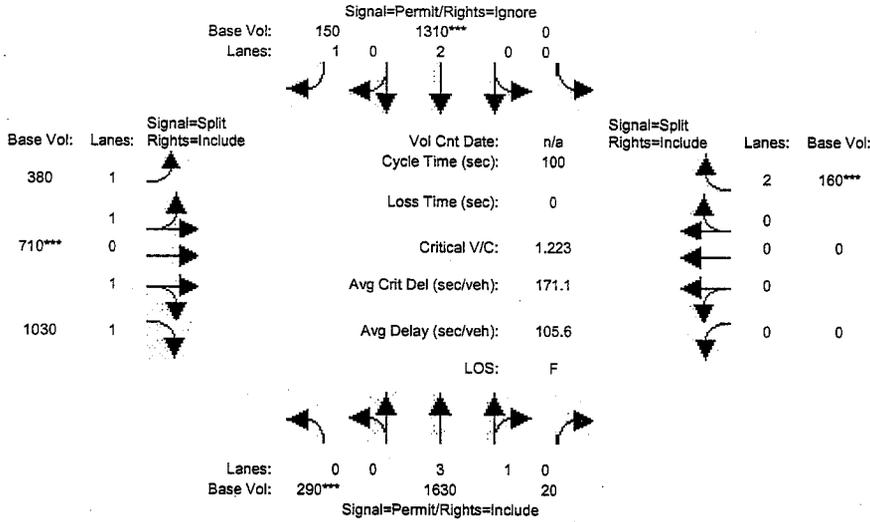


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	680	2890	30	0	780	120	560	80	550	0	0	970
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	680	2890	30	0	780	120	560	80	550	0	0	970
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	680	2890	30	0	780	0	560	80	550	0	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	2890	30	0	780	0	560	80	550	0	0	970
PCE Adj:	4.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	2720	2890	30	0	780	0	616	80	605	0	0	1067
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	2.98	0.02	0.00	2.00	1.00	1.90	0.25	1.85	0.00	0.00	2.00
Final Sat.:	1425	4245	30	0	2850	1425	2709	350	2641	0	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.48	0.68	0.99	0.00	0.27	0.00	0.23	0.23	0.23	0.00	0.00	0.37
Crit Vol:	680				390				326			534
Crit Moves:	****				****				****			****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

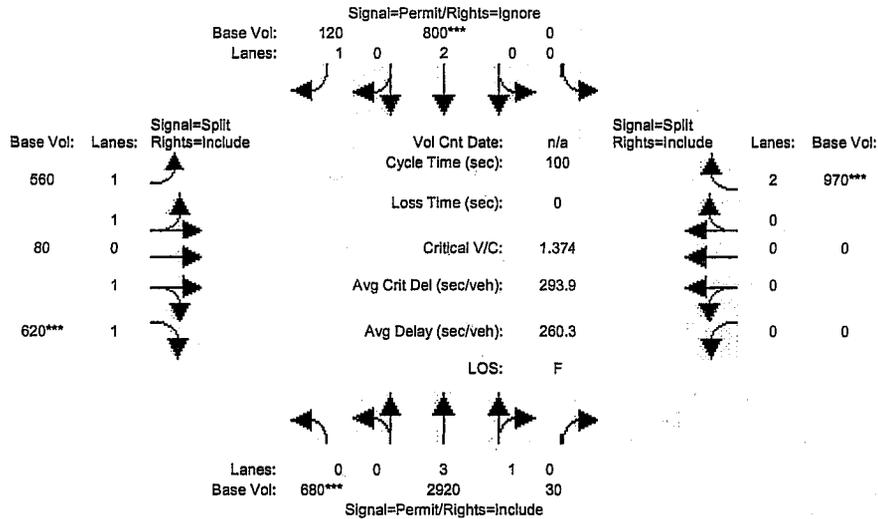


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	290	1630	20	0	1310	150	380	710	1030	0	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1630	20	0	1310	150	380	710	1030	0	0	160
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	1630	20	0	1310	0	380	710	1030	0	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1630	20	0	1310	0	380	710	1030	0	0	160
PCE Adj:	6.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	1740	1630	20	0	1310	0	418	710	1133	0	0	176
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	2.98	0.02	0.00	2.00	1.00	1.00	1.00	2.00	0.00	0.00	2.00
Final Sat.:	1425	4241	34	0	2850	1425	1425	1425	2850	0	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.20	0.38	0.59	0.00	0.46	0.00	0.29	0.50	0.40	0.00	0.00	0.06
Crit Vol:	290				655			710			88	
Crit Moves:	****				****			****			****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

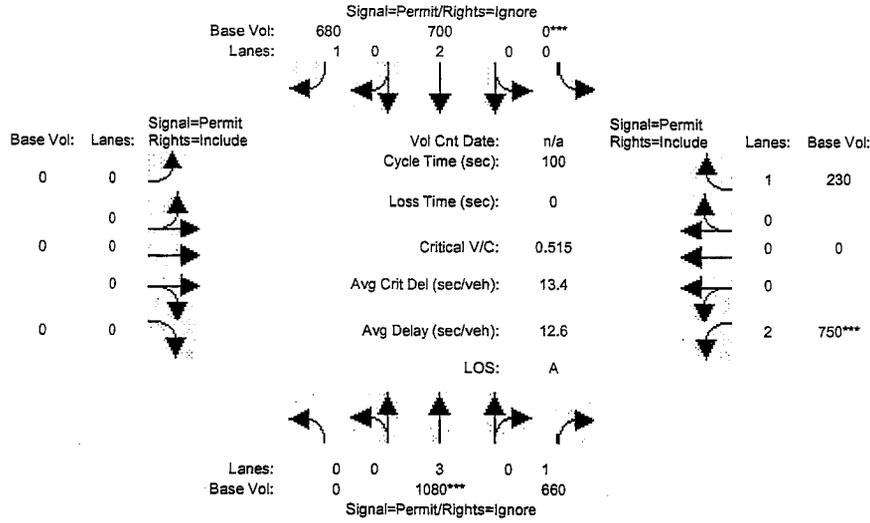


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	680	2920	30	0	800	120	560	80	620	0	0	970
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	680	2920	30	0	800	120	560	80	620	0	0	970
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	680	2920	30	0	800	0	560	80	620	0	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	2920	30	0	800	0	560	80	620	0	0	970
PCE Adj:	4.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	2720	2920	30	0	800	0	616	80	682	0	0	1067
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	2.98	0.02	0.00	2.00	1.00	1.79	0.23	1.98	0.00	0.00	2.00
Final Sat.:	1425	4245	30	0	2850	1425	2552	331	2817	0	0	2850
Capacity Analysis Module:												
Vol/Sat:	0.48	0.69	0.99	0.00	0.28	0.00	0.24	0.24	0.24	0.00	0.00	0.37
Crit Vol:	680			400			345			534		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

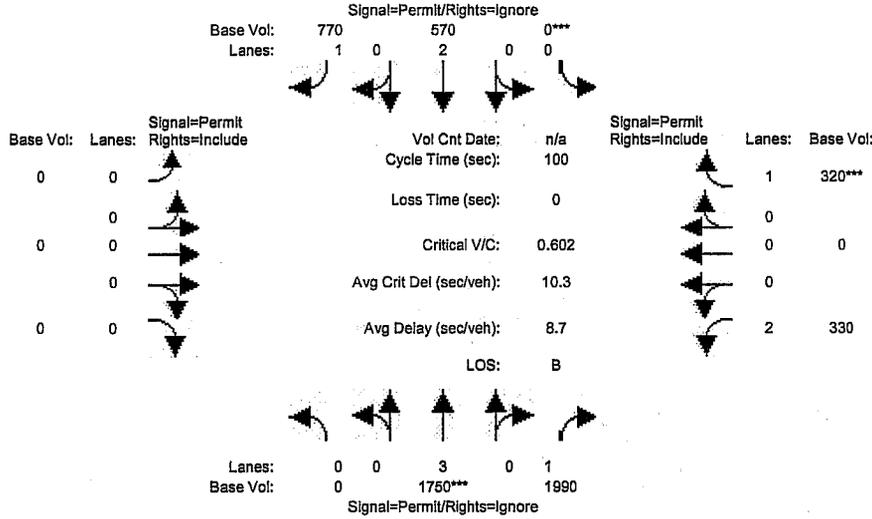


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1080	660	0	700	680	0	0	0	750	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1080	660	0	700	680	0	0	0	750	0	230
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1080	0	0	700	0	0	0	0	750	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1080	0	0	700	0	0	0	0	750	0	230
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1080	0	0	700	0	0	0	0	825	0	230
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	0	3000	1500	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.28	0.00	0.15
Crit Vol:		360			0			0			413	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

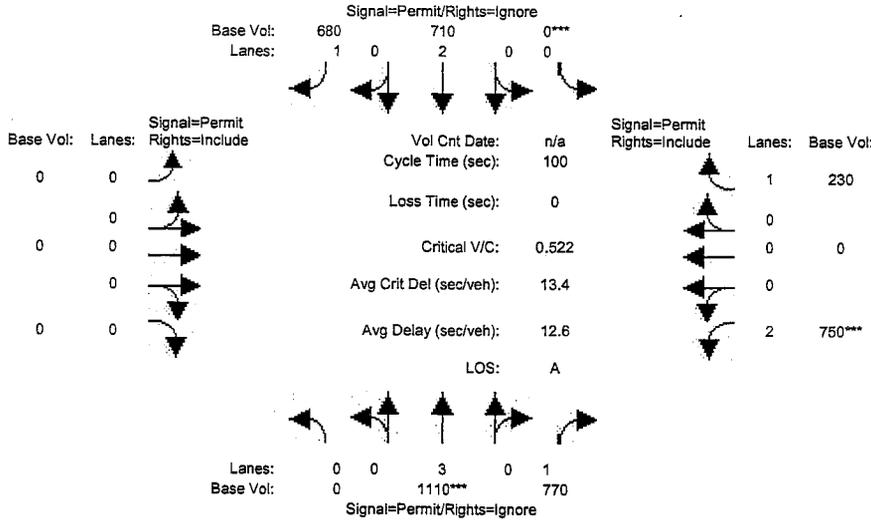


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1750	1990	0	570	770	0	0	0	330	0	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1750	1990	0	570	770	0	0	0	330	0	320
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1750	0	0	570	0	0	0	0	330	0	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1750	0	0	570	0	0	0	0	330	0	320
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1750	0	0	570	0	0	0	0	363	0	320
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	0	3000	1500	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.12	0.00	0.21
Crit Vol:		583			0			0				320
Crit Moves:		***			***							***

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

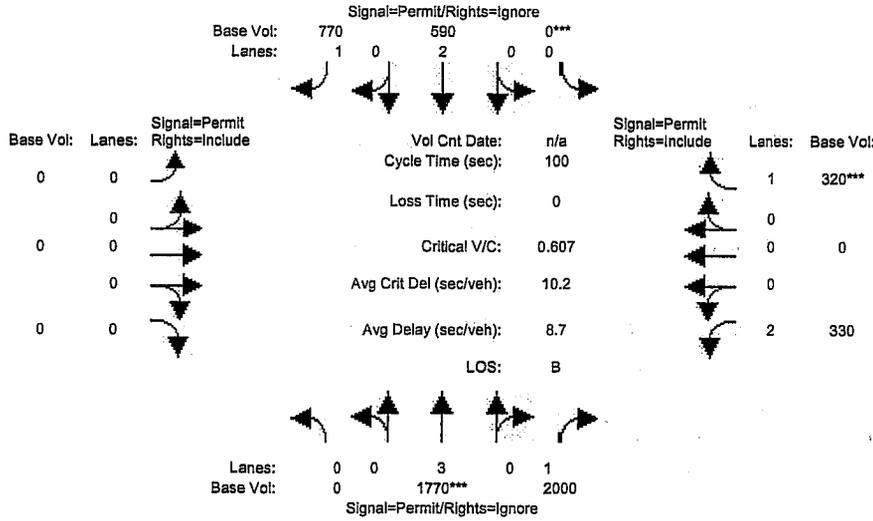


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1110	770	0	710	680	0	0	0	750	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1110	770	0	710	680	0	0	0	750	0	230
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1110	0	0	710	0	0	0	0	750	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1110	0	0	710	0	0	0	0	750	0	230
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1110	0	0	710	0	0	0	0	825	0	230
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	0	3000	1500	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.28	0.00	0.15
Crit Vol:		370			0			0			413	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

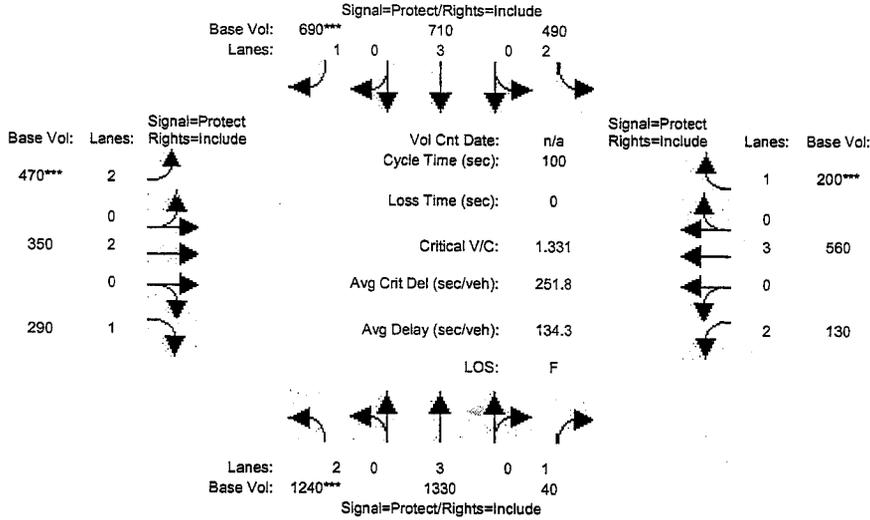


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1770	2000	0	590	770	0	0	0	330	0	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1770	2000	0	590	770	0	0	0	330	0	320
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1770	0	0	590	0	0	0	0	330	0	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1770	0	0	590	0	0	0	0	330	0	320
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1770	0	0	590	0	0	0	0	363	0	320
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	0	3000	1500	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.12	0.00	0.21
Crit Vol:		590			0			0				320
Crit Moves:		****			****							****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #118: Sunrise Boulevard/White Rock Road

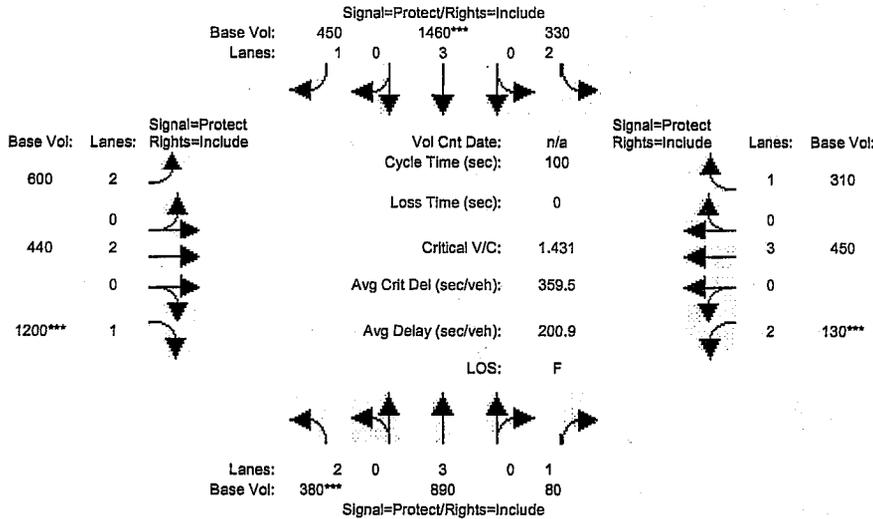


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1240	1330	40	490	710	690	470	350	290	130	560	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1240	1330	40	490	710	690	470	350	290	130	560	200
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:	1240	1330	40	490	710	690	470	350	290	130	560	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1240	1330	40	490	710	690	470	350	290	130	560	200
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	1364	1330	40	539	710	690	517	350	290	143	560	200
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.50	0.32	0.03	0.20	0.17	0.50	0.19	0.13	0.21	0.05	0.14	0.15
Crit Vol:	682					690	259					200
Crit Moves:	****					****	****					****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #118: Sunrise Boulevard/White Rock Road

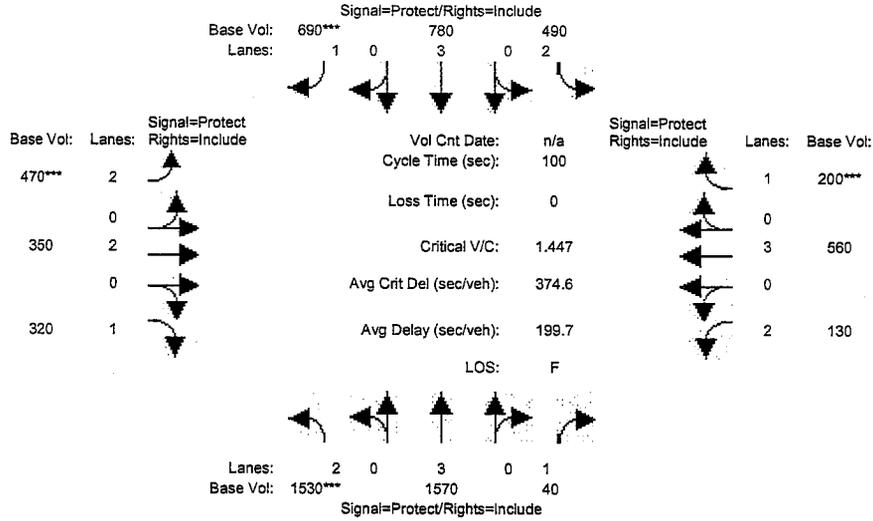


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	380	890	80	330	1460	450	600	440	1200	130	450	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	890	80	330	1460	450	600	440	1200	130	450	310
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:	380	890	80	330	1460	450	600	440	1200	130	450	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	890	80	330	1460	450	600	440	1200	130	450	310
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	418	890	80	363	1460	450	660	440	1200	143	450	310
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.06	0.13	0.35	0.33	0.24	0.16	0.87	0.05	0.11	0.23
Crit Vol:	209			487			1200		72			
Crit Moves:	****			****			****		****	****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #118: Sunrise Boulevard/White Rock Road

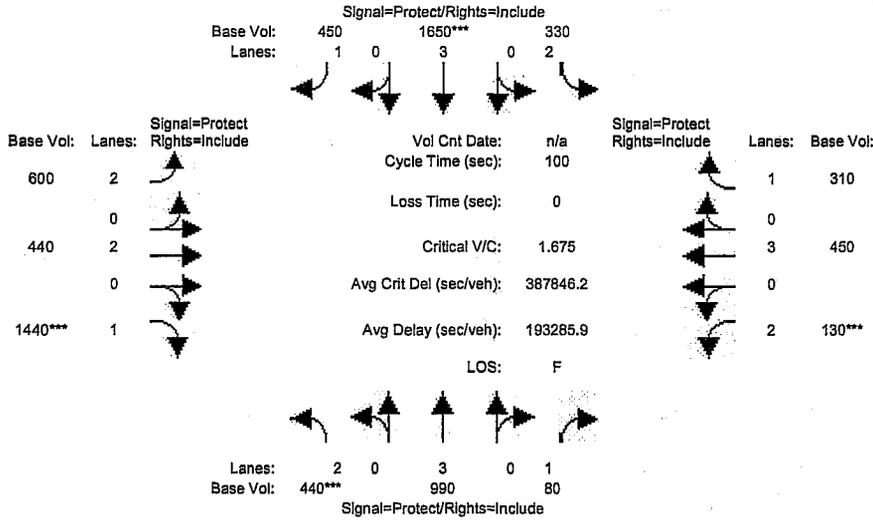


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1530	1570	40	490	780	690	470	350	320	130	560	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1530	1570	40	490	780	690	470	350	320	130	560	200
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:	1530	1570	40	490	780	690	470	350	320	130	560	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1530	1570	40	490	780	690	470	350	320	130	560	200
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	1683	1570	40	539	780	690	517	350	320	143	560	200
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.61	0.38	0.03	0.20	0.19	0.50	0.19	0.13	0.23	0.05	0.14	0.15
Crit Vol:	841					690	259					200
Crit Moves:	****					****	****					****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #118: Sunrise Boulevard/White Rock Road

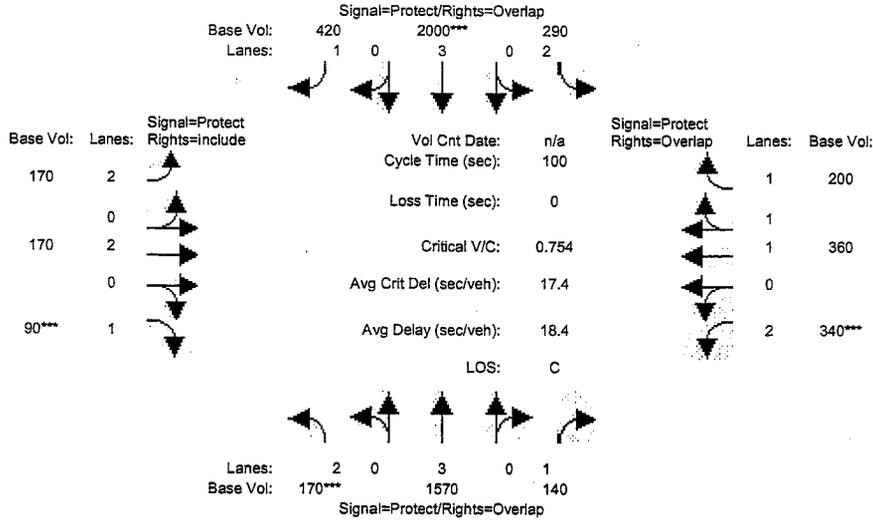


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	440	990	80	330	1650	450	600	440	1440	130	450	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	990	80	330	1650	450	600	440	1440	130	450	310
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:	440	990	80	330	1650	450	600	440	1440	130	450	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	990	80	330	1650	450	600	440	1440	130	450	310
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	484	990	80	363	1650	450	660	440	1440	143	450	310
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.18	0.24	0.06	0.13	0.40	0.33	0.24	0.16	1.05	0.05	0.11	0.23
Crit Vol:	242			550			1440		72			
Crit Moves:	****			****			****		****			****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #119: Sunrise Boulevard/Foisom Boulevard

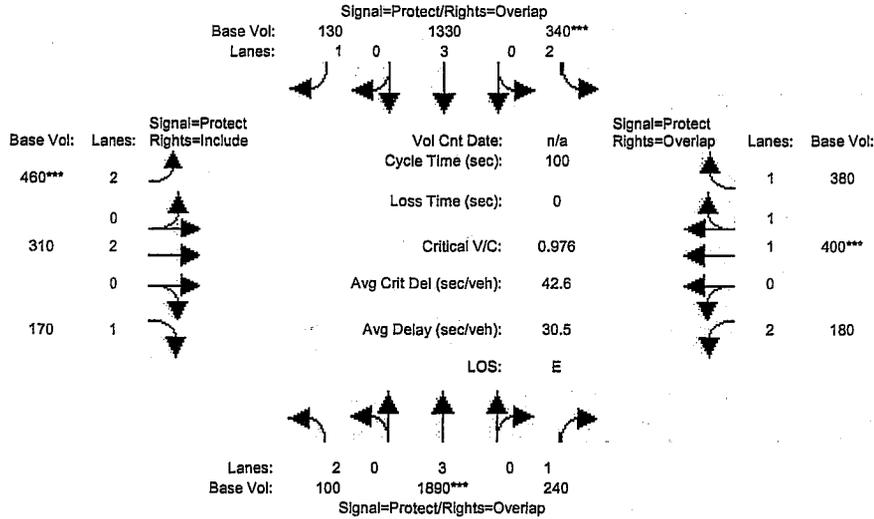


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	170	1570	140	290	2000	420	170	170	90	340	360	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1570	140	290	2000	420	170	170	90	340	360	200
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:	170	1570	140	290	2000	420	170	170	90	340	360	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1570	140	290	2000	420	170	170	90	340	360	200
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	187	1570	140	319	2000	420	187	170	90	374	360	220
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.86	1.14
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	2560	1565
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.10	0.12	0.48	0.31	0.07	0.06	0.07	0.14	0.14	0.14
Crit Vol:	94			667			90		187			
Crit Moves:	****			****			****		****			

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #119: Sunrise Boulevard/Folsom Boulevard

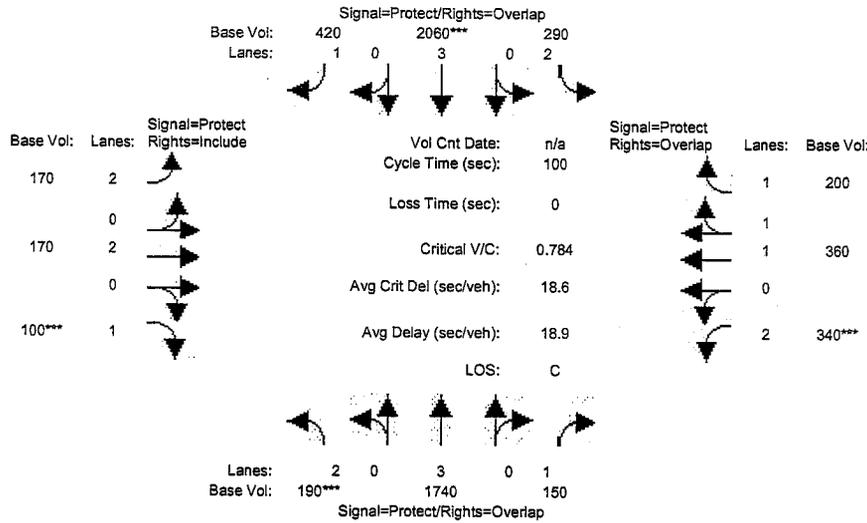


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	1890	240	340	1330	130	460	310	170	180	400	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1890	240	340	1330	130	460	310	170	180	400	380
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:	100	1890	240	340	1330	130	460	310	170	180	400	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1890	240	340	1330	130	460	310	170	180	400	380
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	110	1890	240	374	1330	130	506	310	170	198	400	418
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.47	1.53
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	2017	2108
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.17	0.14	0.32	0.09	0.18	0.11	0.12	0.07	0.20	0.20
Crit Vol:		630			187			253			273	
Crit Moves:	***			***			***			***		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #119: Sunrise Boulevard/Folsom Boulevard

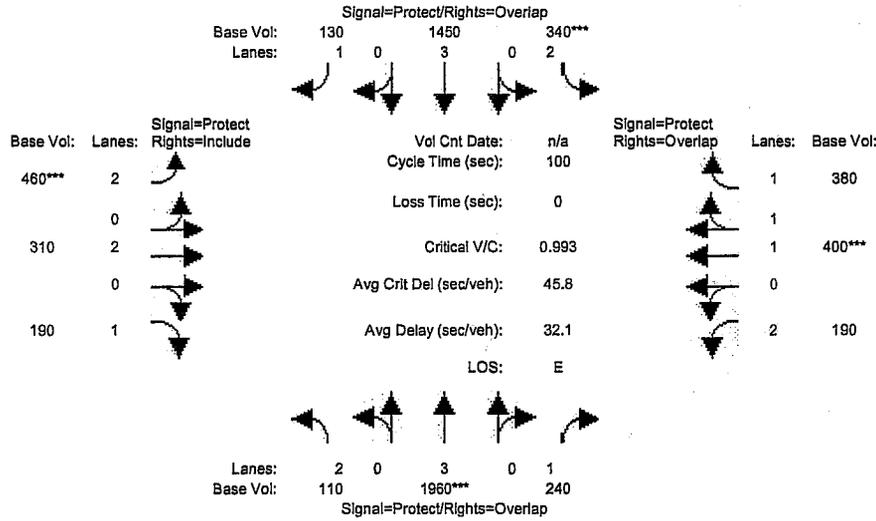


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	190	1740	150	290	2060	420	170	170	100	340	360	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1740	150	290	2060	420	170	170	100	340	360	200
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:	190	1740	150	290	2060	420	170	170	100	340	360	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1740	150	290	2060	420	170	170	100	340	360	200
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	209	1740	150	319	2060	420	187	170	100	374	360	220
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.86	1.14
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	2560	1565
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.11	0.12	0.50	0.31	0.07	0.06	0.07	0.14	0.14	0.14
Crit Vol:	104			687			100		187			
Crit Moves:	****			****			****		****	****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #119: Sunrise Boulevard/Folsom Boulevard

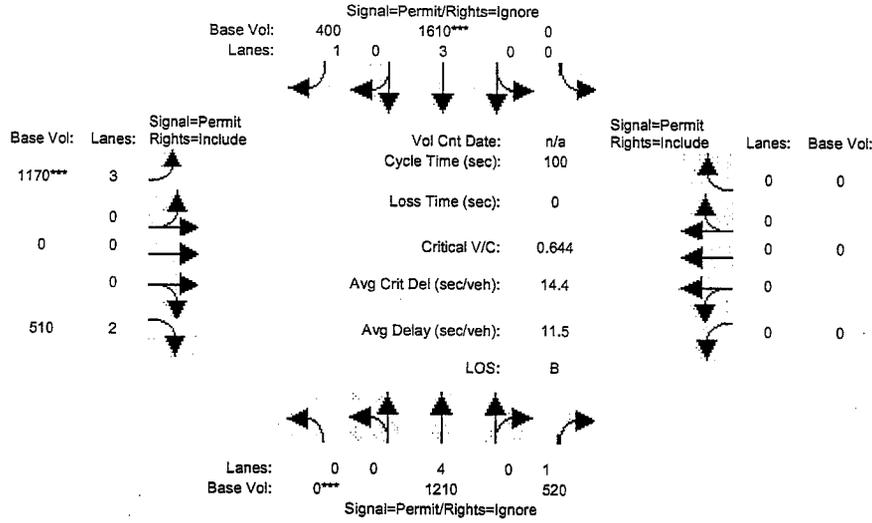


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	110	1960	240	340	1450	130	460	310	190	190	400	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1960	240	340	1450	130	460	310	190	190	400	380
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:	110	1960	240	340	1450	130	460	310	190	190	400	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1960	240	340	1450	130	460	310	190	190	400	380
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	121	1960	240	374	1450	130	506	310	190	209	400	418
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.47	1.53
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	2750	1375	2750	2017	2108
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.17	0.14	0.35	0.09	0.18	0.11	0.14	0.08	0.20	0.20
Crit Vol:		653			187			253			273	
Crit Moves:		****			****			****			****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

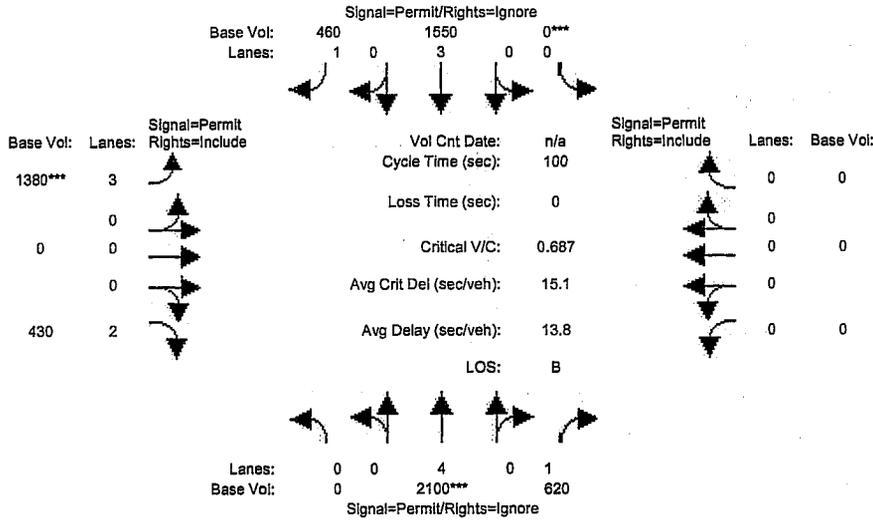


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1210	520	0	1610	400	1170	0	510	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1210	520	0	1610	400	1170	0	510	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1210	0	0	1610	0	1170	0	510	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1210	0	0	1610	0	1170	0	510	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1210	0	0	1610	0	1287	0	561	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6000	1500	0	4500	1500	4500	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.36	0.00	0.29	0.00	0.19	0.00	0.00	0.00
Crit Vol:	0				537		429			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

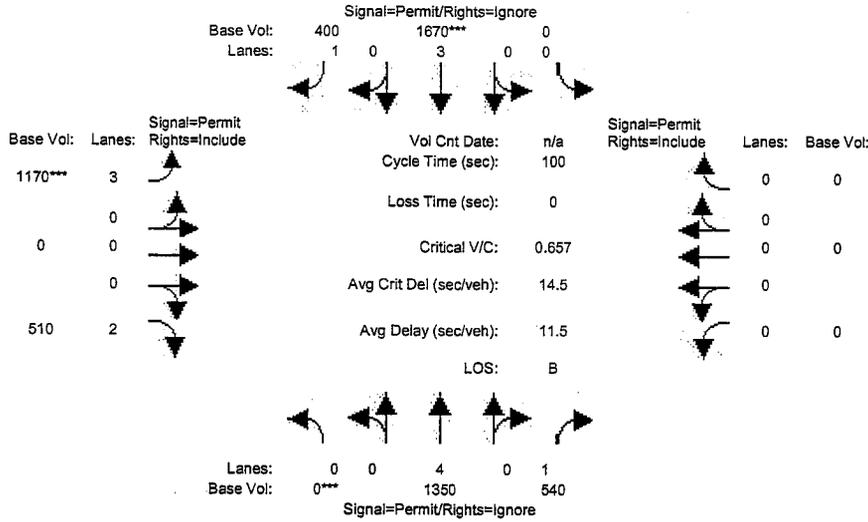


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2100	620	0	1550	460	1380	0	430	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2100	620	0	1550	460	1380	0	430	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2100	0	0	1550	0	1380	0	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2100	0	0	1550	0	1380	0	430	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2100	0	0	1550	0	1518	0	473	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6000	1500	0	4500	1500	4500	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.34	0.00	0.34	0.00	0.16	0.00	0.00	0.00
Crit Vol:		525			0			506			0	
Crit Moves:		****			****			****				

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

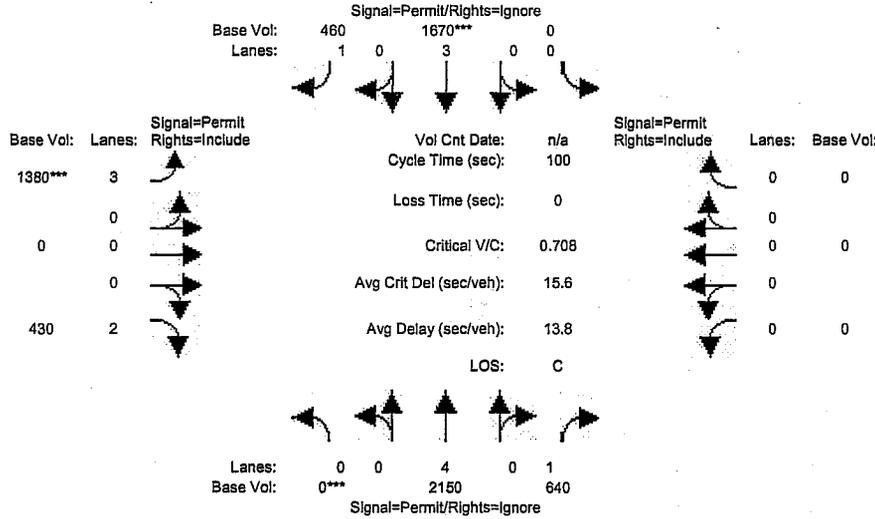


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1350	540	0	1670	400	1170	0	510	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1350	540	0	1670	400	1170	0	510	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1350	0	0	1670	0	1170	0	510	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1350	0	0	1670	0	1170	0	510	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1350	0	0	1670	0	1287	0	561	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6000	1500	0	4500	1500	4500	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.37	0.00	0.29	0.00	0.19	0.00	0.00	0.00
Crit Vol:	0			557			429			0		
Crit Moves:	***			***			***					

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

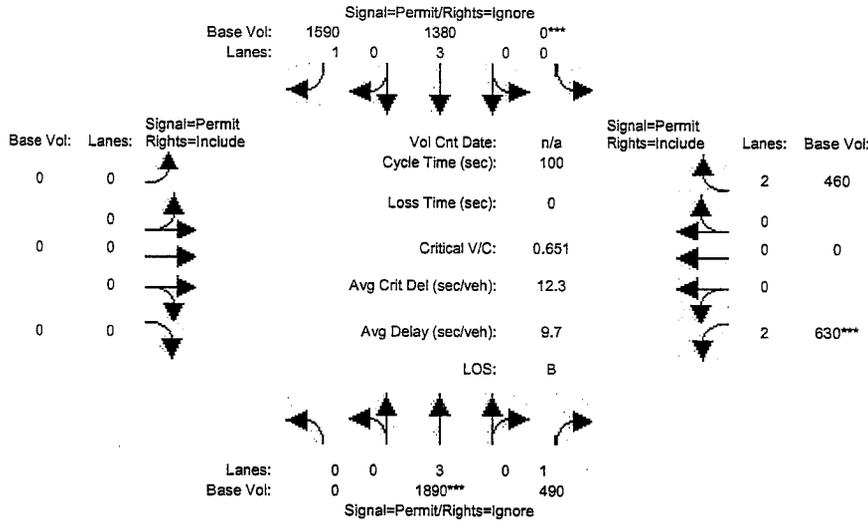


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2150	640	0	1670	460	1380	0	430	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2150	640	0	1670	460	1380	0	430	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2150	0	0	1670	0	1380	0	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2150	0	0	1670	0	1380	0	430	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2150	0	0	1670	0	1518	0	473	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6000	1500	0	4500	1500	4500	0	3000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.37	0.00	0.34	0.00	0.16	0.00	0.00	0.00
Crit Vol:	0			557			506			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

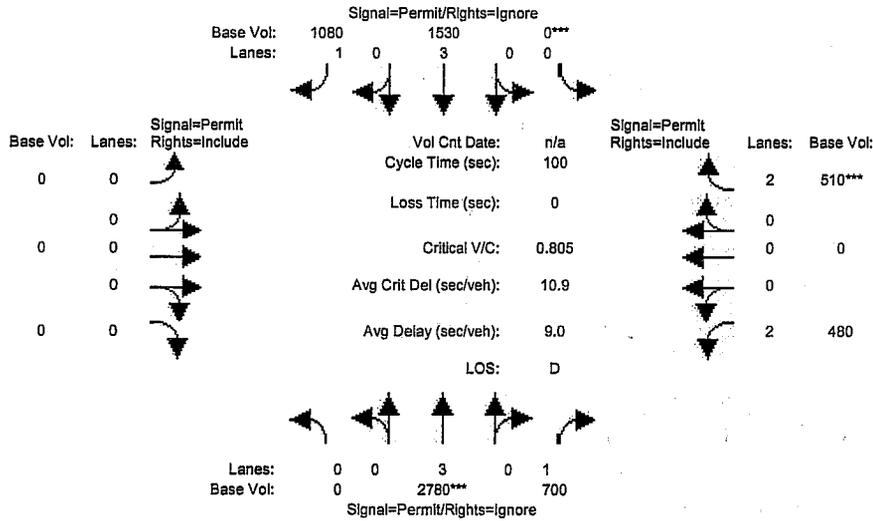


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1890	490	0	1380	1590	0	0	0	630	0	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1890	490	0	1380	1590	0	0	0	630	0	460
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1890	0	0	1380	0	0	0	0	630	0	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1890	0	0	1380	0	0	0	0	630	0	460
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	1890	0	0	1380	0	0	0	0	693	0	506
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.23	0.00	0.17
Crit Vol:		630			0			0			347	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

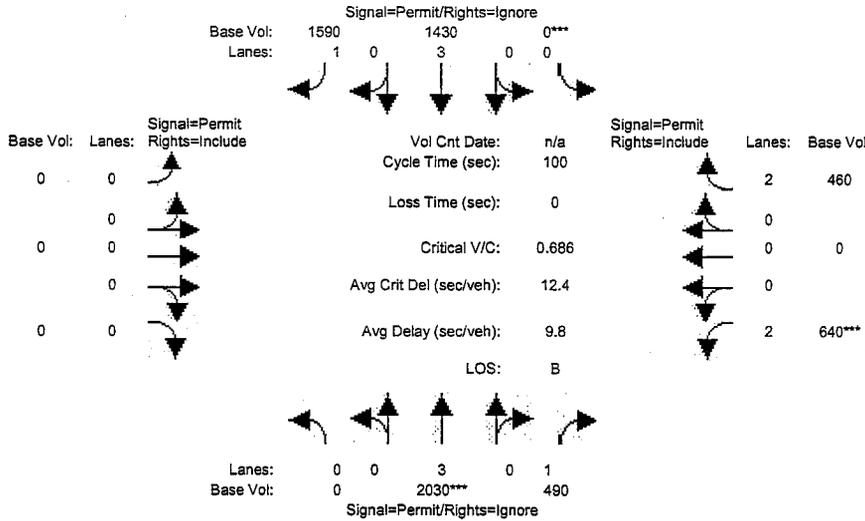


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2780	700	0	1530	1080	0	0	0	480	0	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2780	700	0	1530	1080	0	0	0	480	0	510
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2780	0	0	1530	0	0	0	0	480	0	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2780	0	0	1530	0	0	0	0	480	0	510
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	2780	0	0	1530	0	0	0	0	528	0	561
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.62	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.18	0.00	0.19
Crit Vol:		927			0			0			281	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

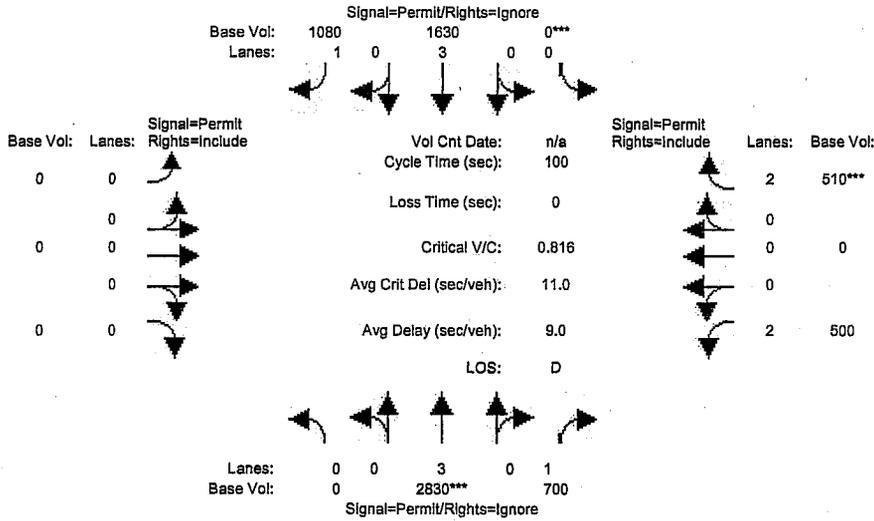


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2030	490	0	1430	1590	0	0	0	640	0	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2030	490	0	1430	1590	0	0	0	640	0	460
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2030	0	0	1430	0	0	0	0	640	0	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2030	0	0	1430	0	0	0	0	640	0	460
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	2030	0	0	1430	0	0	0	0	704	0	506
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.23	0.00	0.17
Crit Vol:		677			0			0			352	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

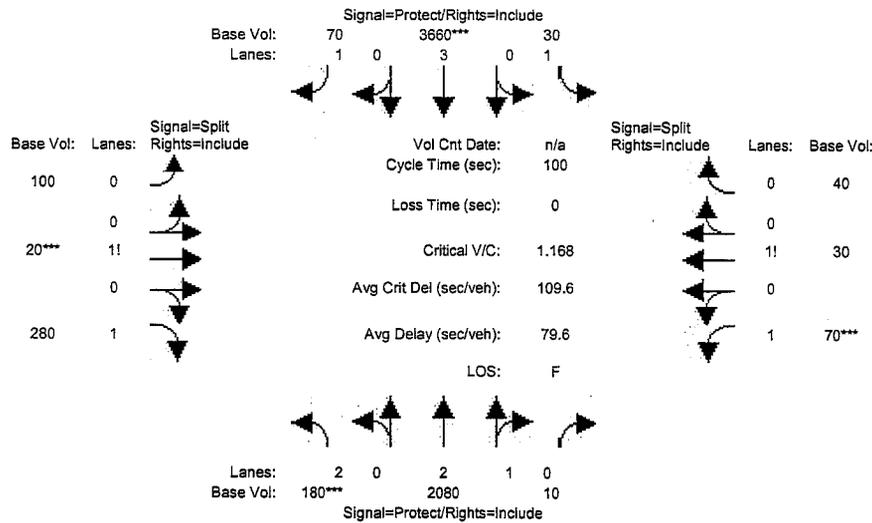


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2830	700	0	1630	1080	0	0	0	500	0	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2830	700	0	1630	1080	0	0	0	500	0	510
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2830	0	0	1630	0	0	0	0	500	0	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2830	0	0	1630	0	0	0	0	500	0	510
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol::	0	2830	0	0	1630	0	0	0	0	550	0	561
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.18	0.00	0.19
Crit Vol:		943			0			0				281
Crit Moves:		****			****							****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #122: Sunrise Boulevard/Zinfandel Drive

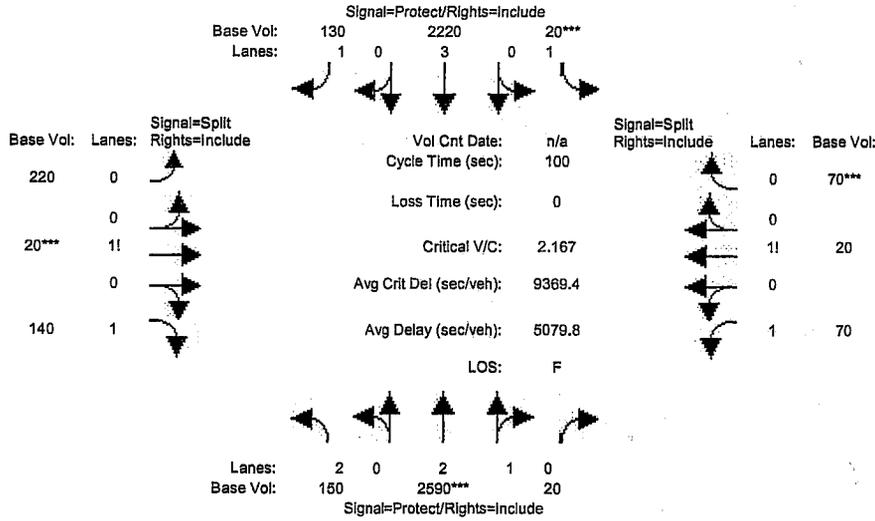


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	2080	10	30	3660	70	100	20	280	70	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2080	10	30	3660	70	100	20	280	70	30	40
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:	180	2080	10	30	3660	70	100	20	280	70	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2080	10	30	3660	70	100	20	280	70	30	40
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	198	2080	10	30	3660	70	100	20	308	77	30	40
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	2.99	0.01	1.00	3.00	1.00	0.47	0.09	1.44	1.05	0.41	0.54
Final Sat.:	2750	4105	20	1375	4125	1375	643	129	1979	1440	561	748
Capacity Analysis Module:												
Vol/Sat:	0.07	0.51	0.51	0.02	0.89	0.05	0.16	0.16	0.16	0.05	0.05	0.05
Crit Vol:	99				1220				214		74	
Crit Moves:	****				****				****		****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #122: Sunrise Boulevard/Zinfandel Drive

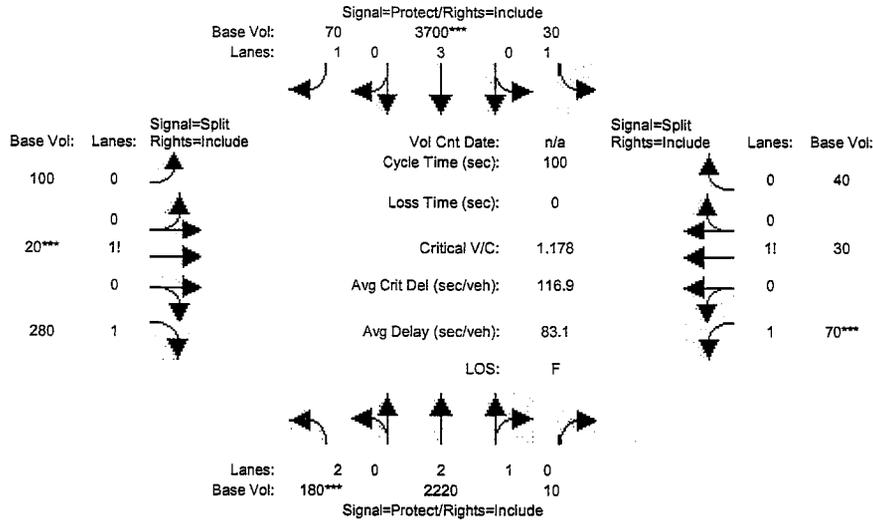


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	2590	20	20	2220	130	220	20	140	70	20	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	2590	20	20	2220	130	220	20	140	70	20	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:	150	2590	20	20	2220	130	220	20	140	70	20	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2590	20	20	2220	130	220	20	140	70	20	70
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	165	2590	20	20	2220	130	220	20	154	77	20	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	2.98	0.02	1.00	3.00	1.00	0.99	0.01	1.00	1.00	0.22	0.78
Final Sat.:	2750	4093	32	1375	4125	1375	1361	14	1375	1375	306	1069
Capacity Analysis Module:												
Vol/Sat:	0.06	0.63	0.63	0.01	0.54	0.09	0.16	1.45	0.11	0.06	0.07	0.07
Crit Vol:		870			20			2000				90
Crit Moves:		***			***			***				***

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #122: Sunrise Boulevard/Zinfandel Drive

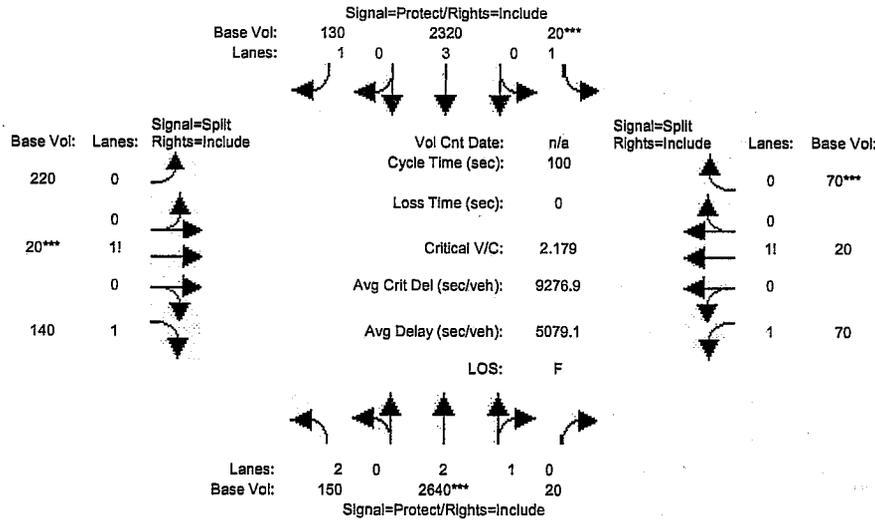


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	2220	10	30	3700	70	100	20	280	70	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2220	10	30	3700	70	100	20	280	70	30	40
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:	180	2220	10	30	3700	70	100	20	280	70	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2220	10	30	3700	70	100	20	280	70	30	40
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	198	2220	10	30	3700	70	100	20	308	77	30	40
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	2.99	0.01	1.00	3.00	1.00	0.47	0.09	1.44	1.05	0.41	0.54
Final Sat.:	2750	4107	18	1375	4125	1375	643	129	1979	1440	561	748
Capacity Analysis Module:												
Vol/Sat:	0.07	0.54	0.54	0.02	0.90	0.05	0.16	0.16	0.16	0.05	0.05	0.05
Crit Vol:	99				1233				214		74	
Crit Moves:	****				****				****		****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #122: Sunrise Boulevard/Zinfandel Drive

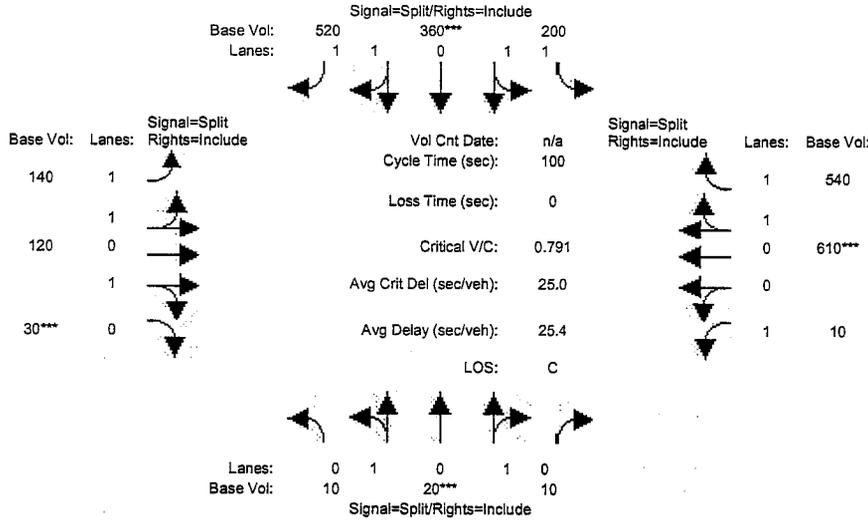


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	2640	20	20	2320	130	220	20	140	70	20	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	2640	20	20	2320	130	220	20	140	70	20	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:	150	2640	20	20	2320	130	220	20	140	70	20	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2640	20	20	2320	130	220	20	140	70	20	70
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	165	2640	20	20	2320	130	220	20	154	77	20	70
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	2.98	0.02	1.00	3.00	1.00	0.99	0.01	1.00	1.00	0.22	0.78
Final Sat.:	2750	4094	31	1375	4125	1375	1361	14	1375	1375	306	1069
Capacity Analysis Module:												
Vol/Sat:	0.06	0.64	0.64	0.01	0.56	0.09	0.16	1.45	0.11	0.06	0.07	0.07
Crit Vol:		887		20			2000					90
Crit Moves:	****			****			****					****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #123: Hazel Avenue/Folsom Boulevard

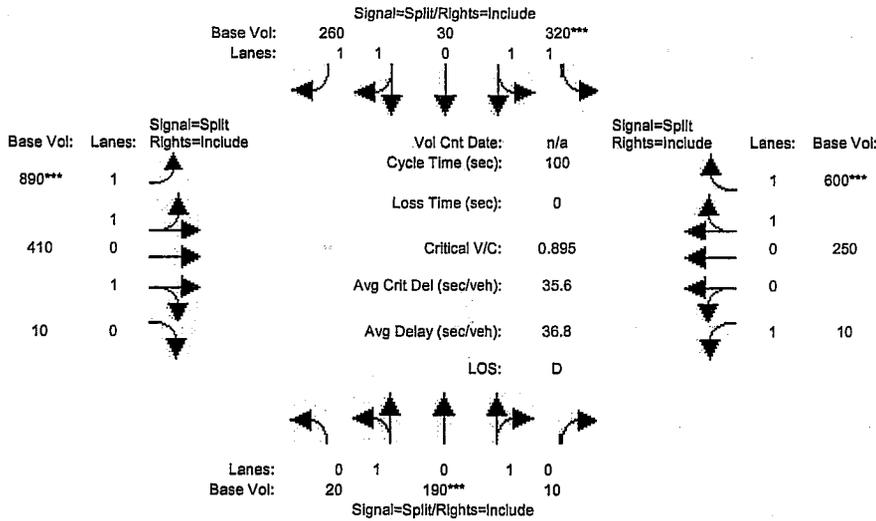


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	20	10	200	360	520	140	120	30	10	610	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	10	200	360	520	140	120	30	10	610	540
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:	10	20	10	200	360	520	140	120	30	10	610	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	200	360	520	140	120	30	10	610	540
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	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10
Final Vol.:	10	20	10	220	360	572	154	120	30	10	610	594
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	0.50	1.00	0.50	1.00	1.01	1.99	1.53	1.18	0.29	1.00	1.00	1.00
Final Sat.:	688	1375	688	1375	1392	2733	2097	1624	404	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.16	0.26	0.21	0.07	0.07	0.07	0.01	0.44	0.43
Crit Vol:		20			356				102		610	
Crit Moves:		****			****				****		****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #123: Hazel Avenue/Folsom Boulevard

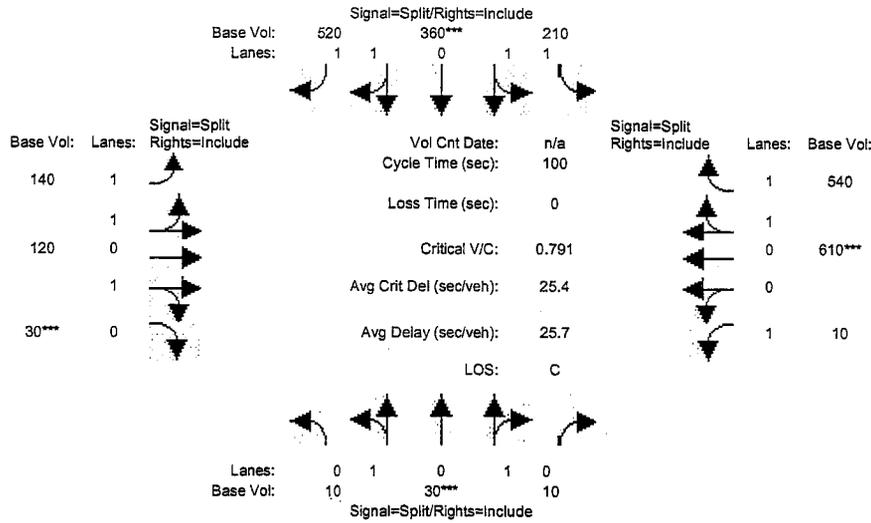


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	190	10	320	30	260	890	410	10	10	250	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	190	10	320	30	260	890	410	10	10	250	600
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:	20	190	10	320	30	260	890	410	10	10	250	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	190	10	320	30	260	890	410	10	10	250	600
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	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10
Final Vol.:	20	190	10	352	30	286	979	410	10	10	250	660
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	0.18	1.73	0.09	2.00	0.19	1.81	2.00	0.98	0.02	1.00	0.55	1.45
Final Sat.:	250	2375	125	2750	261	2489	2750	1342	33	1375	755	1995
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.13	0.11	0.11	0.36	0.31	0.31	0.01	0.33	0.33
Crit Vol:		110			176			489				455
Crit Moves:		***			***			***				***

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #123: Hazel Avenue/Folsom Boulevard

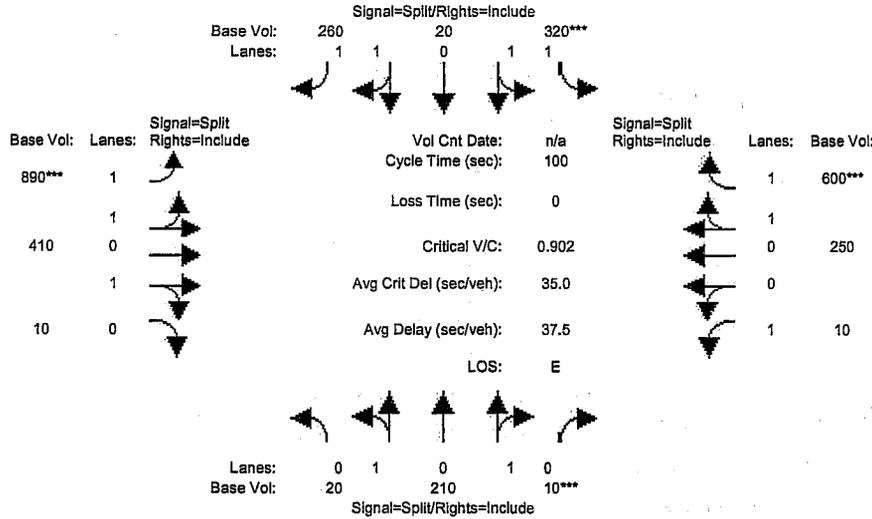


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	30	10	210	360	520	140	120	30	10	610	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	30	10	210	360	520	140	120	30	10	610	540
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:	10	30	10	210	360	520	140	120	30	10	610	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	10	210	360	520	140	120	30	10	610	540
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	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10
Final Vol.:	10	30	10	231	360	572	154	120	30	10	610	594
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	0.40	1.20	0.40	1.00	1.02	1.98	1.53	1.18	0.29	1.00	1.00	1.00
Final Sat.:	550	1650	550	1375	1409	2716	2097	1624	404	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.17	0.26	0.21	0.07	0.07	0.07	0.01	0.44	0.43
Crit Vol:		25			351			102			610	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #123: Hazel Avenue/Folsom Boulevard

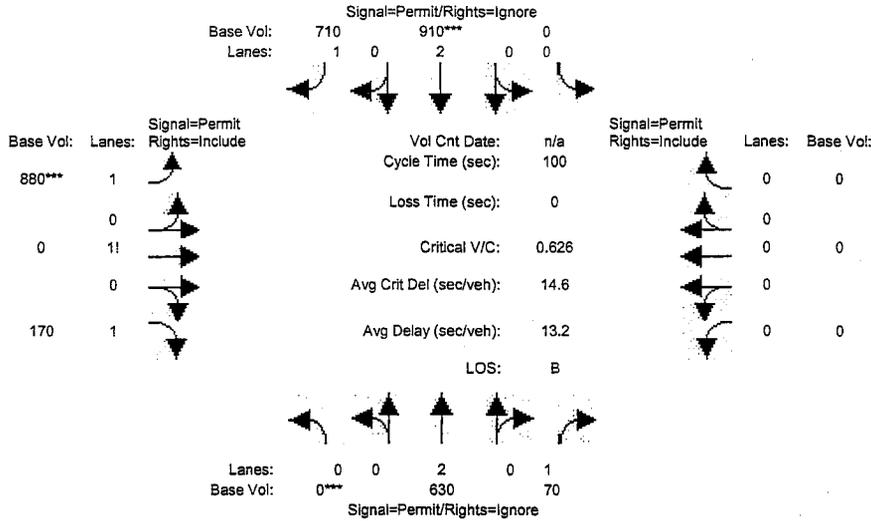


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	210	10	320	20	260	890	410	10	10	250	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	210	10	320	20	260	890	410	10	10	250	600
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:	20	210	10	320	20	260	890	410	10	10	250	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	210	10	320	20	260	890	410	10	10	250	600
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	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10
Final Vol.:	20	210	10	352	20	286	979	410	10	10	250	660
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	0.17	1.75	0.08	2.00	0.13	1.87	2.00	0.98	0.02	1.00	0.55	1.45
Final Sat.:	229	2406	115	2750	180	2570	2750	1342	33	1375	755	1995
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.13	0.11	0.11	0.36	0.31	0.31	0.01	0.33	0.33
Crit Vol:				120	176		489			455		
Crit Moves:			****	****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Base Volume Alternative)  
 AM Baseline

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

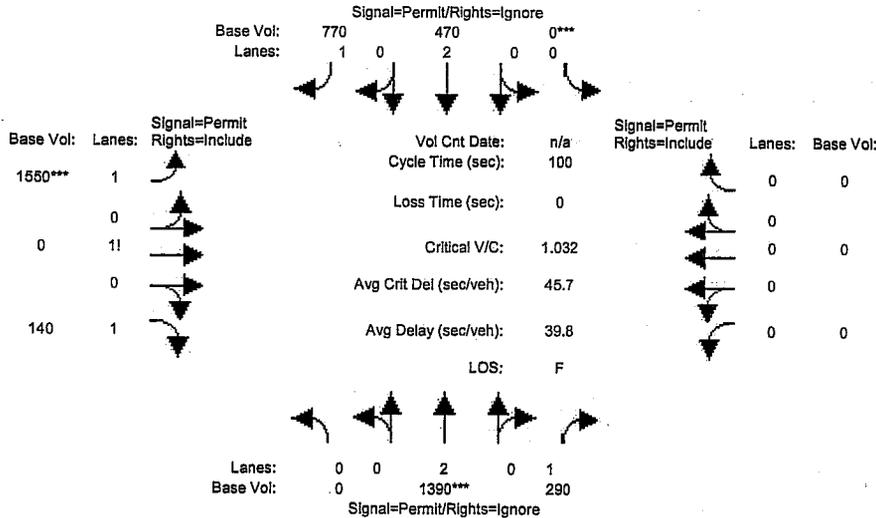


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	630	70	0	910	710	880	0	170	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	630	70	0	910	710	880	0	170	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	630	0	0	910	0	880	0	170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	630	0	0	910	0	880	0	170	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	630	0	0	910	0	968	0	187	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3000	1500	0	3000	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.30	0.00	0.32	0.00	0.12	0.00	0.00	0.00
Crit Vol:	0				455		484			0		
Crit Moves:	***				***		***					

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

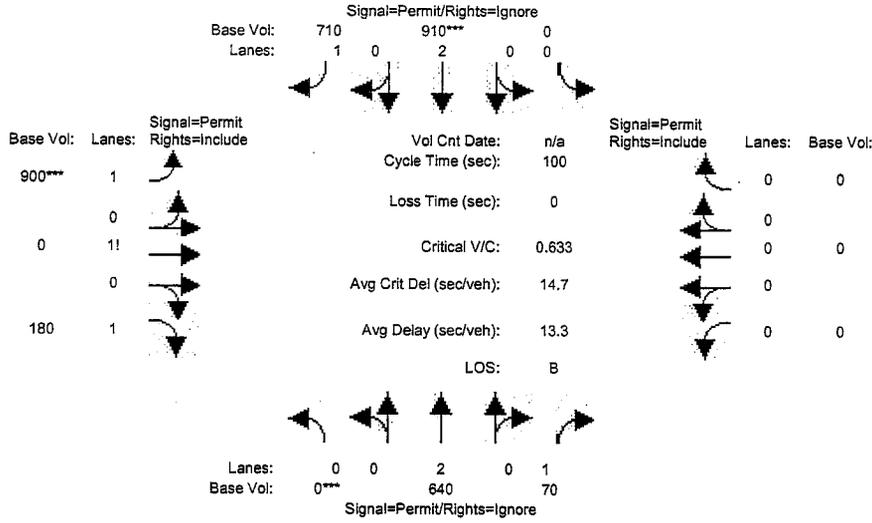


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1390	290	0	470	770	1550	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1390	290	0	470	770	1550	0	140	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1390	0	0	470	0	1550	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1390	0	0	470	0	1550	0	140	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1390	0	0	470	0	1705	0	154	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3000	1500	0	3000	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.16	0.00	0.57	0.00	0.10	0.00	0.00	0.00
Crit Vol:		695			0		853				0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

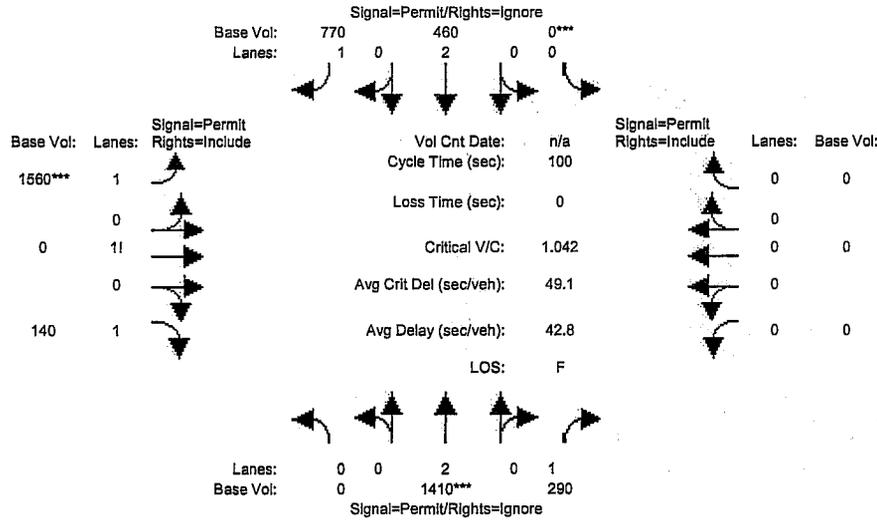


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	640	70	0	910	710	900	0	180	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	640	70	0	910	710	900	0	180	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	640	0	0	910	0	900	0	180	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	640	0	0	910	0	900	0	180	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	640	0	0	910	0	990	0	198	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3000	1500	0	3000	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.30	0.00	0.33	0.00	0.13	0.00	0.00	0.00
Crit Vol:	0			455			495			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

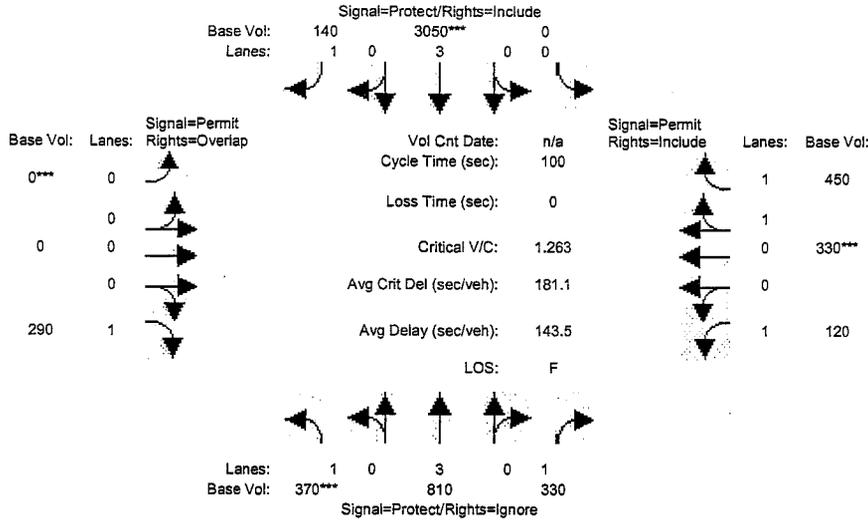


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1410	290	0	460	770	1560	0	140	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1410	290	0	460	770	1560	0	140	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1410	0	0	460	0	1560	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1410	0	0	460	0	1560	0	140	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1410	0	0	460	0	1716	0	154	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3000	1500	0	3000	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.00	0.15	0.00	0.57	0.00	0.10	0.00	0.00	0.00
Crit Vol:		705			0		858				0	
Crit Moves:		****			****		****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

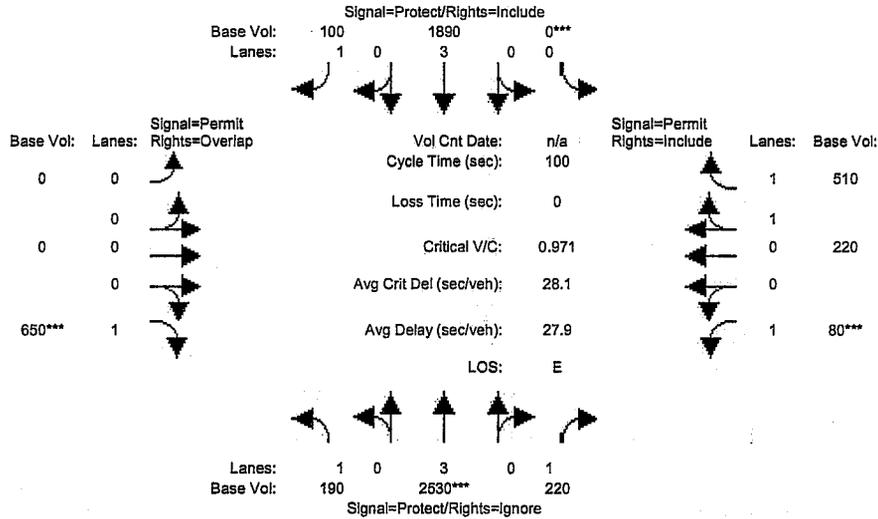


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	370	810	330	0	3050	140	0	0	290	120	330	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	810	330	0	3050	140	0	0	290	120	330	450
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	810	0	0	3050	140	0	0	290	120	330	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	810	0	0	3050	140	0	0	290	120	330	450
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	370	810	0	0	3050	140	0	0	290	120	330	495
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.80	1.20
Final Sat.:	1425	4275	1425	0	4275	1425	0	0	1425	1425	1140	1710
Capacity Analysis Module:												
Vol/Sat:	0.26	0.19	0.00	0.00	0.71	0.10	0.00	0.00	0.20	0.08	0.29	0.29
Crit Vol:	370				1017			0			413	
Crit Moves:	****				****			****			****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

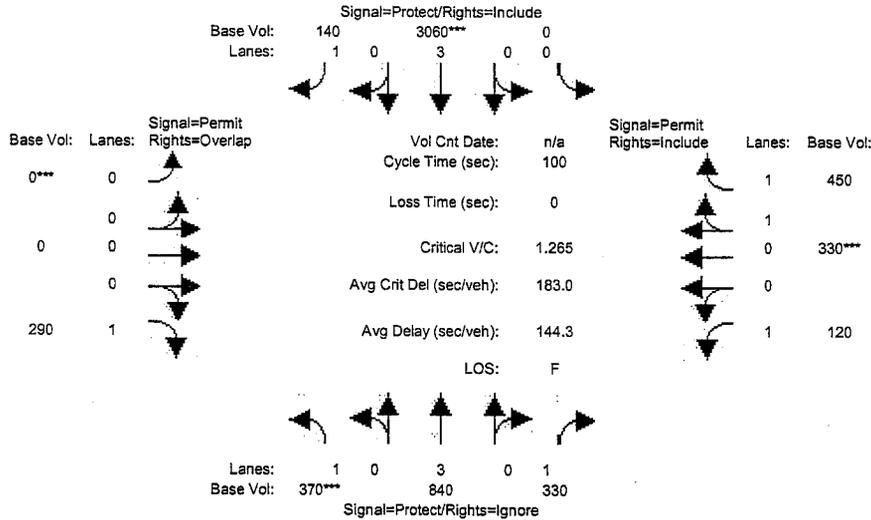


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	190	2530	220	0	1890	100	0	0	650	80	220	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	2530	220	0	1890	100	0	0	650	80	220	510
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	2530	0	0	1890	100	0	0	650	80	220	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	2530	0	0	1890	100	0	0	650	80	220	510
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	190	2530	0	0	1890	100	0	0	650	80	220	561
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.56	1.44
Final Sat.:	1425	4275	1425	0	4275	1425	0	0	1425	1425	803	2047
Capacity Analysis Module:												
Vol/Sat:	0.13	0.59	0.00	0.00	0.44	0.07	0.00	0.00	0.46	0.06	0.27	0.27
Crit Vol:		843			0				650		80	
Crit Moves:	****			****					****	****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

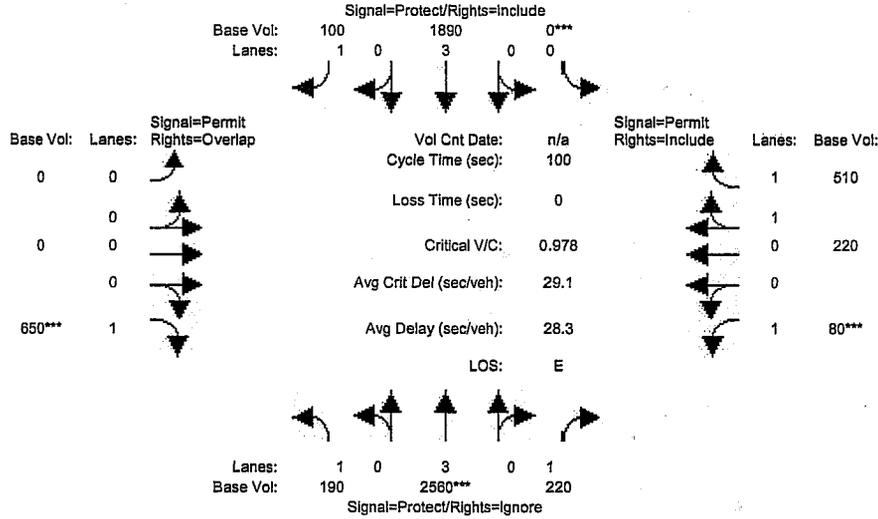


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	370	840	330	0	3060	140	0	0	290	120	330	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	840	330	0	3060	140	0	0	290	120	330	450
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	840	0	0	3060	140	0	0	290	120	330	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	840	0	0	3060	140	0	0	290	120	330	450
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	370	840	0	0	3060	140	0	0	290	120	330	495
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.80	1.20
Final Sat.:	1425	4275	1425	0	4275	1425	0	0	1425	1425	1140	1710
Capacity Analysis Module:												
Vol/Sat:	0.26	0.20	0.00	0.00	0.72	0.10	0.00	0.00	0.20	0.08	0.29	0.29
Crit Vol:	370				1020		0				413	
Crit Moves:	****				****		****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

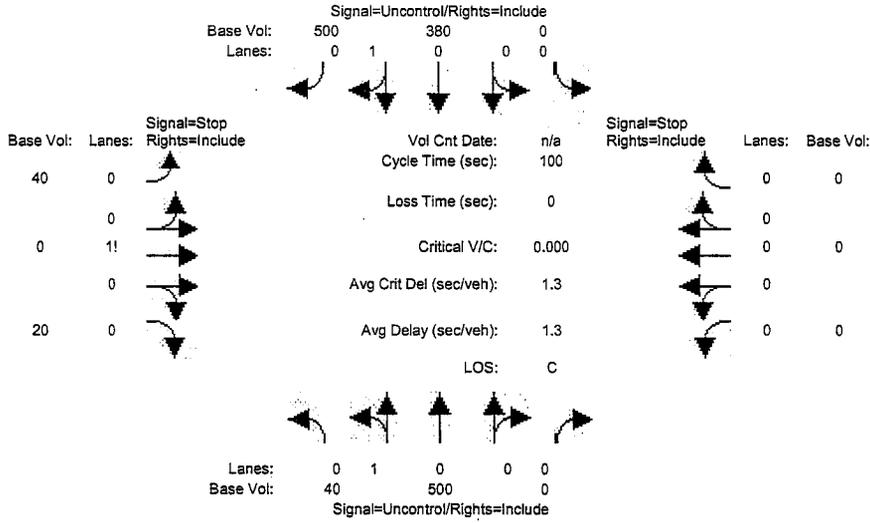


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	190	2560	220	0	1890	100	0	0	650	80	220	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	2560	220	0	1890	100	0	0	650	80	220	510
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	2560	0	0	1890	100	0	0	650	80	220	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	2560	0	0	1890	100	0	0	650	80	220	510
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	190	2560	0	0	1890	100	0	0	650	80	220	561
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.56	1.44
Final Sat.:	1425	4275	1425	0	4275	1425	0	0	1425	1425	803	2047
Capacity Analysis Module:												
Vol/Sat:	0.13	0.60	0.00	0.00	0.44	0.07	0.00	0.00	0.46	0.06	0.27	0.27
Crit Vol:		853			0				650		80	
Crit Moves:		***			***				***		***	

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
AM Baseline

Intersection #126: White Rock/Grant Line - Existing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	40	500	0	0	380	500	40	0	20	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:	40	500	0	0	380	500	40	0	20	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:	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:	40	500	0	0	380	500	40	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	40	500	0	0	380	500	40	0	20	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	6.4	XXXX	6.2	XXXXX	XXXX	XXXXX
FollowUpTim:	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	3.5	XXXX	3.3	XXXXX	XXXX	XXXXX
Capacity Module:												
Cnflct Vol:	880	XXXX	XXXXX	XXXXX	XXXX	XXXXX	1210	XXXX	630	XXXX	XXXX	XXXXX
Potent Cap.:	777	XXXX	XXXXX	XXXXX	XXXX	XXXXX	204	XXXX	485	XXXX	XXXX	XXXXX
Move Cap.:	777	XXXX	XXXXX	XXXXX	XXXX	XXXXX	195	XXXX	485	XXXX	XXXX	XXXXX
Volume/Cap:	0.05	XXXX	XXXX	XXXX	XXXX	XXXX	0.20	XXXX	0.04	XXXX	XXXX	XXXX
Level Of Service Module:												
Queue:	0.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Stopped Del:	9.9	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	244	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	0.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	0.9	XXXXX	XXXX	XXXX	XXXXX
Shrd StpDel:	9.9	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	24.5	XXXXX	XXXX	XXXX	XXXXX
Shared LOS:	A	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	XXXXXX			XXXXXX			24.5		XXXXXX			
ApproachLOS:	*			*			C		*			

Signal Warrant Report

\*\*\*\*\*  
Intersection #126 White Rock/Grant Line - Existing  
\*\*\*\*\*  
Base Volume Alternative: Peak Hour Warrant NOT Met

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		

Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Final Vol.:	40	500		0		0	380	500		40	0	20		0	0	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				24.5				xxxxxx						

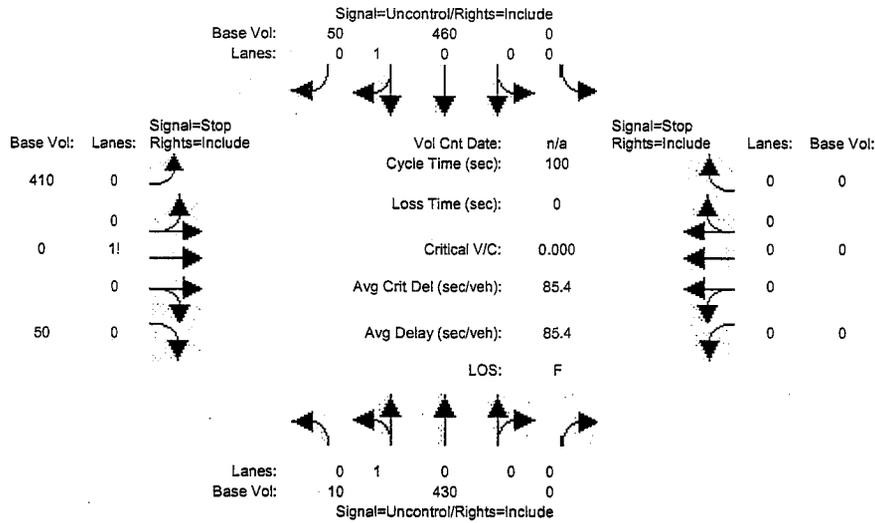
-----|-----||-----||-----|

Approach[eastbound] [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=0.4]  
     FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=60]  
     FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=1480]  
     SUCCEED - Total volume greater than or equal to 650 for intersection  
             with less than four approaches.

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
PM Baseline

Intersection #126: White Rock/Grant Line - Existing



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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	10	430	0	0	460	50	410	0	50	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:	10	430	0	0	460	50	410	0	50	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:	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:	10	430	0	0	460	50	410	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	10	430	0	0	460	50	410	0	50	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	510	xxxx	xxxxx	xxxxx	xxxx	xxxxx	935	xxxx	485	xxxx	xxxx	xxxxx
Potent Cap.:	1065	xxxx	xxxxx	xxxxx	xxxx	xxxxx	297	xxxx	586	xxxx	xxxx	xxxxx
Move Cap.:	1065	xxxx	xxxxx	xxxxx	xxxx	xxxxx	295	xxxx	586	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	1.39	xxxx	0.09	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	312	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	262	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	261.7	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	*	*

Signal Warrant Report

\*\*\*\*\*  
Intersection #126 White Rock/Grant Line - Existing  
\*\*\*\*\*  
Base Volume Alternative: Peak Hour Warrant Met

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		

Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Final Vol.:	10	430		0		0	460	50	410	0	50		0	0	0	0	0	0	0	
ApproachDel:	xxxxxx					xxxxxx			261.7				xxxxxx							

-----|-----||-----||-----|

Approach[eastbound] [lanes=1] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=33.4]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=460]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

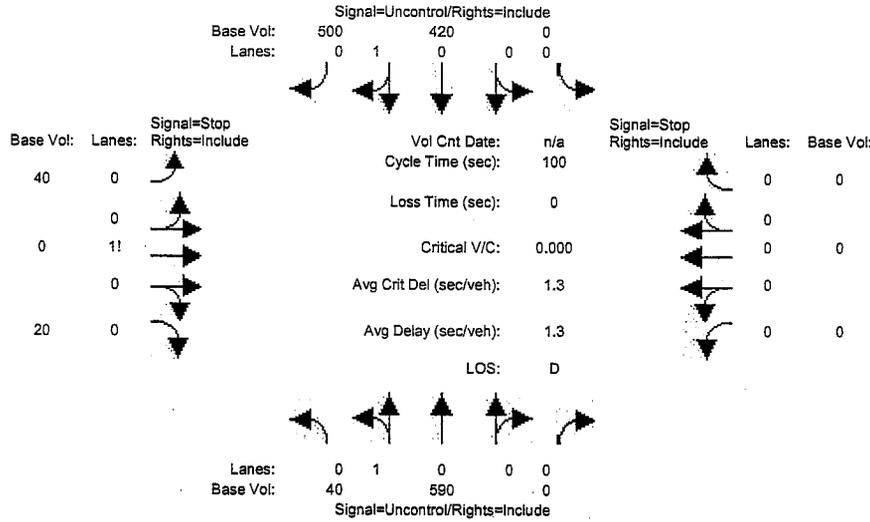
Signal Warrant Rule #3: [approach count=3] [total volume=1410]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Preserve at Sunridge

Level of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
AM Baseline + Project

Intersection #126: White Rock/Grant Line - Existing



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	40	590	0	0	420	500	40	0	20	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:	40	590	0	0	420	500	40	0	20	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:	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:	40	590	0	0	420	500	40	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	40	590	0	0	420	500	40	0	20	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	920	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1340	xxxx	670	xxxx	xxxx	xxxxx
Potent Cap.:	750	xxxx	xxxxx	xxxxx	xxxx	xxxxx	170	xxxx	460	xxxx	xxxx	xxxxx
Move Cap.:	750	xxxx	xxxxx	xxxxx	xxxx	xxxxx	163	xxxx	460	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.25	xxxx	0.04	xxxx	xxxx	xxxxx
Level of Service Module:												
Queue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	10.1	xxxx	xxxxx	xxxxx	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	xxxxx	xxxx	xxxxx	xxxx	208	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			29.2		xxxxxxx			
ApproachLOS:	*			*			D		*			

Signal Warrant Report

\*\*\*\*\*  
Intersection #126 White Rock/Grant Line - Existing  
\*\*\*\*\*  
Base Volume Alternative: Peak Hour Warrant NOT Met

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		

Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Final Vol.:	40	590		0		0	420	500		40	0	20		0	0	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				29.2				xxxxxx						

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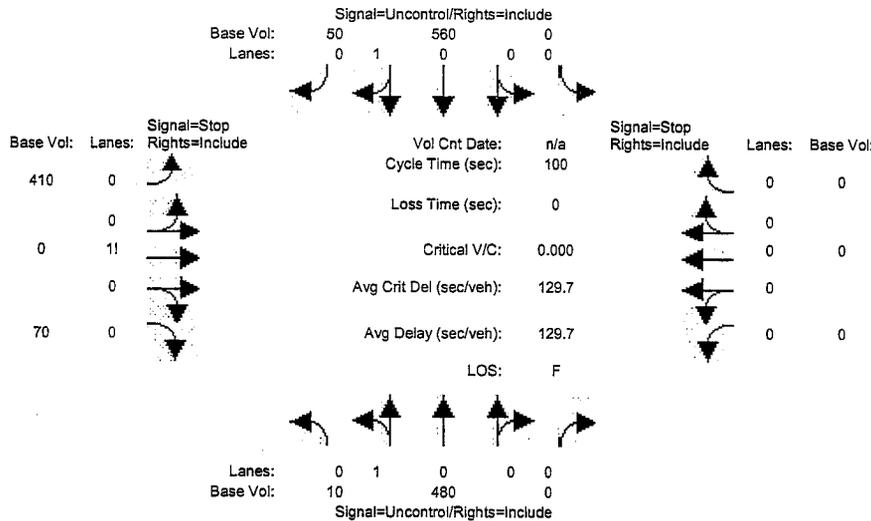
-----|-----||-----||-----|
Approach[eastbound] [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.5]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1610]
  SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.

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Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
PM Baseline + Project

Intersection #126: White Rock/Grant Line - Existing



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

Volume Module:

Base Vol:	10	480	0	0	560	50	410	0	70	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:	10	480	0	0	560	50	410	0	70	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:	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:	10	480	0	0	560	50	410	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	10	480	0	0	560	50	410	0	70	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflict Vol:	610	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1085	xxxx	585	xxxx	xxxx	xxxxxx
Potent Cap.:	979	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	242	xxxx	515	xxxx	xxxx	xxxxxx
Move Cap.:	979	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	240	xxxx	515	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	1.71	xxxx	0.14	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Stopped Del:	8.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	260	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	32.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	8.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	427	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			426.9		xxxxxx			
ApproachLOS:	*			*			F		*			*

Signal Warrant Report

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Intersection #126 White Rock/Grant Line - Existing

\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant Met

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

```

Lanes:      0 1 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0
Final Vol.: 10 480 0 0 560 50 410 0 70 0 0 0 0
ApproachDel:  xxxxxx          xxxxxx          426.9          xxxxxx

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-----|-----||-----|-----|-----|-----|
Approach[eastbound] [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=56.9]
    SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=480]
    SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1580]
    SUCCEED - Total volume greater than or equal to 650 for intersection
                with less than four approaches.

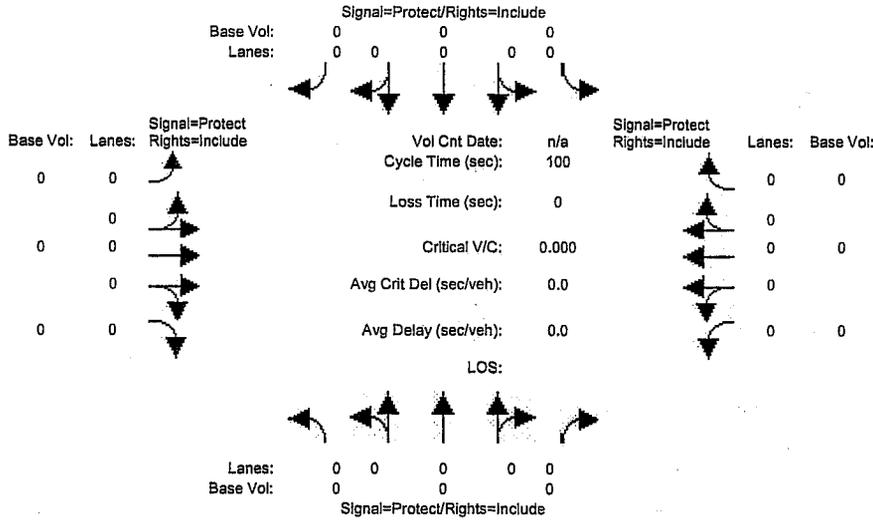
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Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #127: Sunrise Blvd/Kiefer Blvd

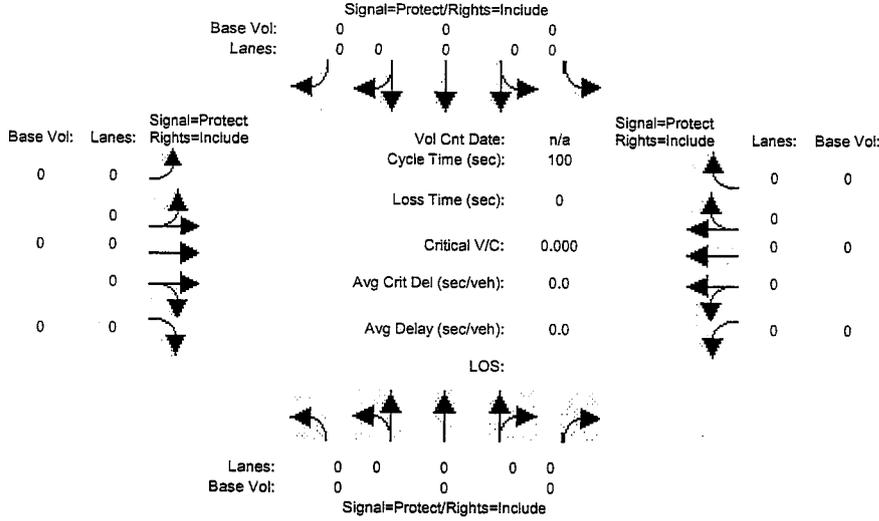


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0			0			0			0		
Crit Moves:												

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #127: Sunrise Blvd/Kiefer Blvd

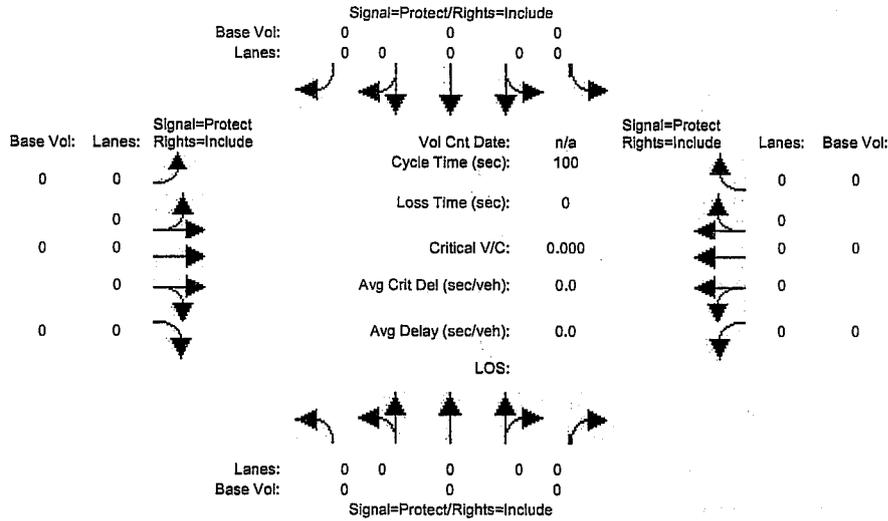


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0			0			0			0		
Crit Moves:												

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #127: Sunrise Blvd/Kiefer Blvd

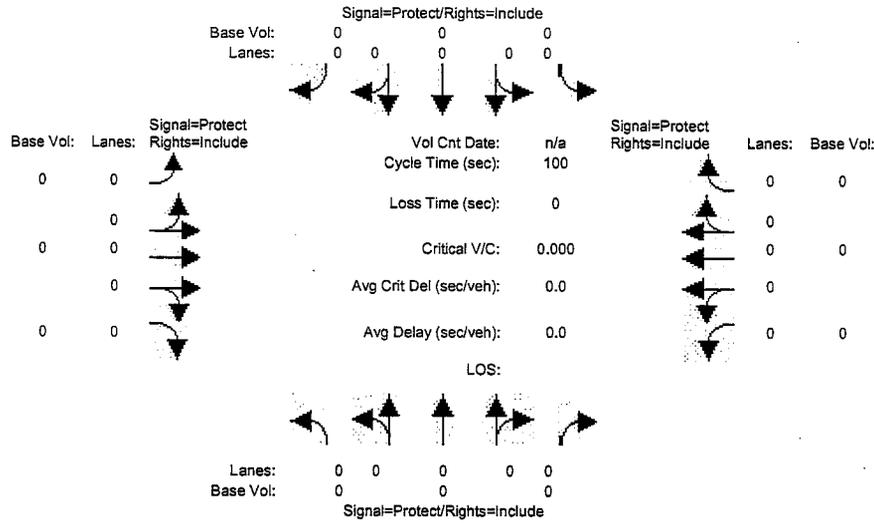


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:		0			0			0			0	
Crit Moves:												

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #128: Eagles Nest/Kiefer

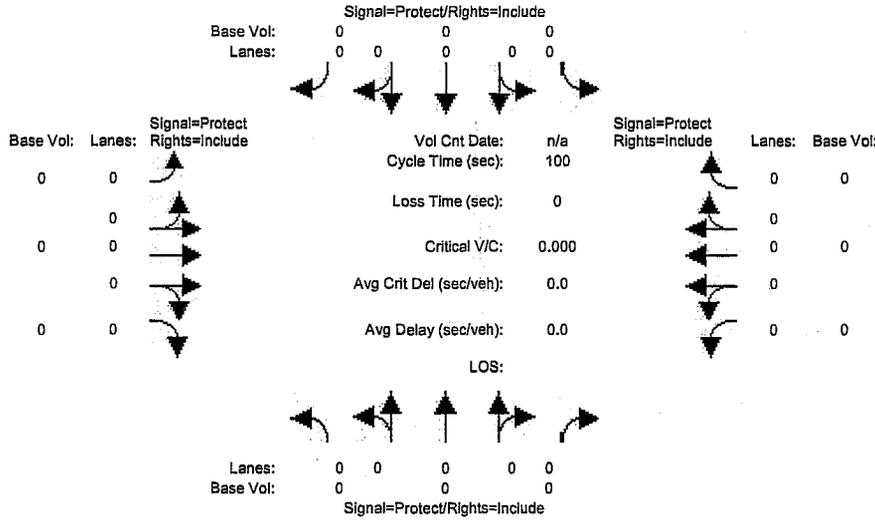


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:		0			0			0			0	
Crit Moves:												

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #128: Eagles Nest/Kiefer

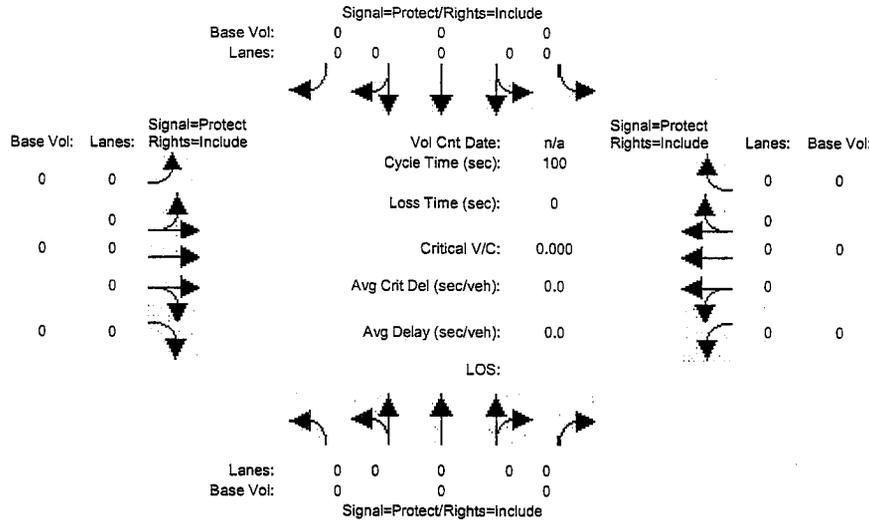


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:	0			0			0			0		
Crit Moves:												

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #128: Eagles Nest/Kiefer

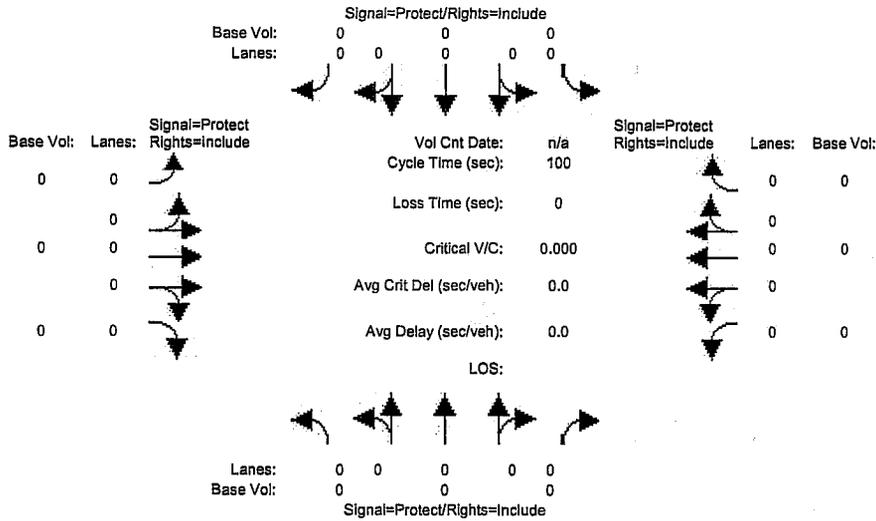


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:		0			0			0			0	
Crit Moves:												

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #128: Eagles Nest/Kiefer

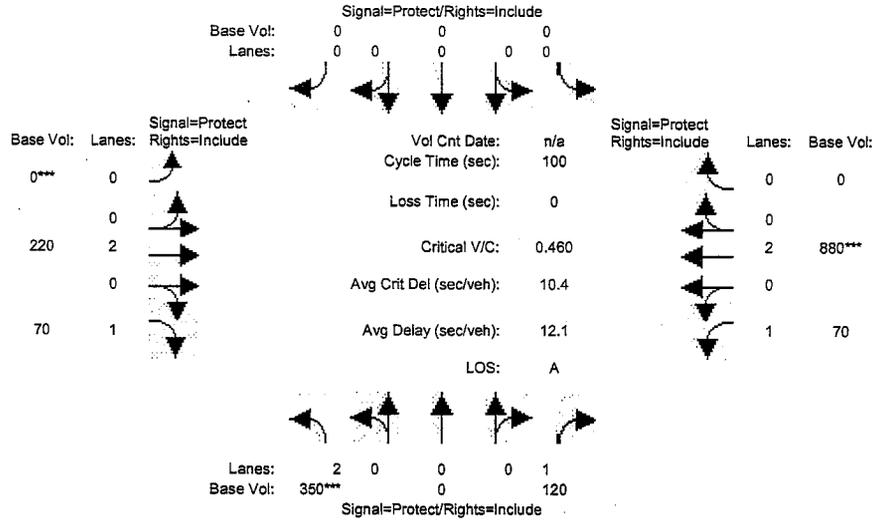


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Vol:		0			0			0			0	
Crit Moves:												

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #133: Jaeger/Douglas

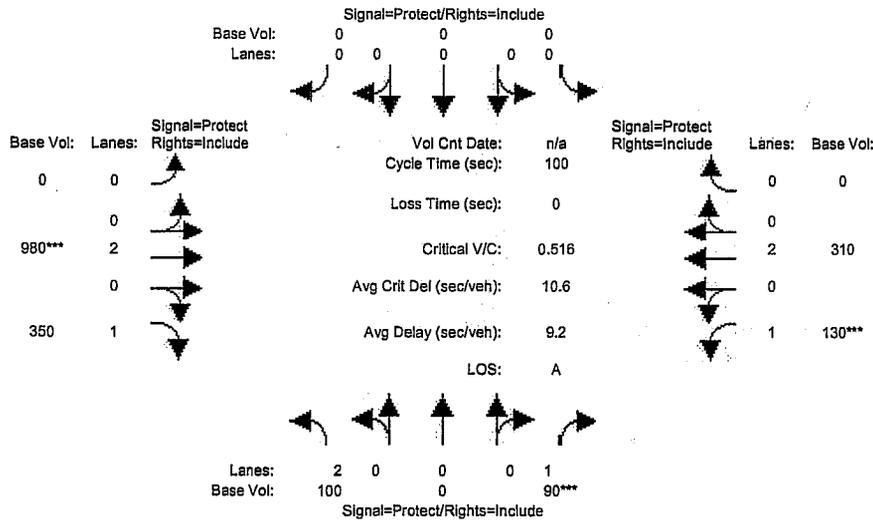


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	350	0	120	0	0	0	0	220	70	70	880	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	0	120	0	0	0	0	220	70	70	880	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:	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:	350	0	120	0	0	0	0	220	70	70	880	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	0	120	0	0	0	0	220	70	70	880	0
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	385	0	120	0	0	0	0	220	70	70	880	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2750	0	1375	0	0	0	0	2750	1375	1375	2750	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.09	0.00	0.00	0.00	0.00	0.08	0.05	0.05	0.32	0.00
Crit Vol:	193				0		0				440	
Crit Moves:	****						****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #133: Jaeger/Douglas

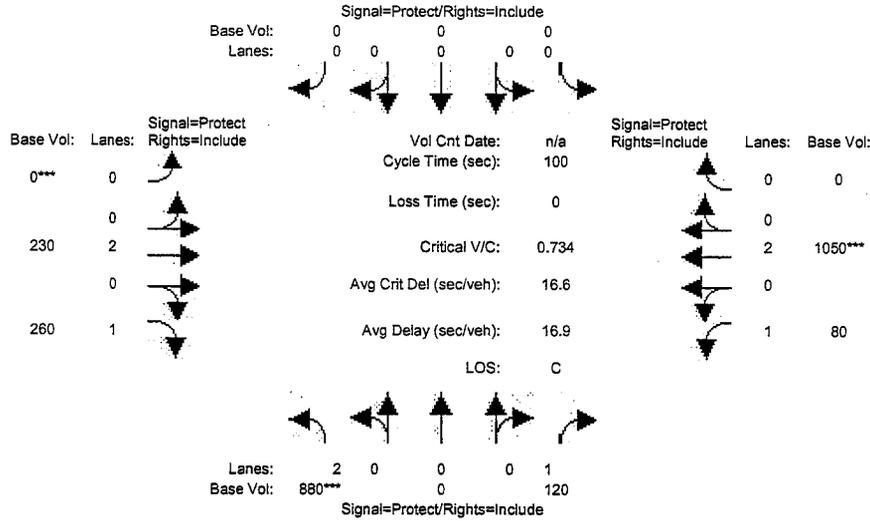


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	0	90	0	0	0	0	980	350	130	310	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	90	0	0	0	0	980	350	130	310	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:	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:	100	0	90	0	0	0	0	980	350	130	310	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	90	0	0	0	0	980	350	130	310	0
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	110	0	90	0	0	0	0	980	350	130	310	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2750	0	1375	0	0	0	0	2750	1375	1375	2750	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.07	0.00	0.00	0.00	0.00	0.36	0.25	0.09	0.11	0.00
Crit Vol:			90			0			490			130
Crit Moves:			****						****			****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #133: Jaeger/Douglas

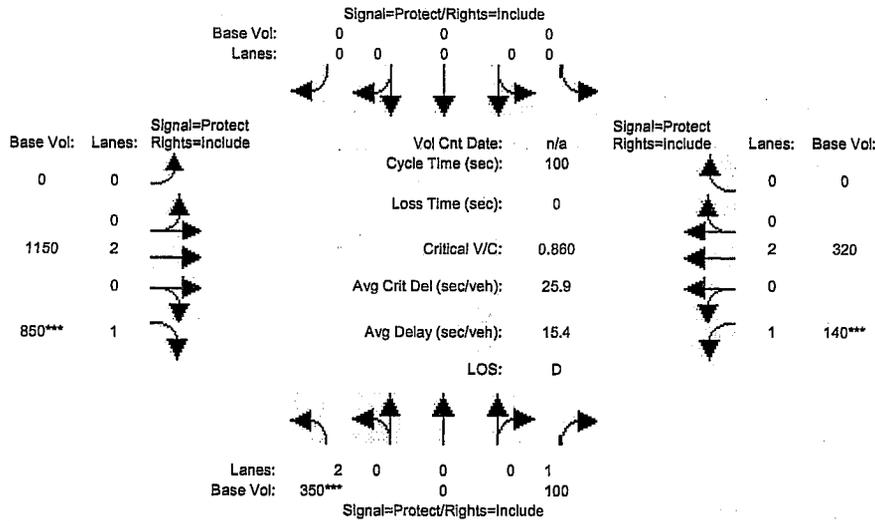


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	880	0	120	0	0	0	0	230	260	80	1050	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	880	0	120	0	0	0	0	230	260	80	1050	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:	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:	880	0	120	0	0	0	0	230	260	80	1050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	880	0	120	0	0	0	0	230	260	80	1050	0
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	968	0	120	0	0	0	0	230	260	80	1050	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2750	0	1375	0	0	0	0	2750	1375	1375	2750	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.09	0.00	0.00	0.00	0.00	0.08	0.19	0.06	0.38	0.00
Crit Vol:	484				0		0			525		
Crit Moves:	****						****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #133: Jaeger/Douglas

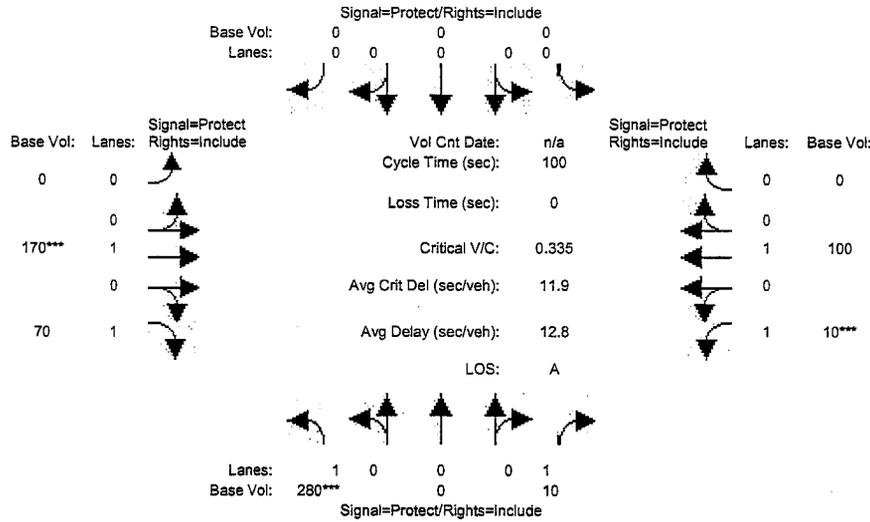


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	350	0	100	0	0	0	0	1150	850	140	320	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	0	100	0	0	0	0	1150	850	140	320	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:	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:	350	0	100	0	0	0	0	1150	850	140	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	0	100	0	0	0	0	1150	850	140	320	0
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	385	0	100	0	0	0	0	1150	850	140	320	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2750	0	1375	0	0	0	0	2750	1375	1375	2750	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.07	0.00	0.00	0.00	0.00	0.42	0.62	0.10	0.12	0.00
Crit Vol:	193								850	140		
Crit Moves:	****								****	****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline

Intersection #134: Americanos/Douglas

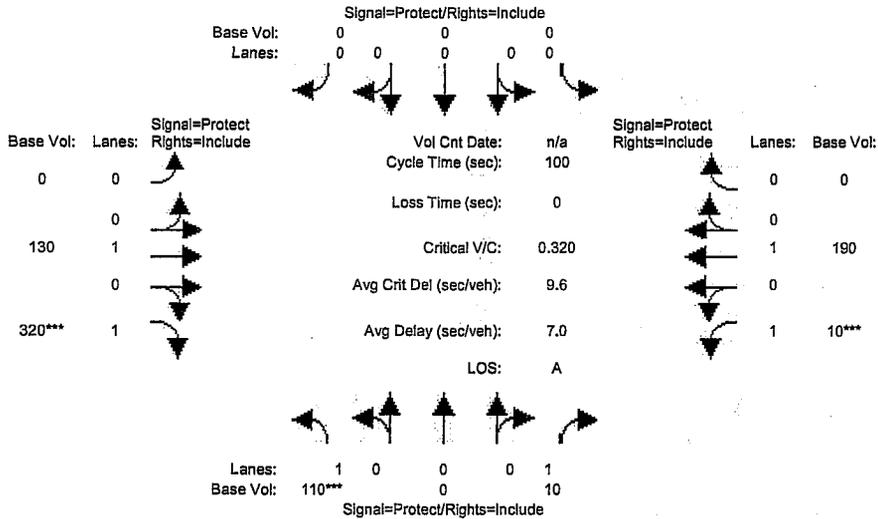


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	280	0	10	0	0	0	0	170	70	10	100	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	0	10	0	0	0	0	170	70	10	100	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:	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:	280	0	10	0	0	0	0	170	70	10	100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	0	10	0	0	0	0	170	70	10	100	0
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
Final Vol.:	280	0	10	0	0	0	0	170	70	10	100	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1375	0	1375	0	0	0	0	1375	1375	1375	1375	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.01	0.00	0.00	0.00	0.00	0.12	0.05	0.01	0.07	0.00
Crit Vol:	280											
Crit Moves:	****											

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline

Intersection #134: Americanos/Douglas

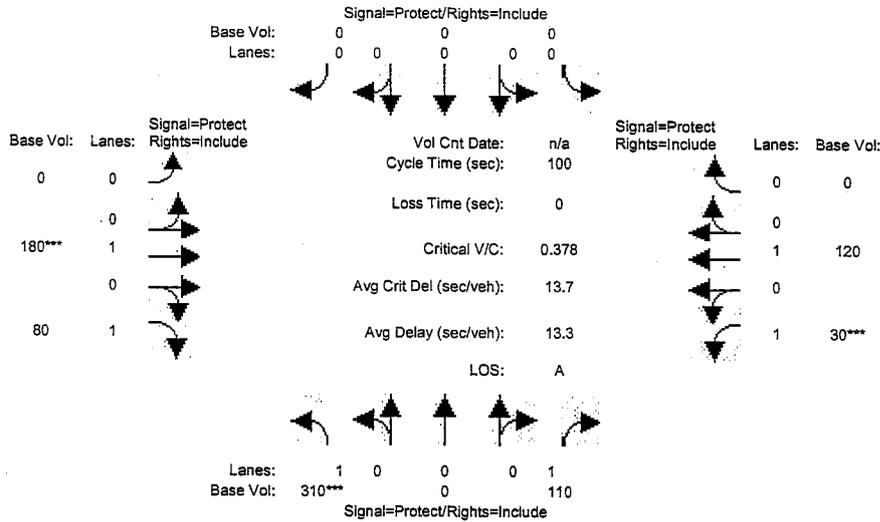


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	110	0	10	0	0	0	0	130	320	10	190	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	10	0	0	0	0	130	320	10	190	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:	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:	110	0	10	0	0	0	0	130	320	10	190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	10	0	0	0	0	130	320	10	190	0
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
Final Vol.:	110	0	10	0	0	0	0	130	320	10	190	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1375	0	1375	0	0	0	0	1375	1375	1375	1375	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.01	0.00	0.00	0.00	0.00	0.09	0.23	0.01	0.14	0.00
Crit Vol:	110					0			320		10	
Crit Moves:	****								****	****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
AM Baseline + Project

Intersection #134: Americanos/Douglas

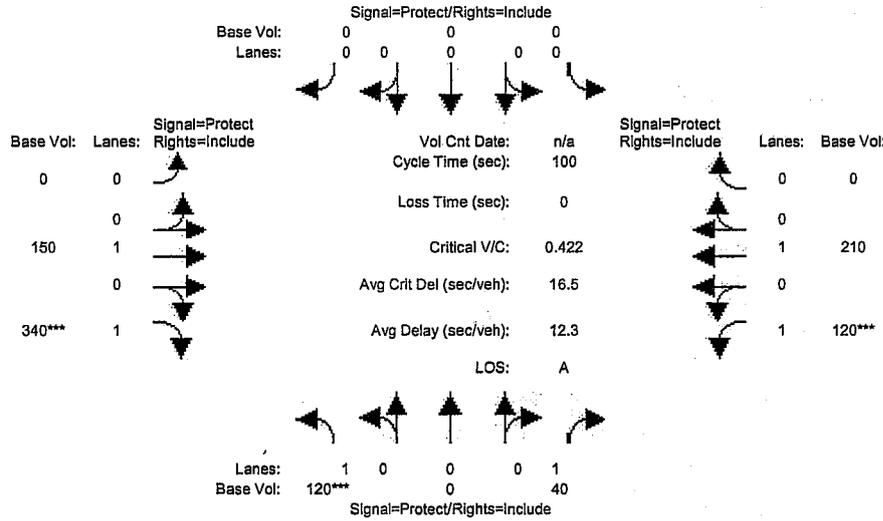


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	310	0	110	0	0	0	0	180	80	30	120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	0	110	0	0	0	0	180	80	30	120	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:	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:	310	0	110	0	0	0	0	180	80	30	120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	110	0	0	0	0	180	80	30	120	0
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
Final Vol.:	310	0	110	0	0	0	0	180	80	30	120	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1375	0	1375	0	0	0	0	1375	1375	1375	1375	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.08	0.00	0.00	0.00	0.00	0.13	0.06	0.02	0.09	0.00
Crit Vol:	310				0			180		30		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Base Volume Alternative)  
PM Baseline + Project

Intersection #134: Americanos/Douglas



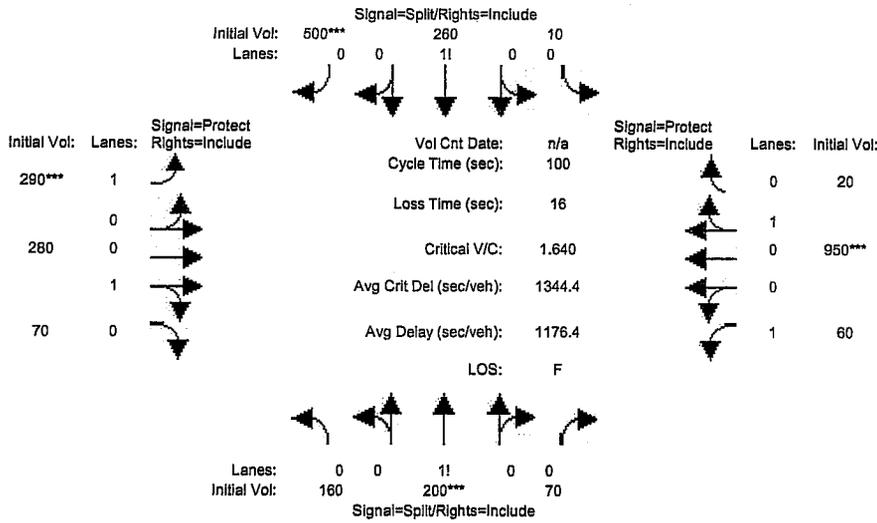
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	120	0	40	0	0	0	0	150	340	120	210	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	0	40	0	0	0	0	150	340	120	210	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:	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:	120	0	40	0	0	0	0	150	340	120	210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	0	40	0	0	0	0	150	340	120	210	0
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
Final Vol.:	120	0	40	0	0	0	0	150	340	120	210	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1375	0	1375	0	0	0	0	1375	1375	1375	1375	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.03	0.00	0.00	0.00	0.00	0.11	0.25	0.09	0.15	0.00
Crit Vol:	120					0			340	120		
Crit Moves:	****							****	****	****		



Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #101: Excelsior Road/Jackson Road/SR 16

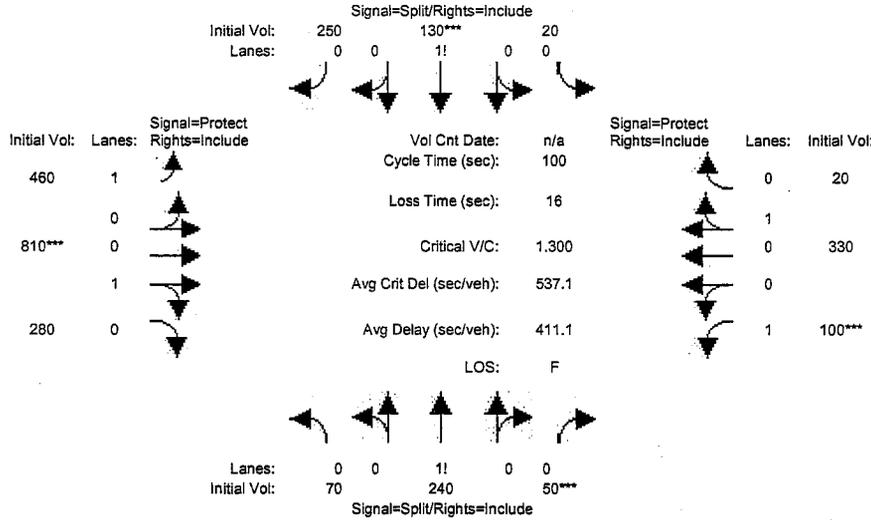


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	160	200	70	10	260	500	290	280	70	60	950	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	200	70	10	260	500	290	280	70	60	950	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	200	70	10	260	500	290	280	70	60	950	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:	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:	160	200	70	10	260	500	290	280	70	60	950	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	200	70	10	260	500	290	280	70	60	950	20
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
Final Vol.:	160	200	70	10	260	500	290	280	70	60	950	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.37	0.47	0.16	0.01	0.34	0.65	1.00	0.80	0.20	1.00	0.98	0.02
Final Sat.:	558	698	244	19	506	974	1500	1200	300	1500	1469	31
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.51	0.51	0.51	0.19	0.23	0.23	0.04	0.65	0.65
Crit Vol:		430			770	290					970	
Crit Moves:	***				***	***					***	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #101: Excelsior Road/Jackson Road/SR 16

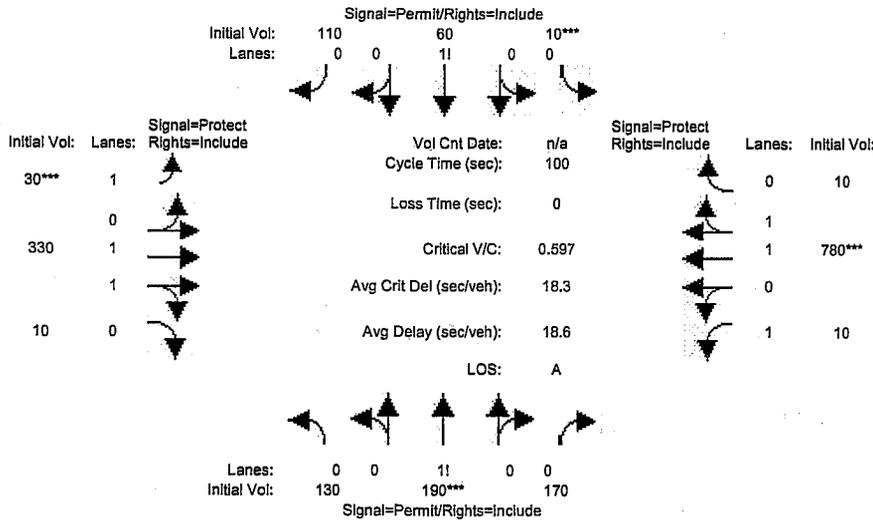


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	70	240	50	20	130	250	460	810	280	100	330	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	240	50	20	130	250	460	810	280	100	330	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	240	50	20	130	250	460	810	280	100	330	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:	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:	70	240	50	20	130	250	460	810	280	100	330	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	240	50	20	130	250	460	810	280	100	330	20
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
Final Vol.:	70	240	50	20	130	250	460	810	280	100	330	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.19	0.67	0.14	0.05	0.32	0.63	1.00	0.74	0.26	1.00	0.94	0.06
Final Sat.:	292	1000	208	75	488	938	1500	1115	385	1500	1414	86
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.27	0.27	0.27	0.31	0.73	0.73	0.07	0.23	0.23
Crit Vol:			360			400			1090			100
Crit Moves:			****			****			****			****

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #102: Eagles Nest Road/Jackson Road/SR 16

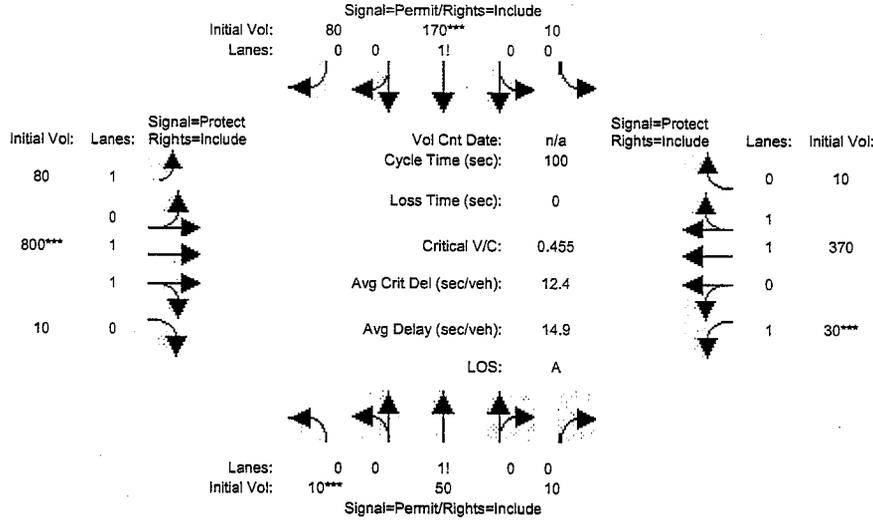


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	130	190	170	10	60	110	30	330	10	10	780	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	190	170	10	60	110	30	330	10	10	780	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	190	170	10	60	110	30	330	10	10	780	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:	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:	130	190	170	10	60	110	30	330	10	10	780	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	190	170	10	60	110	30	330	10	10	780	10
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
Final Vol.:	130	190	170	10	60	110	30	330	10	10	780	10
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.26	0.39	0.35	0.06	0.33	0.61	1.00	1.94	0.06	1.00	1.97	0.03
Final Sat.:	411	601	538	86	517	947	1550	3009	91	1550	3061	39
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.12	0.12	0.12	0.02	0.11	0.11	0.01	0.25	0.25
Crit Vol:		490			10			30			395	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #102: Eagles Nest Road/Jackson Road/SR 16

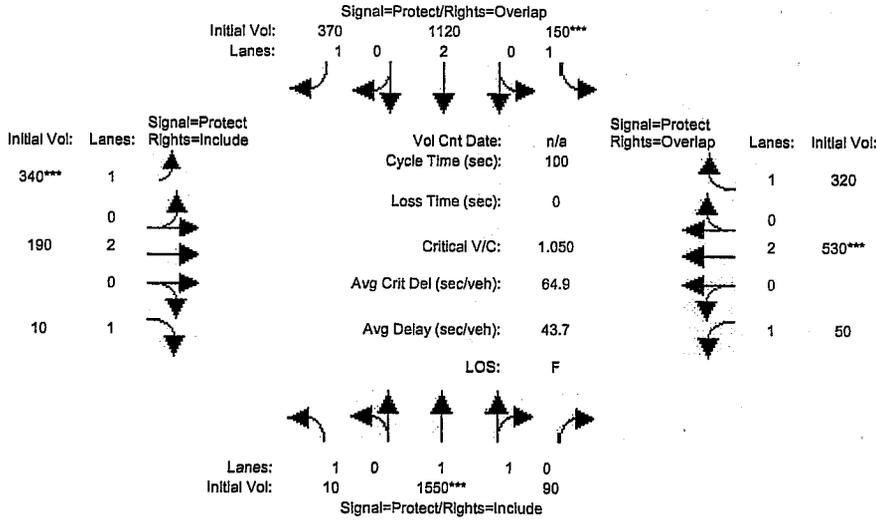


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	50	10	10	170	80	80	800	10	30	370	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	10	10	170	80	80	800	10	30	370	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	10	10	170	80	80	800	10	30	370	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:	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:	10	50	10	10	170	80	80	800	10	30	370	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	10	10	170	80	80	800	10	30	370	10
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
Final Vol.:	10	50	10	10	170	80	80	800	10	30	370	10
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.14	0.72	0.14	0.04	0.65	0.31	1.00	1.98	0.02	1.00	1.95	0.05
Final Sat.:	221	1107	221	60	1013	477	1550	3062	38	1550	3018	82
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.17	0.17	0.17	0.05	0.26	0.26	0.02	0.12	0.12
Crit Vol:	10			260			405			30		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

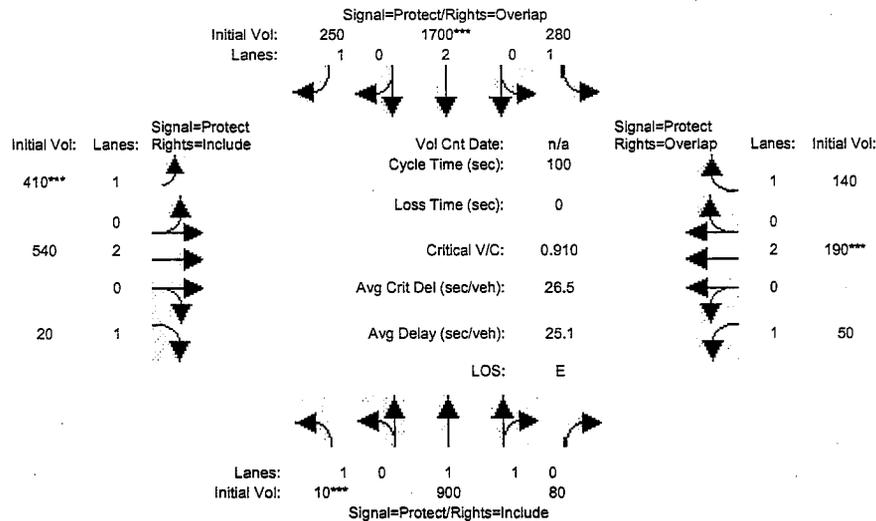


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	1550	90	150	1120	370	340	190	10	50	530	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1550	90	150	1120	370	340	190	10	50	530	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1550	90	150	1120	370	340	190	10	50	530	320
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:	10	1550	90	150	1120	370	340	190	10	50	530	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1550	90	150	1120	370	340	190	10	50	530	320
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
Final Vol.:	10	1550	90	150	1120	370	340	190	10	50	530	320
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2835	165	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.55	0.55	0.10	0.37	0.25	0.23	0.06	0.01	0.03	0.18	0.21
Crit Vol:		820			150			340			265	
Crit Moves:		****			****			****			****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

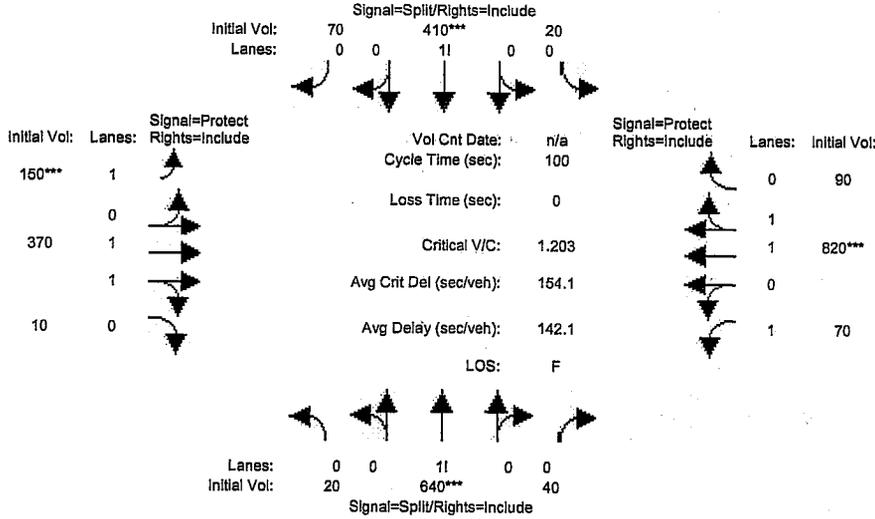


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	900	80	280	1700	250	410	540	20	50	190	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	900	80	280	1700	250	410	540	20	50	190	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	900	80	280	1700	250	410	540	20	50	190	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:	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:	10	900	80	280	1700	250	410	540	20	50	190	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	900	80	280	1700	250	410	540	20	50	190	140
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
Final Vol.:	10	900	80	280	1700	250	410	540	20	50	190	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2755	245	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.19	0.57	0.17	0.27	0.18	0.01	0.03	0.06	0.09
Crit Vol:	10				850		410				95	
Crit Moves:	****				****		****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #104: Grant Line Road/Jackson Road/SR 16

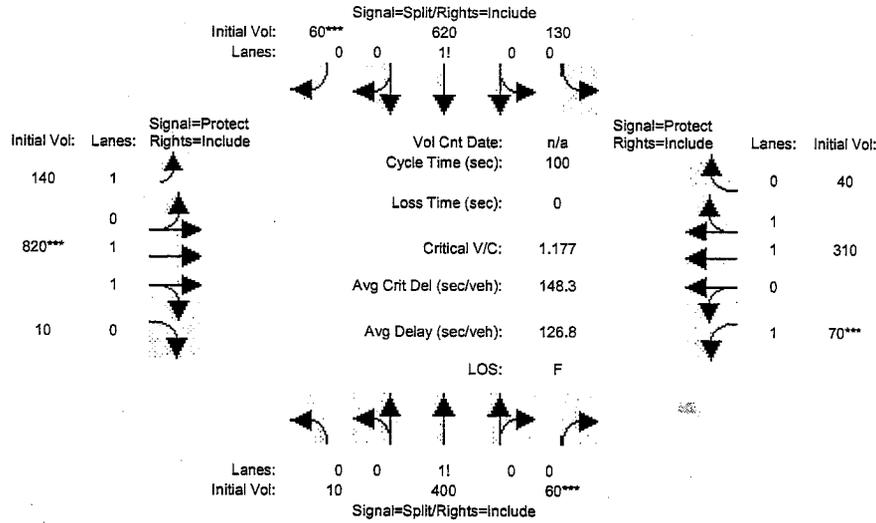


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	640	40	20	410	70	150	370	10	70	820	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	640	40	20	410	70	150	370	10	70	820	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	640	40	20	410	70	150	370	10	70	820	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:	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:	20	640	40	20	410	70	150	370	10	70	820	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	640	40	20	410	70	150	370	10	70	820	90
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
Final Vol.:	20	640	40	20	410	70	150	370	10	70	820	90
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.03	0.91	0.06	0.04	0.82	0.14	1.00	1.95	0.05	1.00	1.80	0.20
Final Sat.:	43	1371	86	60	1230	210	1500	2921	79	1500	2703	297
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.33	0.33	0.33	0.10	0.13	0.13	0.05	0.30	0.30
Crit Vol:	700			500			150			455		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #104: Grant Line Road/Jackson Road/SR 16

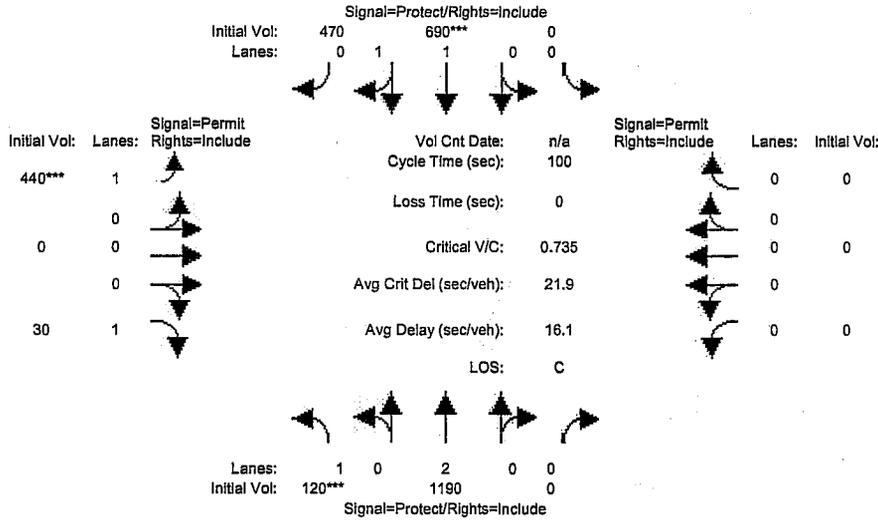


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	400	60	130	620	60	140	820	10	70	310	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	400	60	130	620	60	140	820	10	70	310	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	400	60	130	620	60	140	820	10	70	310	40
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:	10	400	60	130	620	60	140	820	10	70	310	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	400	60	130	620	60	140	820	10	70	310	40
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
Final Vol.:	10	400	60	130	620	60	140	820	10	70	310	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	0.85	0.13	0.16	0.77	0.07	1.00	1.98	0.02	1.00	1.77	0.23
Final Sat.:	32	1277	191	241	1148	111	1500	2964	36	1500	2657	343
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.54	0.54	0.54	0.09	0.28	0.28	0.05	0.12	0.12
Crit Vol:	470			810			415			70		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 2014 No Project AM

Intersection #105: Sunrise Boulevard/Florin Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	120	1190	0	0	690	470	440	0	30	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:	120	1190	0	0	690	470	440	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1190	0	0	690	470	440	0	30	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:	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:	120	1190	0	0	690	470	440	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1190	0	0	690	470	440	0	30	0	0	0
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
Final Vol.:	120	1190	0	0	690	470	440	0	30	0	0	0

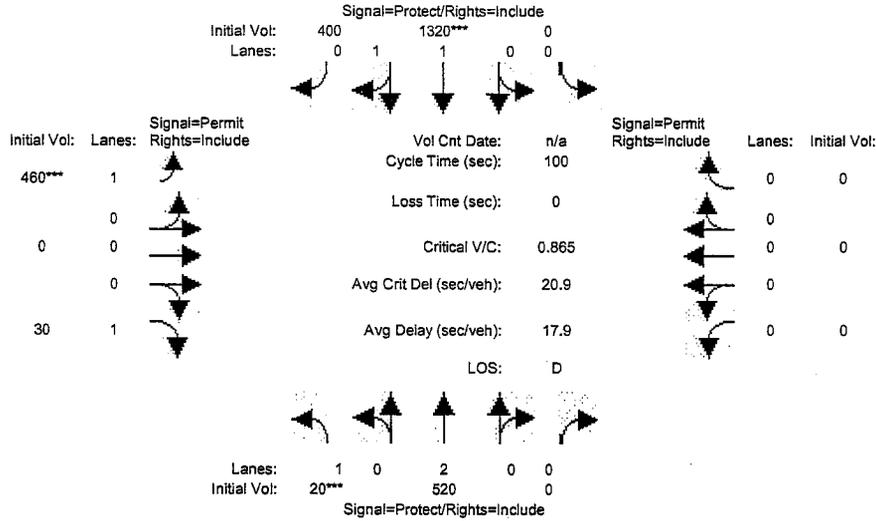
Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.19	0.81	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	3100	0	0	1844	1256	1550	0	1550	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.38	0.00	0.00	0.37	0.37	0.28	0.00	0.02	0.00	0.00	0.00
Crit Vol:	120			580			440			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #105: Sunrise Boulevard/Florin Road

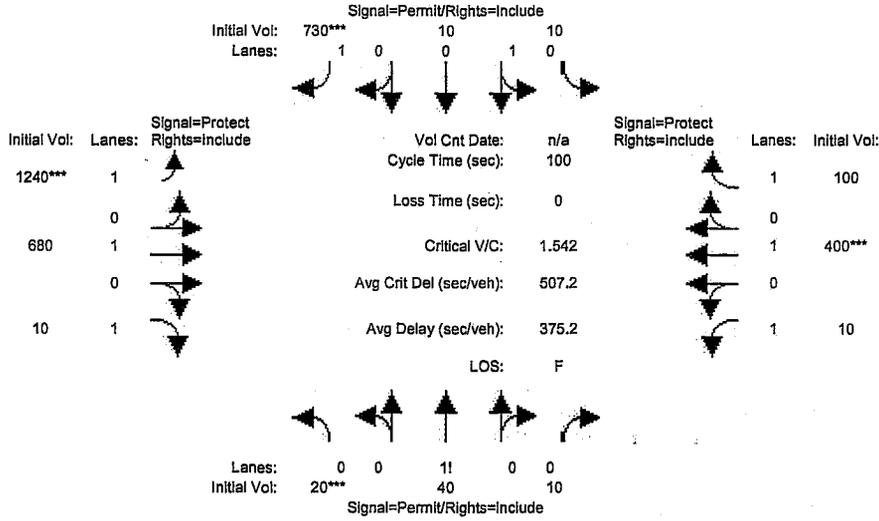


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	520	0	0	1320	400	460	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	520	0	0	1320	400	460	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	520	0	0	1320	400	460	0	30	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:	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:	20	520	0	0	1320	400	460	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	520	0	0	1320	400	460	0	30	0	0	0
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
Final Vol.:	20	520	0	0	1320	400	460	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	2.00	0.00	0.00	1.53	0.47	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	3100	0	0	2379	721	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.00	0.00	0.55	0.55	0.30	0.00	0.02	0.00	0.00	0.00
Crit Vol:	20			860			460			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 2014 No Project AM

Intersection #106: Sunrise Boulevard/Grant Line Road

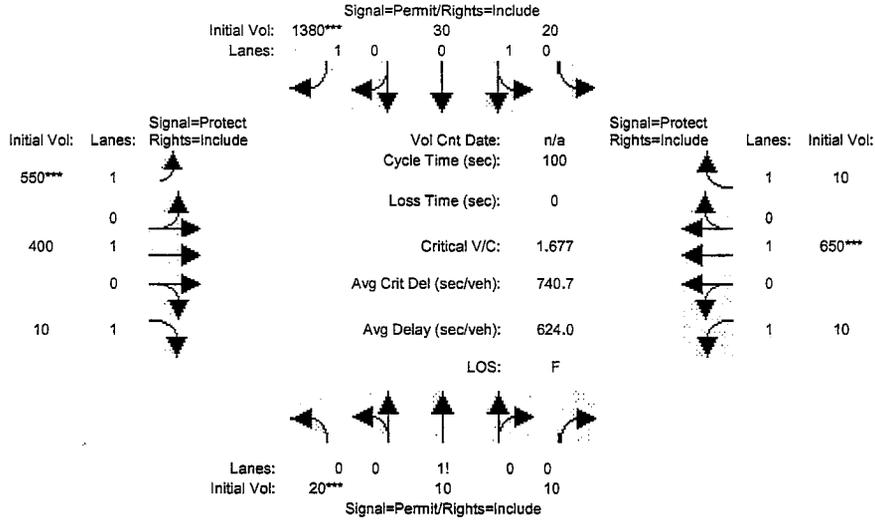


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	40	10	10	10	730	1240	680	10	10	400	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	40	10	10	10	730	1240	680	10	10	400	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	40	10	10	10	730	1240	680	10	10	400	100
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:	20	40	10	10	10	730	1240	680	10	10	400	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	40	10	10	10	730	1240	680	10	10	400	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
Final Vol.:	20	40	10	10	10	730	1240	680	10	10	400	100
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.29	0.57	0.14	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	443	886	221	775	775	1550	1550	1550	1550	1550	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.01	0.01	0.47	0.80	0.44	0.01	0.01	0.26	0.06
Crit Vol:	20					730	1240				400	
Crit Moves:	****					****	****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #106: Sunrise Boulevard/Grant Line Road

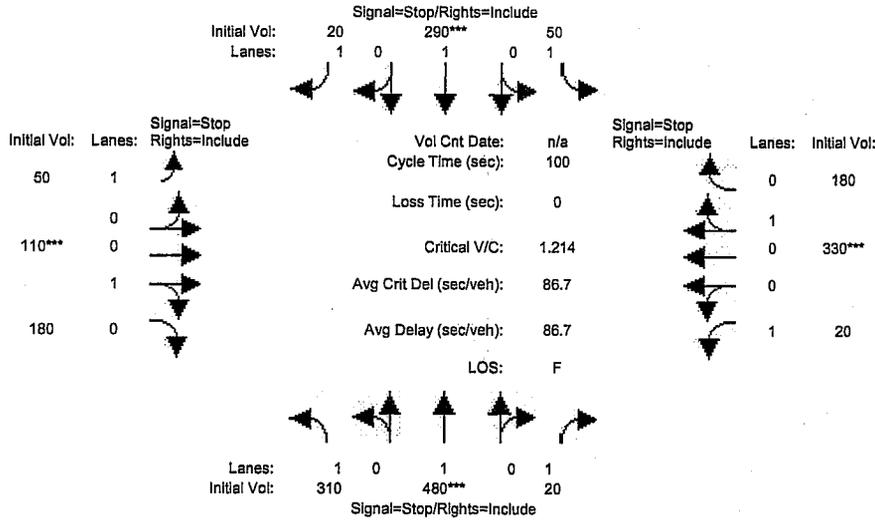


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	10	10	20	30	1380	550	400	10	10	650	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	10	20	30	1380	550	400	10	10	650	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	10	20	30	1380	550	400	10	10	650	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:	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:	20	10	10	20	30	1380	550	400	10	10	650	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	20	30	1380	550	400	10	10	650	10
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
Final Vol.:	20	10	10	20	30	1380	550	400	10	10	650	10
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.50	0.25	0.25	0.40	0.60	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	775	388	388	620	930	1550	1550	1550	1550	1550	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.89	0.35	0.26	0.01	0.01	0.42	0.01
Crit Vol:	20					1380	550				650	
Crit Moves:	****					****	****				****	

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
2014 No Project AM

Intersection #107: Grant Line Road/Kiefer Boulevard

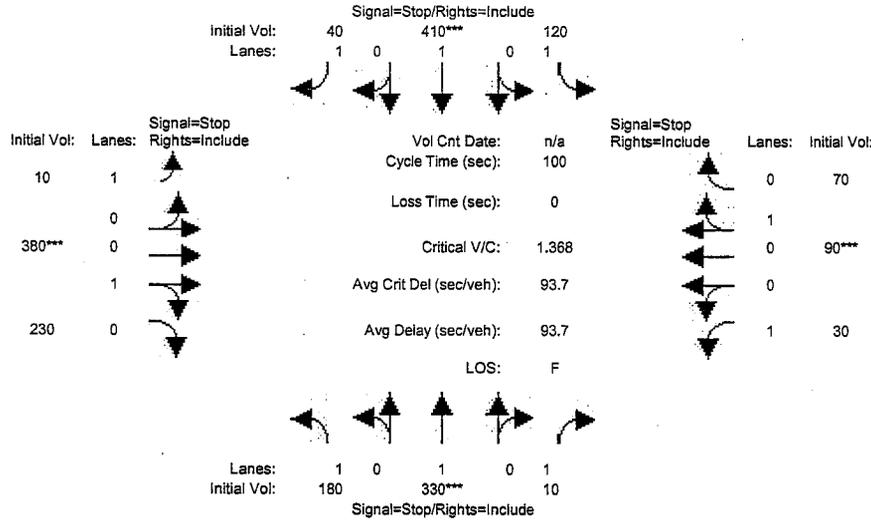


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	310	480	20	50	290	20	50	110	180	20	330	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	480	20	50	290	20	50	110	180	20	330	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	480	20	50	290	20	50	110	180	20	330	180
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:	310	480	20	50	290	20	50	110	180	20	330	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	480	20	50	290	20	50	110	180	20	330	180
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
Final Vol.:	310	480	20	50	290	20	50	110	180	20	330	180
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.38	0.62	1.00	0.65	0.35
Final Sat.:	374	395	419	338	359	381	371	157	256	382	274	150
Capacity Analysis Module:												
Vol/Sat:	0.83	1.21	0.05	0.15	0.81	0.05	0.13	0.70	0.70	0.05	1.20	1.20
Crit Moves:	****			****			****			****		
Delay/Veh:	44.6	145	11.5	14.9	42.9	12.5	13.7	28.8	28.8	12.4	138	138.4
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:	44.6	145	11.5	14.9	42.9	12.5	13.7	28.8	28.8	12.4	138	138.4
LOS by Move:	E	F	B	B	E	B	B	D	D	B	F	F
ApproachDel:	103.1			37.3			26.6			133.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	103.1			37.3			26.6			133.6		
LOS by Appr:	F			E			D			F		

Preserve at Sunridge

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2014 No Project PM

Intersection #107: Grant Line Road/Kiefer Boulevard

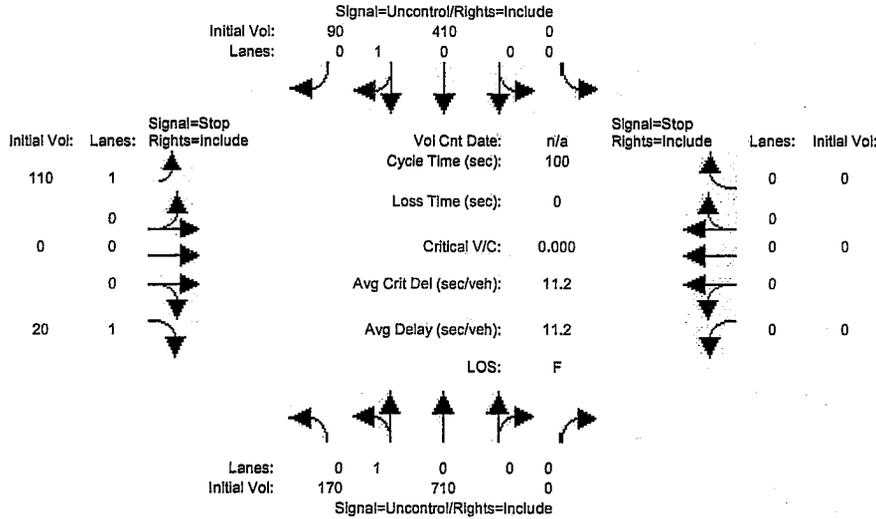


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	330	10	120	410	40	10	380	230	30	90	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	330	10	120	410	40	10	380	230	30	90	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	330	10	120	410	40	10	380	230	30	90	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:	180	330	10	120	410	40	10	380	230	30	90	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	330	10	120	410	40	10	380	230	30	90	70
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
Final Vol.:	180	330	10	120	410	40	10	380	230	30	90	70
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.38	1.00	0.56	0.44
Final Sat.:	379	400	431	381	407	434	400	278	168	367	225	175
Capacity Analysis Module:												
Vol/Sat:	0.48	0.82	0.02	0.31	1.01	0.09	0.02	1.37	1.37	0.08	0.40	0.40
Crit Moves:	****			****			****			****		
Delay/Veh:	20.4	41.8	11.2	16.2	76.5	11.7	11.8	202	202.4	13.2	17.2	17.2
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:	20.4	41.8	11.2	16.2	76.5	11.7	11.8	202	202.4	13.2	17.2	17.2
LOS by Move:	C	E	B	C	F	B	B	F	F	B	C	C
ApproachDel:	33.8			59.2			199.3			16.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	33.8			59.2			199.3			16.6		
LOS by Appr:	D			F			F			C		

Preserve at Sunridge

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 2014 No Project AM

Intersection #108: Grant Line Road/Douglas Road

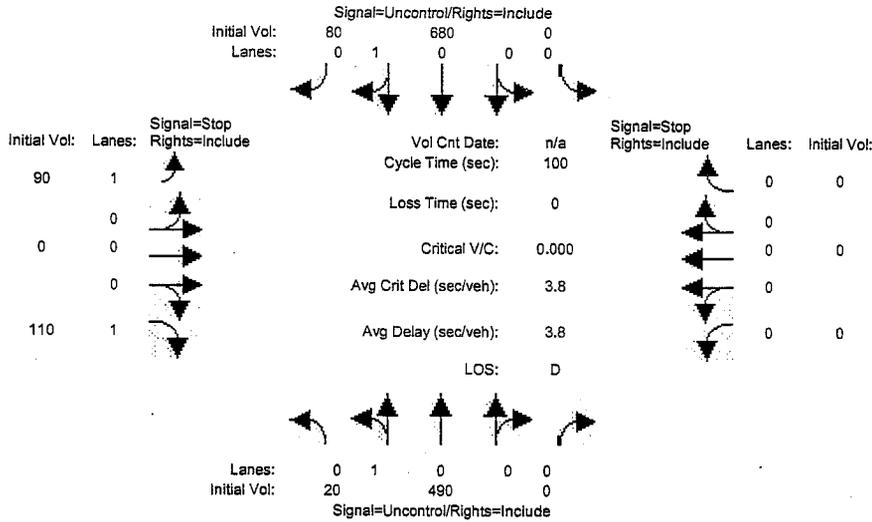


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	170	710	0	0	410	90	110	0	20	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	710	0	0	410	90	110	0	20	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	710	0	0	410	90	110	0	20	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:	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:	170	710	0	0	410	90	110	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	170	710	0	0	410	90	110	0	20	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	500	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1505	xxxx	455	xxxx	xxxx	xxxxxx
Potent Cap.:	1075	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	135	xxxx	609	xxxx	xxxx	xxxxxx
Move Cap.:	1075	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	117	xxxx	609	xxxx	xxxx	xxxxxx
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	0.94	xxxx	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.0	xxxx	0.1	xxxxxx	xxxx	xxxxxx
Stopped Del:	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	137.9	xxxx	11.1	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			118.4			xxxxxxx		
ApproachLOS:	*			*			F			*		

Preserve at Sunridge

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2014 No Project PM

Intersection #108: Grant Line Road/Douglas Road

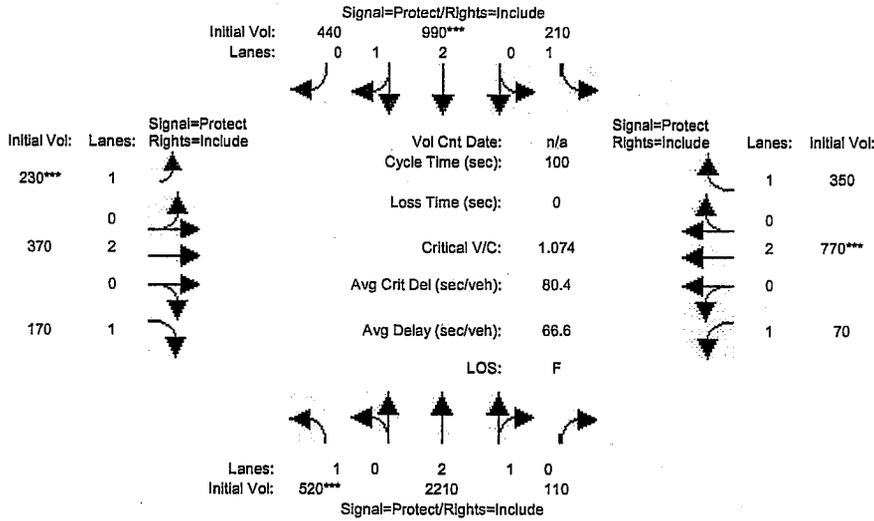


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	490	0	0	680	80	90	0	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	490	0	0	680	80	90	0	110	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	490	0	0	680	80	90	0	110	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:	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:	20	490	0	0	680	80	90	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	20	490	0	0	680	80	90	0	110	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	6.4	XXXX	6.2	XXXXXX	XXXX	XXXXXX
FollowUpTim:	2.2	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	3.5	XXXX	3.3	XXXXXX	XXXX	XXXXXX
Capacity Module:												
Cnflct Vol:	760	XXXX	XXXXXX	XXXX	XXXX	XXXXXX	1250	XXXX	720	XXXX	XXXX	XXXXXX
Potent Cap.:	861	XXXX	XXXXXX	XXXX	XXXX	XXXXXX	193	XXXX	431	XXXX	XXXX	XXXXXX
Move Cap.:	861	XXXX	XXXXXX	XXXX	XXXX	XXXXXX	189	XXXX	431	XXXX	XXXX	XXXXXX
Volume/Cap:	0.02	XXXX	XXXX	XXXX	XXXX	XXXX	0.48	XXXX	0.26	XXXX	XXXX	XXXX
Level of Service Module:												
Queue:	0.1	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	2.3	XXXX	1.0	XXXXXX	XXXX	XXXXXX
Stopped Del:	9.3	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	40.2	XXXX	16.2	XXXXXX	XXXX	XXXXXX
LOS by Move:	A	*	*	*	*	*	E	*	C	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	XXXX	XXXX	XXXXXX	XXXX	XXXX	XXXXXX	XXXX	XXXX	XXXXXX	XXXX	XXXX	XXXXXX
SharedQueue:	0.1	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX
Shrd StpDel:	9.3	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	XXXXXX	XXXXXX			XXXXXX			27.0	XXXXXX			
ApproachLOS:	*	*			*			D	*			

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #109: Sunrise Boulevard/Douglas Road

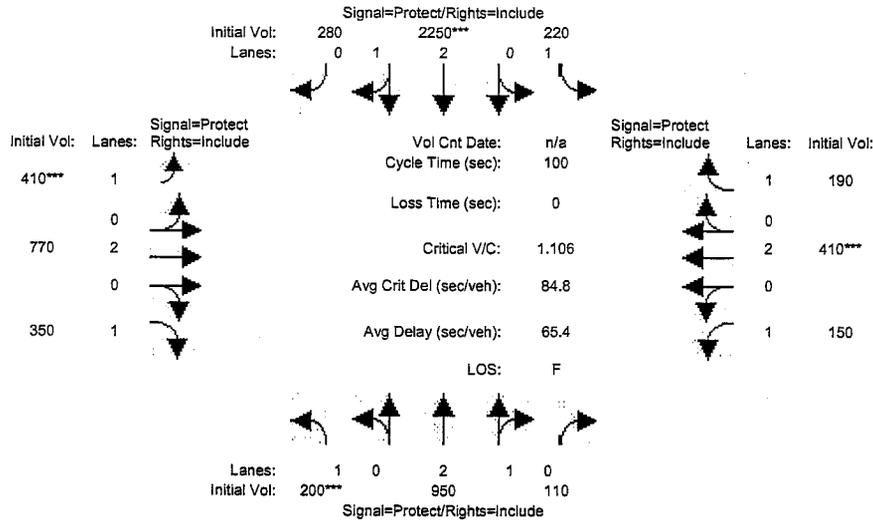


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	520	2210	110	210	990	440	230	370	170	70	770	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	2210	110	210	990	440	230	370	170	70	770	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	2210	110	210	990	440	230	370	170	70	770	350
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:	520	2210	110	210	990	440	230	370	170	70	770	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	2210	110	210	990	440	230	370	170	70	770	350
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
Final Vol.:	520	2210	110	210	990	440	230	370	170	70	770	350
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.86	0.14	1.00	2.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	4287	213	1500	3115	1385	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.35	0.52	0.52	0.14	0.32	0.32	0.15	0.12	0.11	0.05	0.26	0.23
Crit Vol:	520				477		230				385	
Crit Moves:	****				****		****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Protect PM

Intersection #109: Sunrise Boulevard/Douglas Road

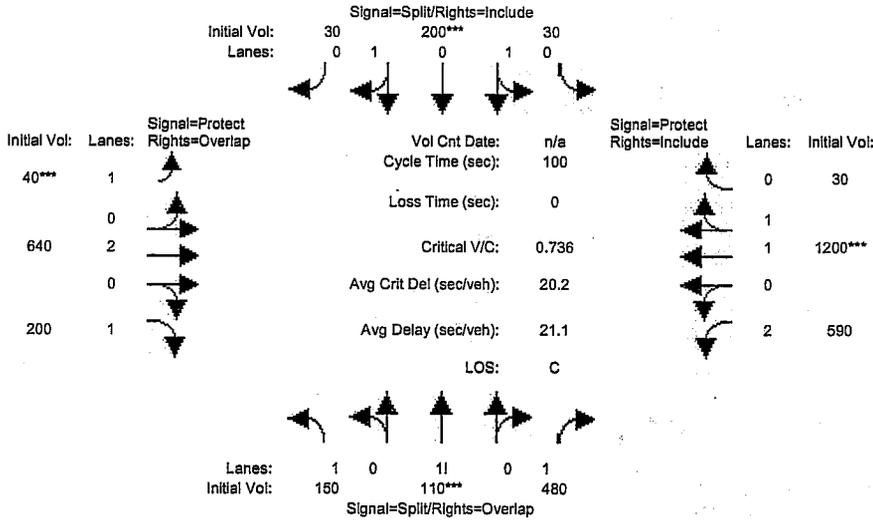


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	200	950	110	220	2250	280	410	770	350	150	410	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	950	110	220	2250	280	410	770	350	150	410	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	950	110	220	2250	280	410	770	350	150	410	190
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:	200	950	110	220	2250	280	410	770	350	150	410	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	950	110	220	2250	280	410	770	350	150	410	190
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
Final Vol.:	200	950	110	220	2250	280	410	770	350	150	410	190
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.69	0.31	1.00	2.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	4033	467	1500	4002	498	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.24	0.15	0.56	0.56	0.27	0.26	0.23	0.10	0.14	0.13
Crit Vol:	200				843		410				205	
Crit Moves:	****				****		****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #110: Mather Field Rd/Folsom Boulevard

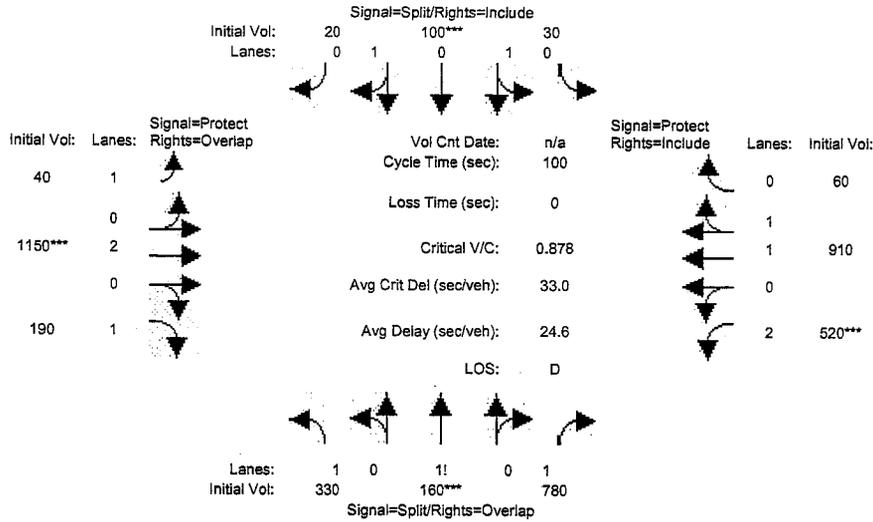


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	110	480	30	200	30	40	640	200	590	1200	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	110	480	30	200	30	40	640	200	590	1200	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	110	480	30	200	30	40	640	200	590	1200	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.70	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:	150	110	480	30	200	30	40	640	140	590	1200	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	110	480	30	200	30	40	640	140	590	1200	30
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	165	110	528	30	200	30	40	640	140	649	1200	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.34	1.66	0.23	1.54	0.23	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1500	517	2483	346	2308	346	1500	3000	1500	3000	2927	73
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.21	0.09	0.09	0.09	0.03	0.21	0.09	0.22	0.41	0.41
Crit Vol:		319			130			40			615	
Crit Moves:		***			***			***			***	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #110: Mather Field Rd/Folsom Boulevard

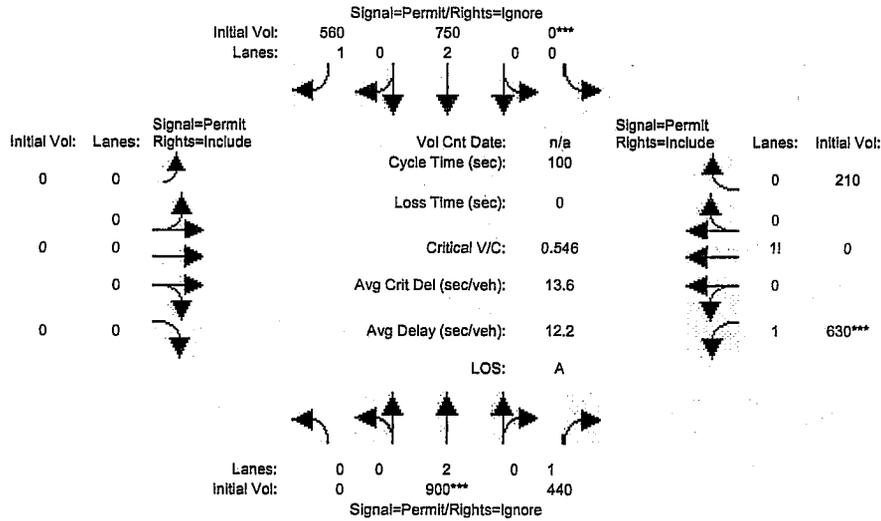


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	330	160	780	30	100	20	40	1150	190	520	910	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	160	780	30	100	20	40	1150	190	520	910	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	160	780	30	100	20	40	1150	190	520	910	60
User Adj:	1.00	1.00	0.70	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:	330	160	546	30	100	20	40	1150	190	520	910	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	160	546	30	100	20	40	1150	190	520	910	60
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	363	160	601	30	100	20	40	1150	190	572	910	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.42	1.58	0.40	1.33	0.27	1.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	1500	631	2369	600	2000	400	1500	3000	1500	3000	2814	186
Capacity Analysis Module:												
Vol/Sat:	0.24	0.25	0.25	0.05	0.05	0.05	0.03	0.38	0.13	0.19	0.32	0.32
Crit Vol:		380			75			575			286	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

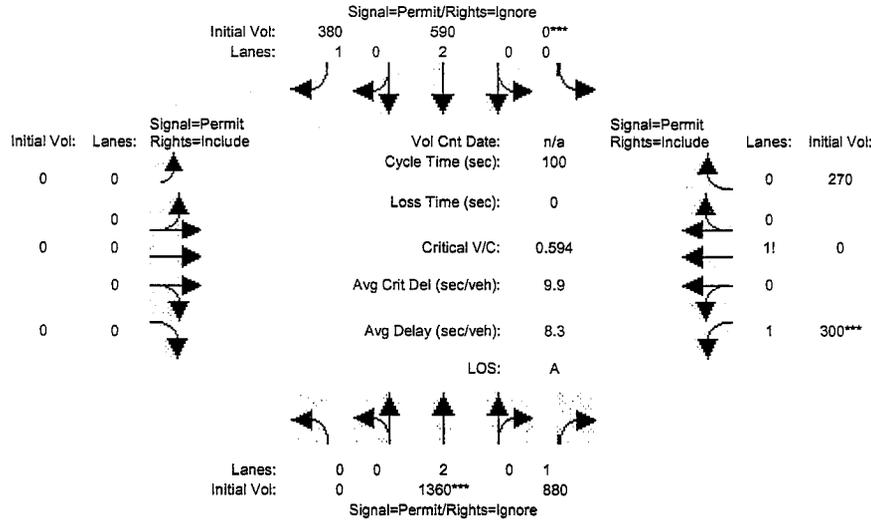


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	900	440	0	750	560	0	0	0	630	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	900	440	0	750	560	0	0	0	630	0	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	900	440	0	750	560	0	0	0	630	0	210
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	900	0	0	750	0	0	0	0	630	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	900	0	0	750	0	0	0	0	630	0	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	900	0	0	750	0	0	0	0	693	0	210
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.53	0.00	0.47
Final Sat.:	0	3300	1650	0	3300	1650	0	0	0	2533	0	767
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Crit Vol:		450			0				0		451	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

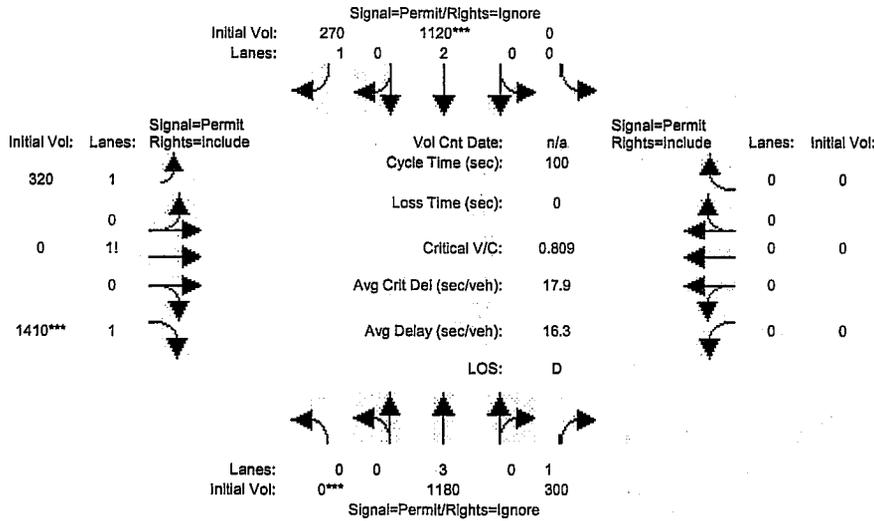


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1360	880	0	590	380	0	0	0	300	0	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1360	880	0	590	380	0	0	0	300	0	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1360	880	0	590	380	0	0	0	300	0	270
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1360	0	0	590	0	0	0	0	300	0	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1360	0	0	590	0	0	0	0	300	0	270
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1360	0	0	590	0	0	0	0	330	0	270
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.10	0.00	0.90
Final Sat.:	0	3300	1650	0	3300	1650	0	0	0	1815	0	1485
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Vol:		680			0			0			300	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 2014 No Project AM

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

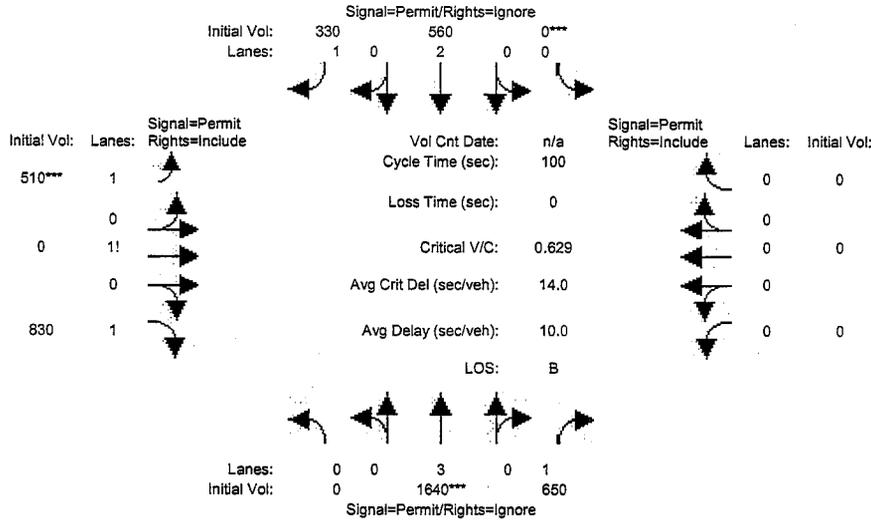


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1180	300	0	1120	270	320	0	1410	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1180	300	0	1120	270	320	0	1410	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1180	300	0	1120	270	320	0	1410	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1180	0	0	1120	0	320	0	1410	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1180	0	0	1120	0	320	0	1410	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1180	0	0	1120	0	352	0	1551	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4950	1650	0	3300	1650	1650	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.34	0.00	0.21	0.00	0.47	0.00	0.00	0.00
Crit Vol:	0			560			776			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

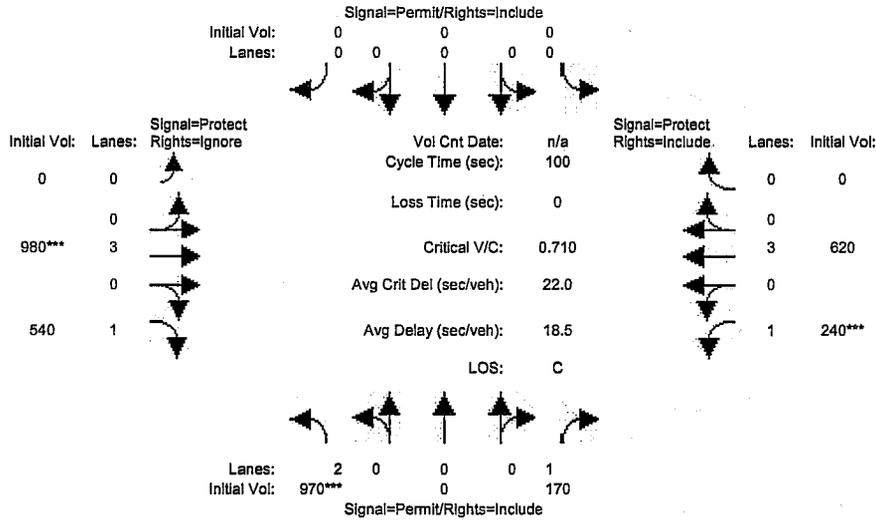


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1640	650	0	560	330	510	0	830	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1640	650	0	560	330	510	0	830	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1640	650	0	560	330	510	0	830	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1640	0	0	560	0	510	0	830	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1640	0	0	560	0	510	0	830	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1640	0	0	560	0	561	0	913	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.14	0.00	1.86	0.00	0.00	0.00
Final Sat.:	0	4950	1650	0	3300	1650	1884	0	3066	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.17	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Crit Vol:		547			0			491			0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 2014 No Project AM

Intersection #113: Mather Field Rd/International Drive

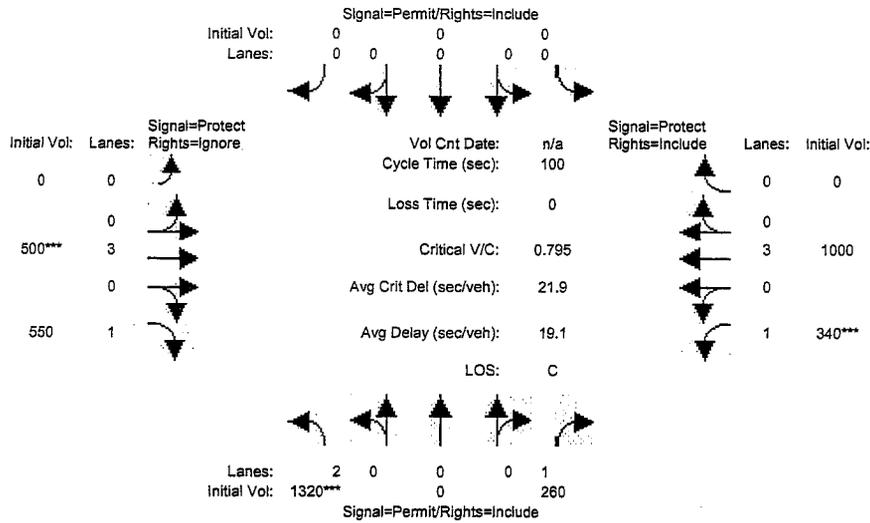


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	970	0	170	0	0	0	0	980	540	240	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	970	0	170	0	0	0	0	980	540	240	620	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	970	0	170	0	0	0	0	980	540	240	620	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	970	0	170	0	0	0	0	980	0	240	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	970	0	170	0	0	0	0	980	0	240	620	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1067	0	170	0	0	0	0	980	0	240	620	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3100	0	1550	0	0	0	0	4650	1550	1550	4650	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.11	0.00	0.00	0.00	0.00	0.21	0.00	0.15	0.13	0.00
Crit Vol:	534					0		327		240		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #113: Mather Field Rd/International Drive

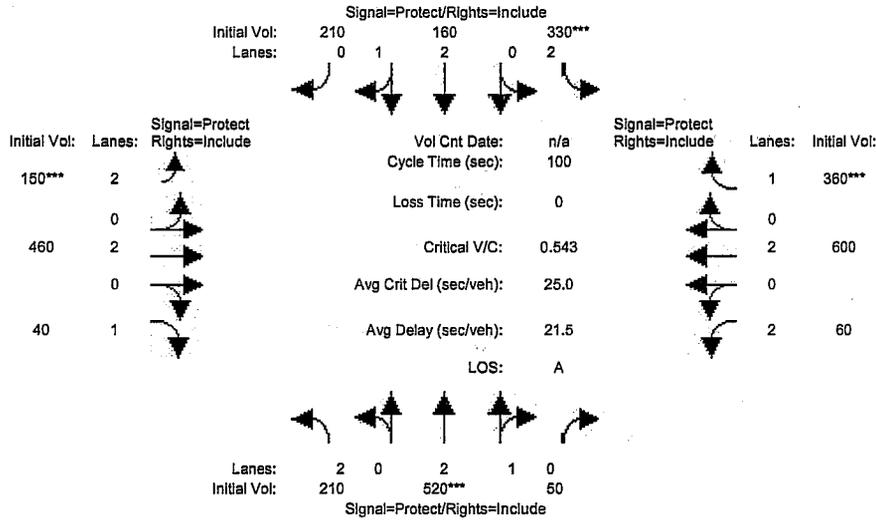


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1320	0	260	0	0	0	0	500	550	340	1000	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1320	0	260	0	0	0	0	500	550	340	1000	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1320	0	260	0	0	0	0	500	550	340	1000	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1320	0	260	0	0	0	0	500	0	340	1000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1320	0	260	0	0	0	0	500	0	340	1000	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1452	0	260	0	0	0	0	500	0	340	1000	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3100	0	1550	0	0	0	0	4650	1550	1550	4650	0
Capacity Analysis Module:												
Vol/Sat:	0.47	0.00	0.17	0.00	0.00	0.00	0.00	0.11	0.00	0.22	0.22	0.00
Crit Vol:	726				0			167		340		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #114: Zinfandel Drive/International Drive

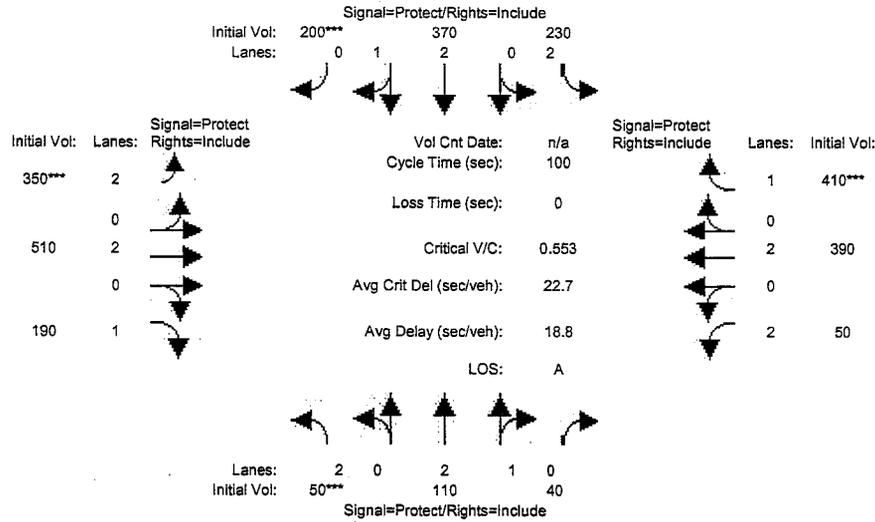


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	210	520	50	330	160	210	150	460	40	60	600	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	520	50	330	160	210	150	460	40	60	600	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	520	50	330	160	210	150	460	40	60	600	360
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:	210	520	50	330	160	210	150	460	40	60	600	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	520	50	330	160	210	150	460	40	60	600	360
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	231	520	50	363	160	210	165	460	40	66	600	360
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.74	0.26	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4105	395	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.12	0.05	0.14	0.06	0.15	0.03	0.02	0.20	0.24
Crit Vol:		190		182			83					360
Crit Moves:		****		****			****					****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #114: Zinfandel Drive/International Drive

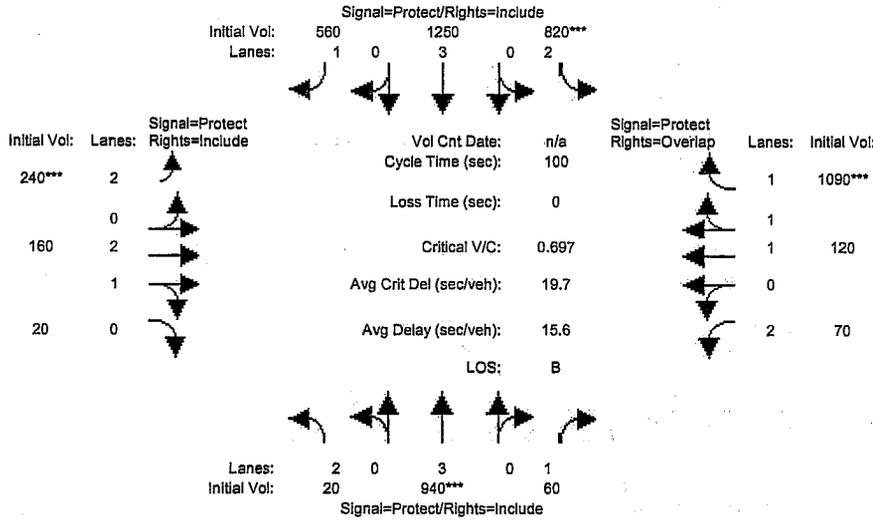


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	50	110	40	230	370	200	350	510	190	50	390	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	110	40	230	370	200	350	510	190	50	390	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	110	40	230	370	200	350	510	190	50	390	410
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:	50	110	40	230	370	200	350	510	190	50	390	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	110	40	230	370	200	350	510	190	50	390	410
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	55	110	40	253	370	200	385	510	190	55	390	410
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.20	0.80	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3300	1200	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.08	0.12	0.13	0.13	0.17	0.13	0.02	0.13	0.27
Crit Vol:	28			200			193			410		
Crit Moves:	***			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #115: Zinfandel Drive/White Rock Road

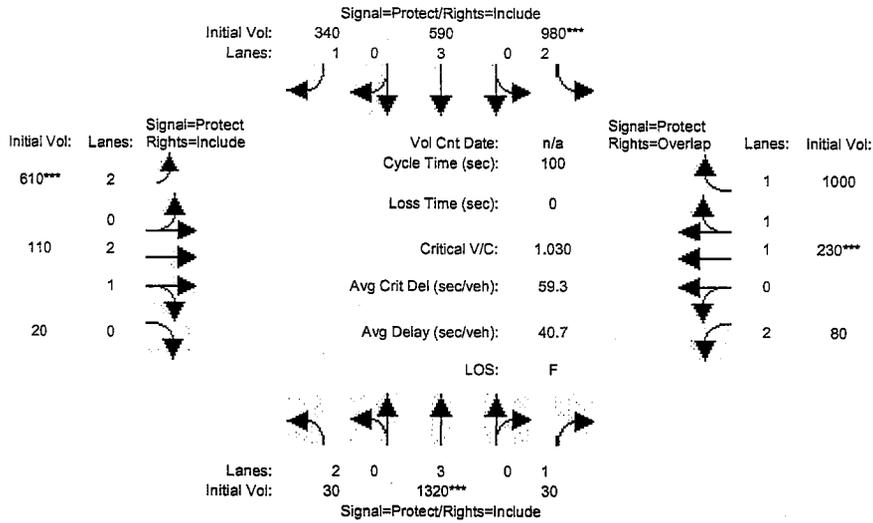


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	940	60	820	1250	560	240	160	20	70	120	1090
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	940	60	820	1250	560	240	160	20	70	120	1090
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	940	60	820	1250	560	240	160	20	70	120	1090
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:	20	940	60	820	1250	560	240	160	20	70	120	1090
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	940	60	820	1250	560	240	160	20	70	120	1090
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	22	940	60	902	1250	560	264	160	20	77	120	1199
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.67	0.33	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4000	500	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.04	0.30	0.28	0.37	0.09	0.04	0.04	0.03	0.08	0.40
Crit Vol:		313		0			132			600		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #115: Zinfandel Drive/White Rock Road

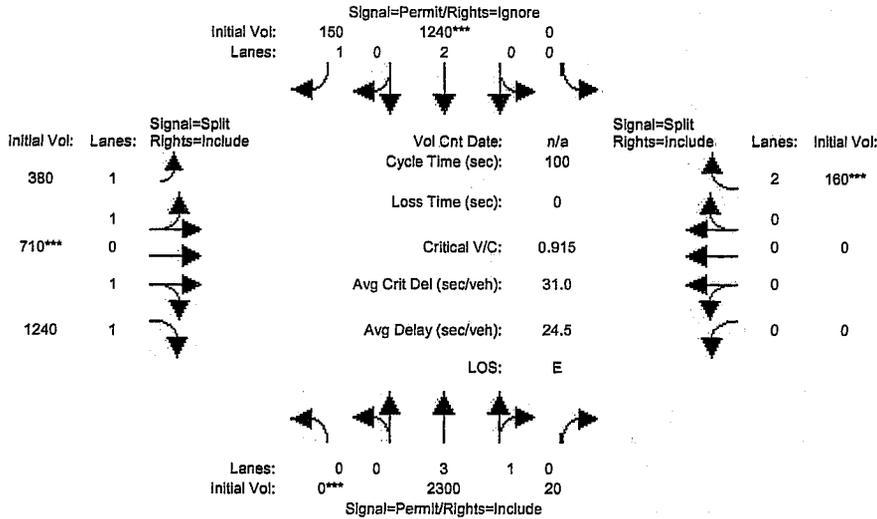


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	1320	30	980	590	340	610	110	20	80	230	1000
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1320	30	980	590	340	610	110	20	80	230	1000
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1320	30	980	590	340	610	110	20	80	230	1000
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:	30	1320	30	980	590	340	610	110	20	80	230	1000
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1320	30	980	590	340	610	110	20	80	230	1000
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	33	1320	30	1078	590	340	671	110	20	88	230	1100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.54	0.46	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3808	692	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.02	0.36	0.13	0.23	0.22	0.03	0.03	0.03	0.15	0.37
Crit Vol:		440		539			336			230		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

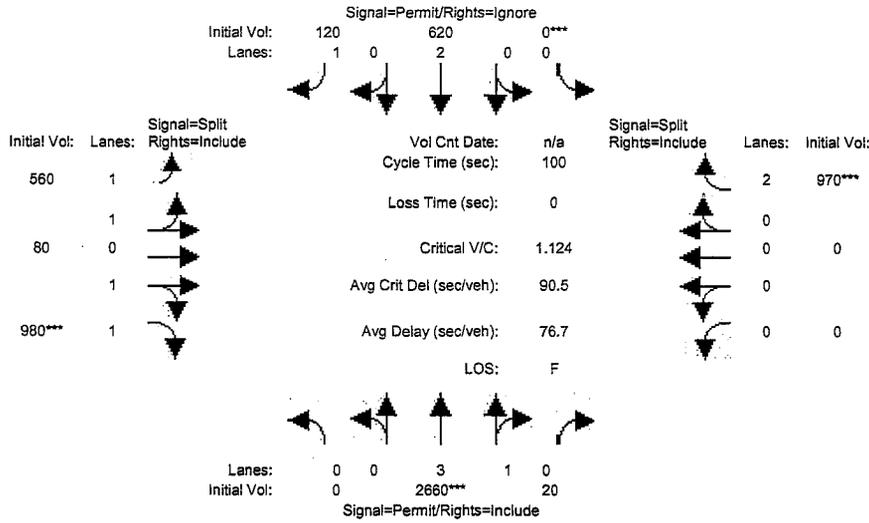


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2300	20	0	1240	150	380	710	1240	0	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2300	20	0	1240	150	380	710	1240	0	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2300	20	0	1240	150	380	710	1240	0	0	160
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2300	20	0	1240	0	380	710	1240	0	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2300	20	0	1240	0	380	710	1240	0	0	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	0	2300	20	0	1240	0	418	710	1364	0	0	176
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.97	0.03	0.00	2.00	1.00	1.00	1.00	2.00	0.00	0.00	2.00
Final Sat.:	0	6147	53	0	3100	1550	1550	1550	3100	0	0	3100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.00	0.40	0.00	0.27	0.46	0.44	0.00	0.00	0.06
Crit Vol:	0				620			710				88
Crit Moves:	****				****			****				****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

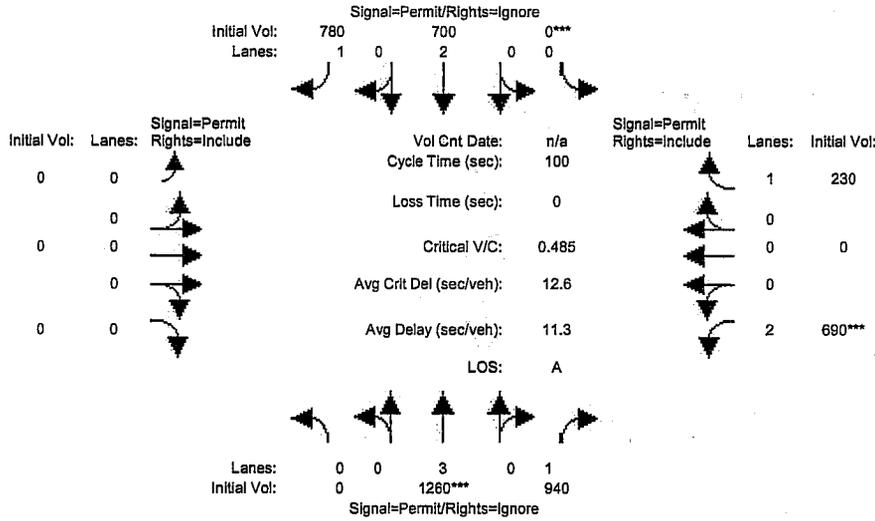


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2660	20	0	620	120	560	80	980	0	0	970
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2660	20	0	620	120	560	80	980	0	0	970
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2660	20	0	620	120	560	80	980	0	0	970
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2660	20	0	620	0	560	80	980	0	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2660	20	0	620	0	560	80	980	0	0	970
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	0	2660	20	0	620	0	616	80	1078	0	0	1067
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.97	0.03	0.00	2.00	1.00	1.77	0.23	2.00	0.00	0.00	2.00
Final Sat.:	0	6154	46	0	3100	1550	2744	356	3100	0	0	3100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.00	0.20	0.00	0.22	0.22	0.35	0.00	0.00	0.34
Crit Vol:		670			0				539			534
Crit Moves:		***			***				***			***

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

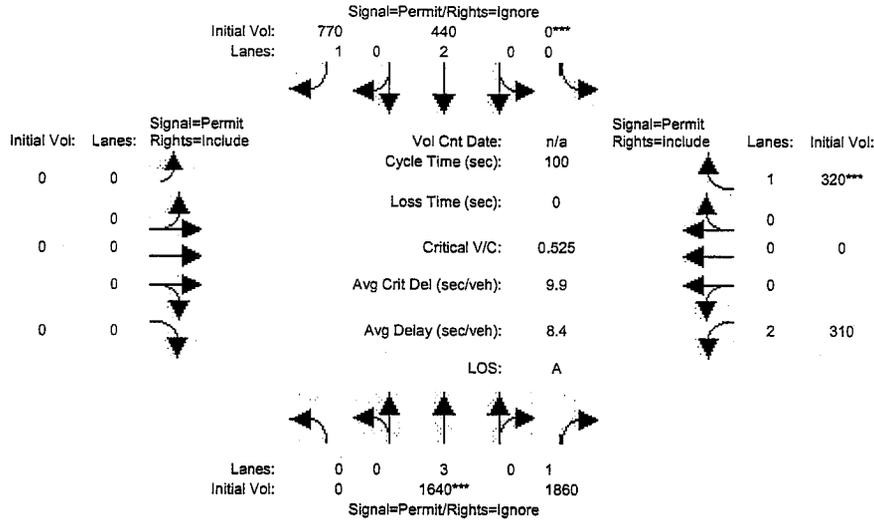


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1260	940	0	700	780	0	0	0	690	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1260	940	0	700	780	0	0	0	690	0	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1260	940	0	700	780	0	0	0	690	0	230
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1260	0	0	700	0	0	0	0	690	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1260	0	0	700	0	0	0	0	690	0	230
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1260	0	0	700	0	0	0	0	759	0	230
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4950	1650	0	3300	1650	0	0	0	3300	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.23	0.00	0.14
Crit Vol:		420			0						380	
Crit Moves:		****			****						****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

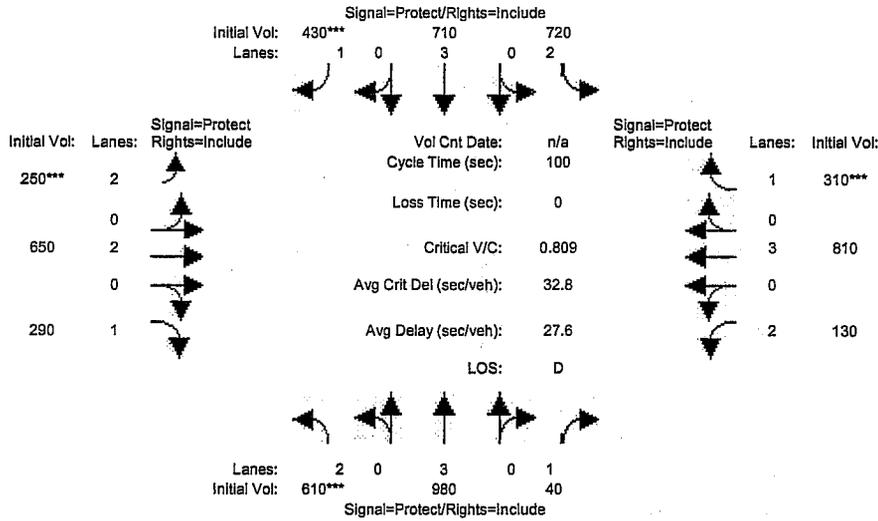


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1640	1860	0	440	770	0	0	0	310	0	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1640	1860	0	440	770	0	0	0	310	0	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1640	1860	0	440	770	0	0	0	310	0	320
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1640	0	0	440	0	0	0	0	310	0	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1640	0	0	440	0	0	0	0	310	0	320
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1640	0	0	440	0	0	0	0	341	0	320
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4950	1650	0	3300	1650	0	0	0	3300	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.10	0.00	0.19
Crit Vol:		547			0			0				320
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #118: Sunrise Boulevard/White Rock Road

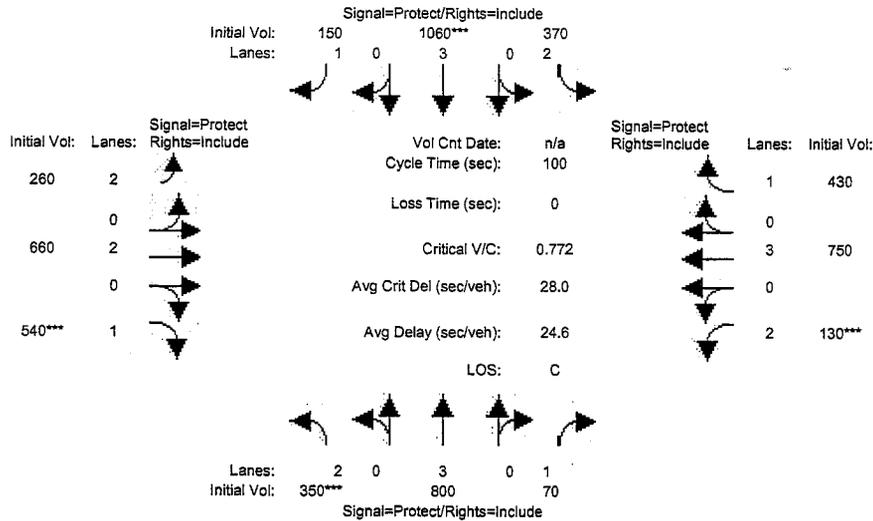


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	610	980	40	720	710	430	250	650	290	130	810	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	610	980	40	720	710	430	250	650	290	130	810	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	610	980	40	720	710	430	250	650	290	130	810	310
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:	610	980	40	720	710	430	250	650	290	130	810	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	610	980	40	720	710	430	250	650	290	130	810	310
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	671	980	40	792	710	430	275	650	290	143	810	310
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.03	0.26	0.16	0.29	0.09	0.22	0.19	0.05	0.18	0.21
Crit Vol:	336					430	138					310
Crit Moves:	***					***	***					***

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #118: Sunrise Boulevard/White Rock Road

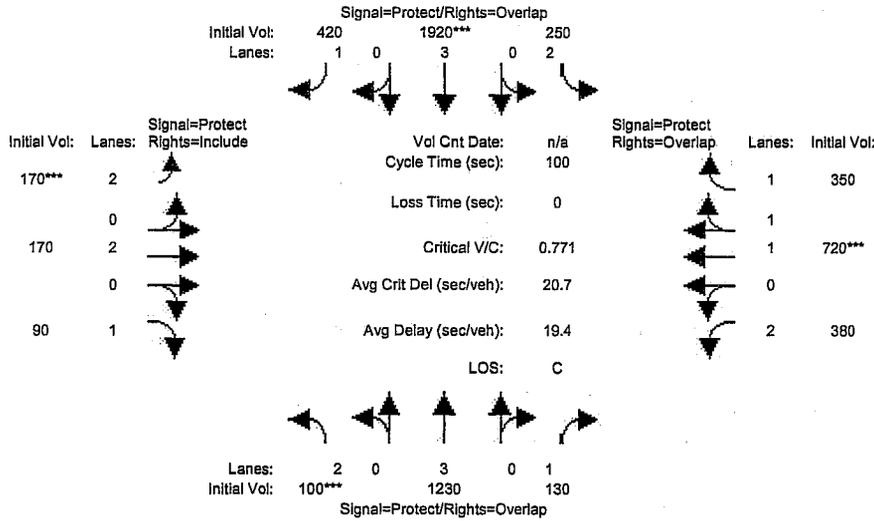


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	350	800	70	370	1060	150	260	660	540	130	750	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	800	70	370	1060	150	260	660	540	130	750	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	800	70	370	1060	150	260	660	540	130	750	430
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:	350	800	70	370	1060	150	260	660	540	130	750	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	800	70	370	1060	150	260	660	540	130	750	430
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	385	800	70	407	1060	150	286	660	540	143	750	430
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.05	0.14	0.24	0.10	0.10	0.22	0.36	0.05	0.17	0.29
Crit Vol:	193			353			540		72			
Crit Moves:	****			****			****		****	****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #119: Sunrise Boulevard/Folsom Boulevard

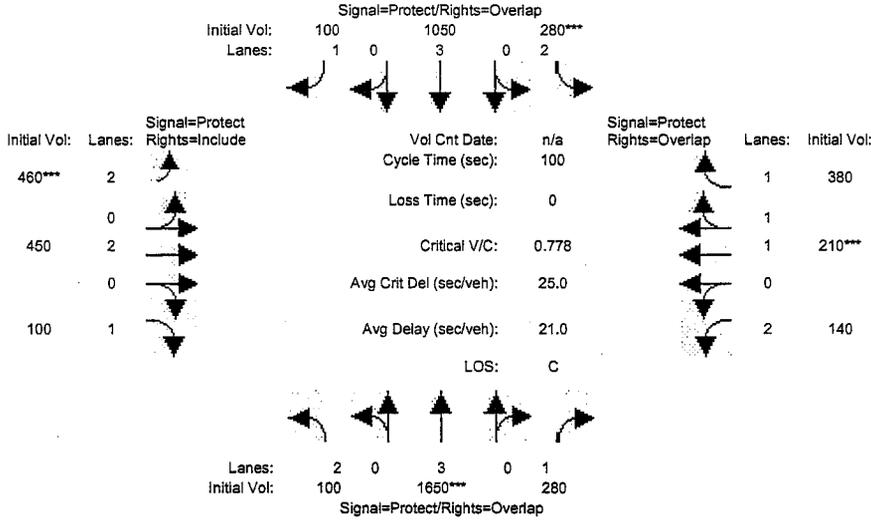


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	1230	130	250	1920	420	170	170	90	380	720	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1230	130	250	1920	420	170	170	90	380	720	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1230	130	250	1920	420	170	170	90	380	720	350
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:	100	1230	130	250	1920	420	170	170	90	380	720	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1230	130	250	1920	420	170	170	90	380	720	350
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	110	1230	130	275	1920	420	187	170	90	418	720	385
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.95	1.05
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	2932	1568
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.09	0.09	0.43	0.28	0.06	0.06	0.06	0.14	0.25	0.25
Crit Vol:	55			640			94			368		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Futures Volume Alternative)  
2014 No Project PM

Intersection #119: Sunrise Boulevard/Folsom Boulevard

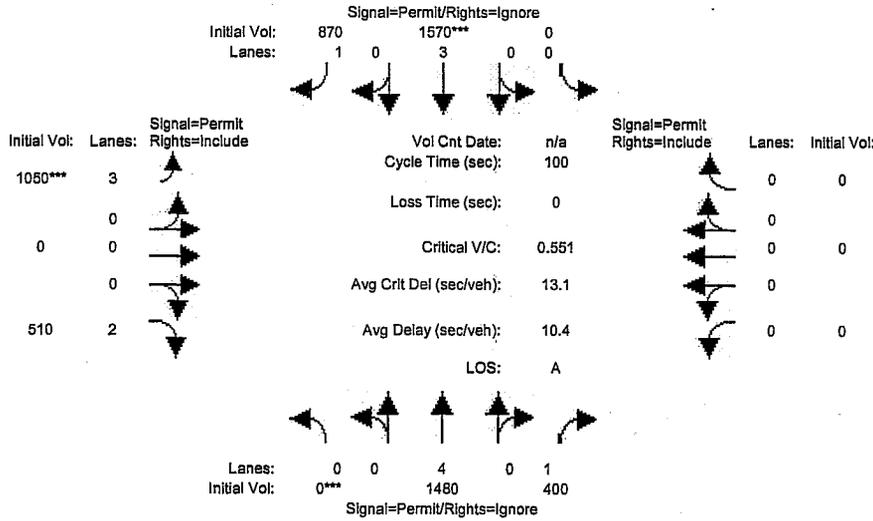


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	1650	280	280	1050	100	460	450	100	140	210	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1650	280	280	1050	100	460	450	100	140	210	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1650	280	280	1050	100	460	450	100	140	210	380
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:	100	1650	280	280	1050	100	460	450	100	140	210	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1650	280	280	1050	100	460	450	100	140	210	380
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	110	1650	280	308	1050	100	506	450	100	154	210	418
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	1505	2995
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.19	0.10	0.23	0.07	0.17	0.15	0.07	0.05	0.14	0.14
Crit Vol:		550			154			253			209	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

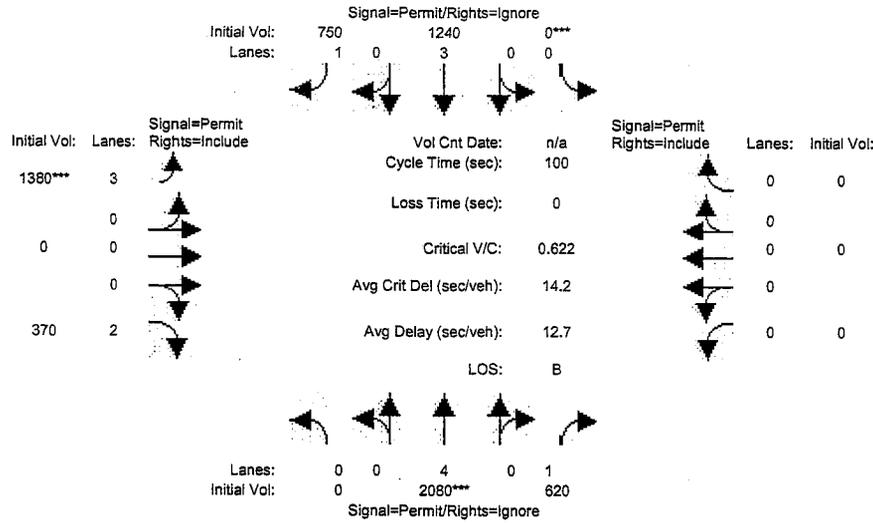


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1480	400	0	1570	870	1050	0	510	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1480	400	0	1570	870	1050	0	510	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1480	400	0	1570	870	1050	0	510	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1480	0	0	1570	0	1050	0	510	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1480	0	0	1570	0	1050	0	510	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1480	0	0	1570	0	1155	0	561	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6600	1650	0	4950	1650	4950	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.32	0.00	0.23	0.00	0.17	0.00	0.00	0.00
Crit Vol:	0				523		385			0		
Crit Moves:	***				***		***					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

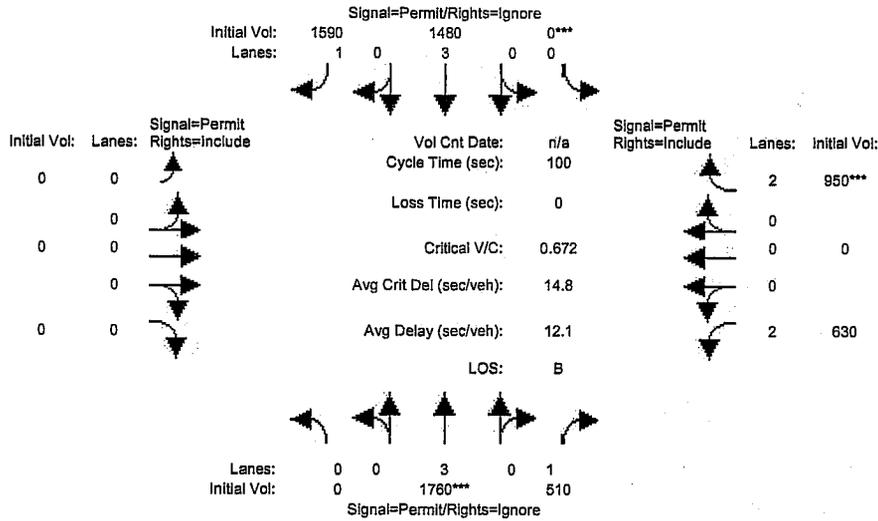


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2080	620	0	1240	750	1380	0	370	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2080	620	0	1240	750	1380	0	370	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2080	620	0	1240	750	1380	0	370	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2080	0	0	1240	0	1380	0	370	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2080	0	0	1240	0	1380	0	370	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2080	0	0	1240	0	1518	0	407	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6600	1650	0	4950	1650	4950	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.25	0.00	0.31	0.00	0.12	0.00	0.00	0.00
Crit Vol:		520			0		506				0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

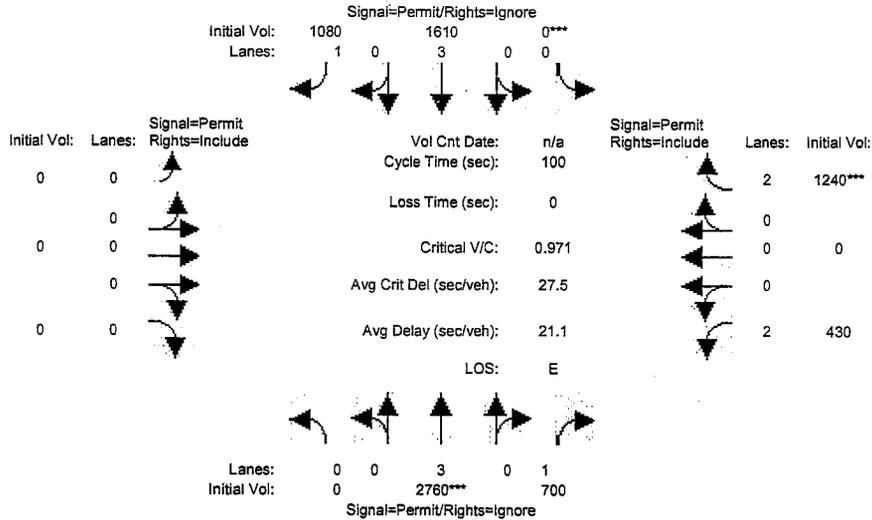


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1760	510	0	1480	1590	0	0	0	630	0	950
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1760	510	0	1480	1590	0	0	0	630	0	950
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1760	510	0	1480	1590	0	0	0	630	0	950
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1760	0	0	1480	0	0	0	0	630	0	950
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1760	0	0	1480	0	0	0	0	630	0	950
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	1760	0	0	1480	0	0	0	0	693	0	1045
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4950	1650	0	4950	1650	0	0	0	3300	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.21	0.00	0.32
Crit Vol:		587			0			0				522
Crit Moves:	****			****							****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

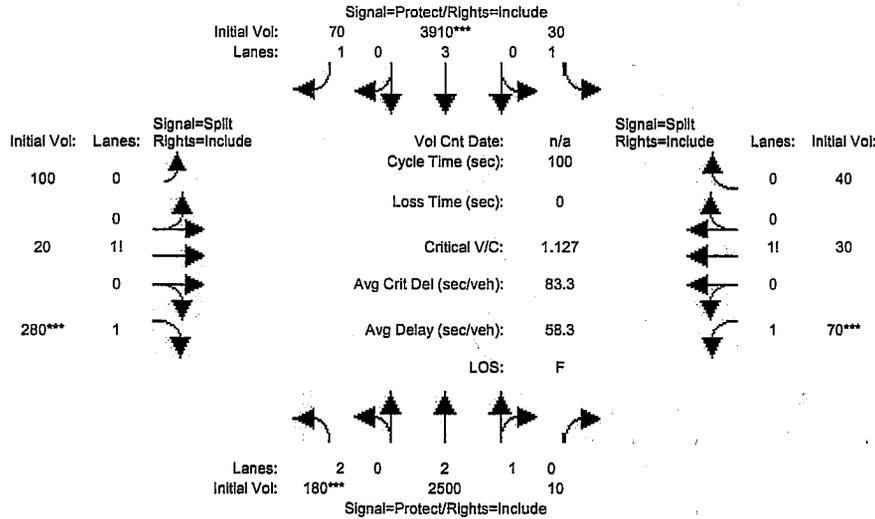


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2760	700	0	1610	1080	0	0	0	430	0	1240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2760	700	0	1610	1080	0	0	0	430	0	1240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2760	700	0	1610	1080	0	0	0	430	0	1240
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2760	0	0	1610	0	0	0	0	430	0	1240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2760	0	0	1610	0	0	0	0	430	0	1240
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	2760	0	0	1610	0	0	0	0	473	0	1364
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4950	1650	0	4950	1650	0	0	0	3300	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.14	0.00	0.41
Crit Vol:		920			0			0				682
Crit Moves:	****			****								****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #122: Sunrise Boulevard/Zinfandel Drive

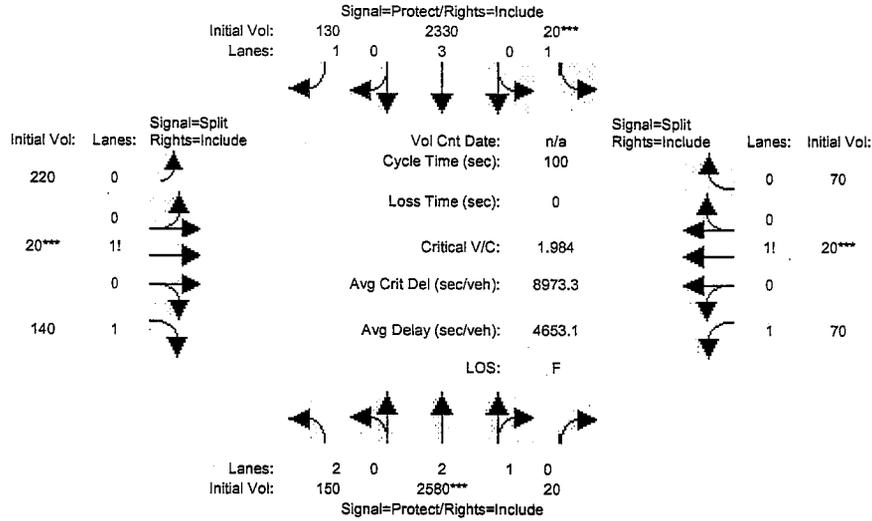


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	2500	10	30	3910	70	100	20	280	70	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2500	10	30	3910	70	100	20	280	70	30	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	2500	10	30	3910	70	100	20	280	70	30	40
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:	180	2500	10	30	3910	70	100	20	280	70	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2500	10	30	3910	70	100	20	280	70	30	40
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	198	2500	10	30	3910	70	100	20	308	77	30	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.99	0.01	1.00	3.00	1.00	0.47	0.09	1.44	1.05	0.41	0.54
Final Sat.:	3000	4482	18	1500	4500	1500	701	140	2159	1571	612	816
Capacity Analysis Module:												
Vol/Sat:	0.07	0.56	0.56	0.02	0.87	0.05	0.14	0.14	0.14	0.05	0.05	0.05
Crit Vol:	99			1303			214		74			
Crit Moves:	****			****			****		****	****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 2014 No Project PM

Intersection #122: Sunrise Boulevard/Zinfandel Drive

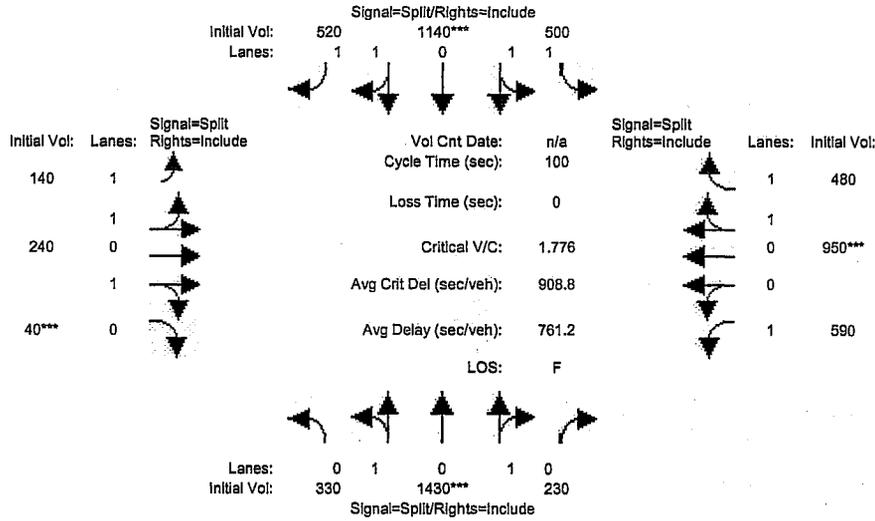


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	2580	20	20	2330	130	220	20	140	70	20	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	2580	20	20	2330	130	220	20	140	70	20	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	2580	20	20	2330	130	220	20	140	70	20	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:	150	2580	20	20	2330	130	220	20	140	70	20	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2580	20	20	2330	130	220	20	140	70	20	70
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	165	2580	20	20	2330	130	220	20	154	77	20	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.98	0.02	1.00	3.00	1.00	0.99	0.01	1.00	1.00	0.22	0.78
Final Sat.:	3000	4465	35	1500	4500	1500	1485	15	1500	1500	333	1167
Capacity Analysis Module:												
Vol/Sat:	0.06	0.58	0.58	0.01	0.52	0.09	0.15	1.33	0.10	0.05	0.06	0.06
Crit Vol:	867		20		2000		90					
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #123: Hazel Avenue/Folsom Boulevard

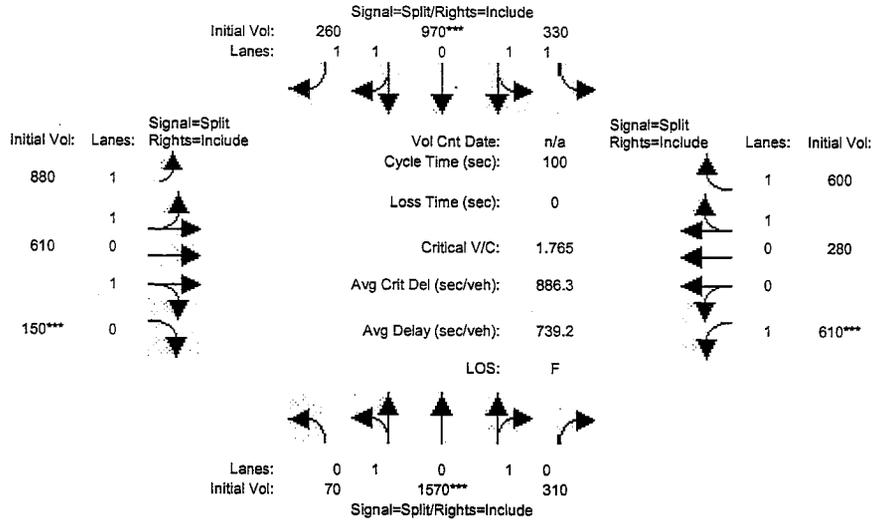


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	330	1430	230	500	1140	520	140	240	40	590	950	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1430	230	500	1140	520	140	240	40	590	950	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	1430	230	500	1140	520	140	240	40	590	950	480
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:	330	1430	230	500	1140	520	140	240	40	590	950	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1430	230	500	1140	520	140	240	40	590	950	480
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	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10
Final Vol.:	330	1430	230	550	1140	572	154	240	40	590	950	528
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.33	1.44	0.23	1.00	1.99	1.01	1.07	1.66	0.27	1.00	1.00	1.00
Final Sat.:	497	2156	347	1500	2982	1518	1602	2486	412	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.37	0.38	0.38	0.10	0.10	0.10	0.39	0.63	0.35
Crit Vol:	995			573			146			950		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #123: Hazel Avenue/Folsom Boulevard

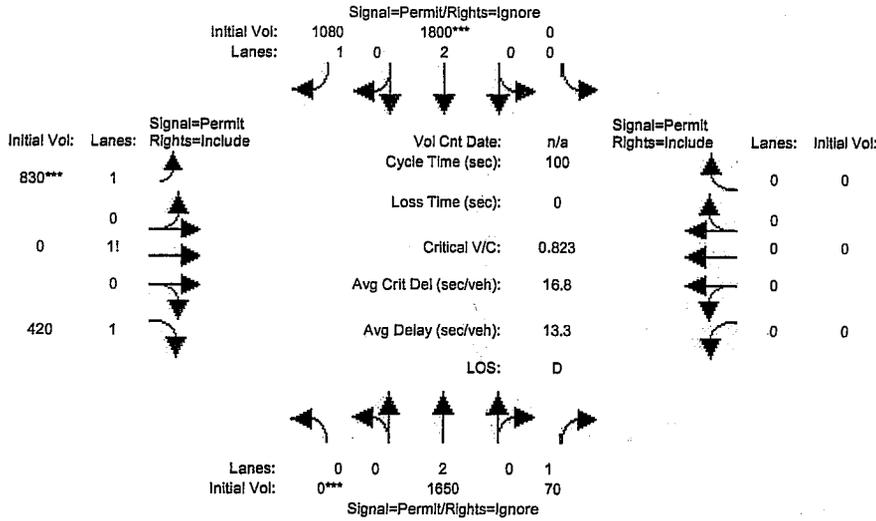


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	70	1570	310	330	970	260	880	610	150	610	280	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1570	310	330	970	260	880	610	150	610	280	600
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1570	310	330	970	260	880	610	150	610	280	600
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:	70	1570	310	330	970	260	880	610	150	610	280	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1570	310	330	970	260	880	610	150	610	280	600
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	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10
Final Vol.:	70	1570	310	363	970	286	968	610	150	610	280	660
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.07	1.61	0.32	1.00	2.00	1.00	1.68	1.06	0.26	1.00	0.60	1.40
Final Sat.:	108	2415	477	1500	3000	1500	2523	1587	390	1500	894	2106
Capacity Analysis Module:												
Vol/Sat:	0.65	0.65	0.65	0.24	0.32	0.19	0.38	0.38	0.38	0.41	0.31	0.31
Crit Vol:		975			485			577			610	
Crit Moves:	****			****			****		****	****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

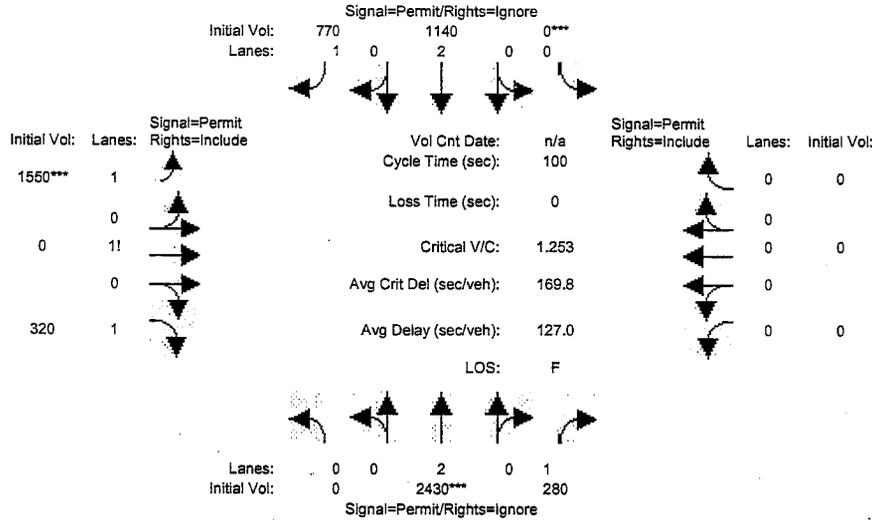


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1650	70	0	1800	1080	830	0	420	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1650	70	0	1800	1080	830	0	420	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1650	70	0	1800	1080	830	0	420	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1650	0	0	1800	0	830	0	420	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1650	0	0	1800	0	830	0	420	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1650	0	0	1800	0	913	0	462	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	1.99	xxxx	1.01	0.00	0.00	0.00
Final Sat.:	0	3300	1650	0	3300	1650	3287	0	1663	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.55	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Crit Vol:	0			900			458			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

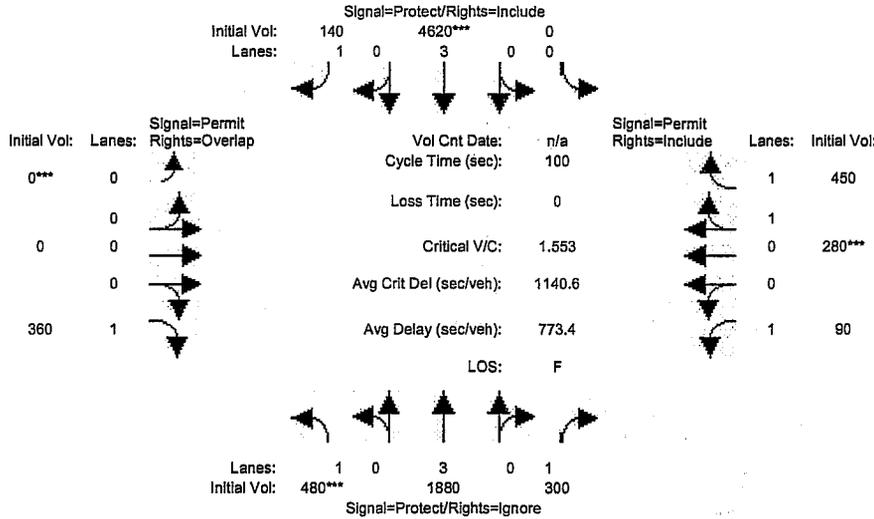


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2430	280	0	1140	770	1550	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2430	280	0	1140	770	1550	0	320	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2430	280	0	1140	770	1550	0	320	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2430	0	0	1140	0	1550	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2430	0	0	1140	0	1550	0	320	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol..:	0	2430	0	0	1140	0	1705	0	352	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3300	1650	0	3300	1650	3300	0	1650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.74	0.00	0.00	0.35	0.00	0.52	0.00	0.21	0.00	0.00	0.00
Crit Vol:		1215			0		853				0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

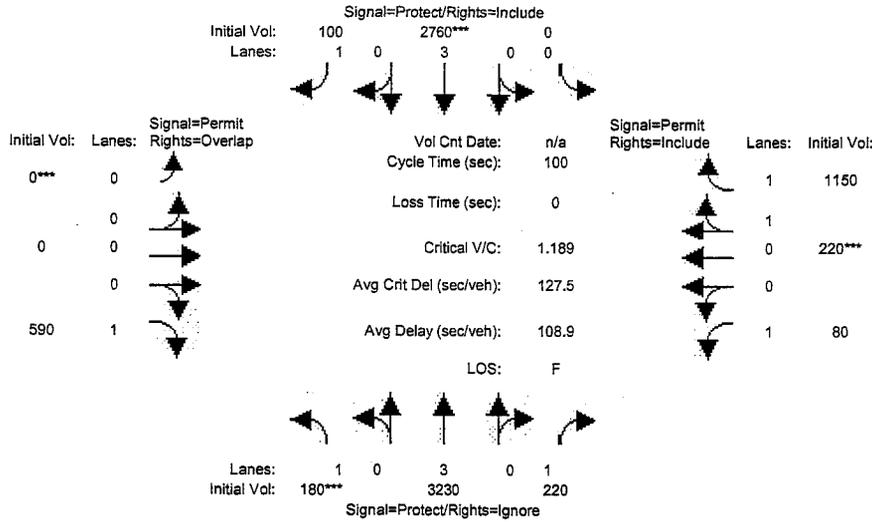


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	480	1880	300	0	4620	140	0	0	360	90	280	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1880	300	0	4620	140	0	0	360	90	280	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	1880	300	0	4620	140	0	0	360	90	280	450
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1880	0	0	4620	140	0	0	360	90	280	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1880	0	0	4620	140	0	0	360	90	280	450
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	480	1880	0	0	4620	140	0	0	360	90	280	495
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.72	1.28
Final Sat.:	1550	4650	1550	0	4650	1550	0	0	1550	1550	1120	1980
Capacity Analysis Module:												
Vol/Sat:	0.31	0.40	0.00	0.00	0.99	0.09	0.00	0.00	0.23	0.06	0.25	0.25
Crit Vol:	480			1540			0			388		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

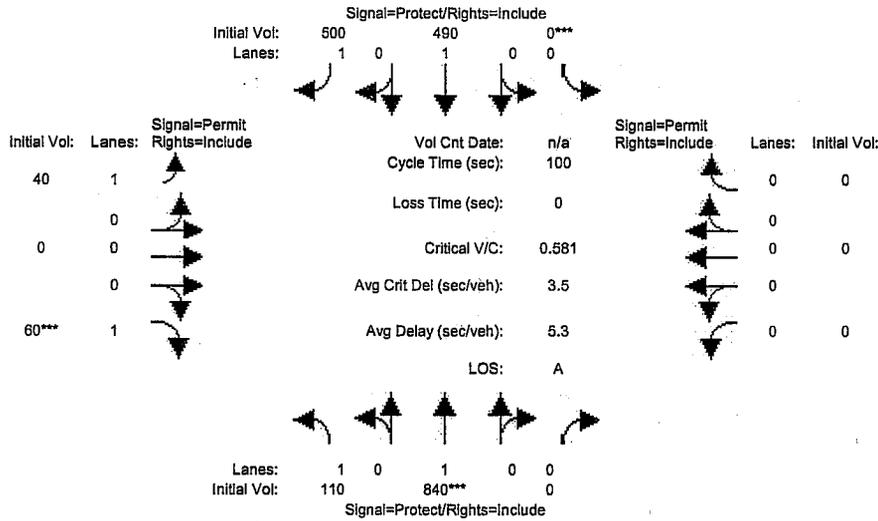


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	3230	220	0	2760	100	0	0	590	80	220	1150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	3230	220	0	2760	100	0	0	590	80	220	1150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	3230	220	0	2760	100	0	0	590	80	220	1150
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	3230	0	0	2760	100	0	0	590	80	220	1150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	3230	0	0	2760	100	0	0	590	80	220	1150
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	180	3230	0	0	2760	100	0	0	590	80	220	1265
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.30	1.70
Final Sat.:	1550	4650	1550	0	4650	1550	0	0	1550	1550	459	2641
Capacity Analysis Module:												
Vol/Sat:	0.12	0.69	0.00	0.00	0.59	0.06	0.00	0.00	0.38	0.05	0.48	0.48
Crit Vol:	180			920			0			742		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #126: Grant Line/White Rock Road

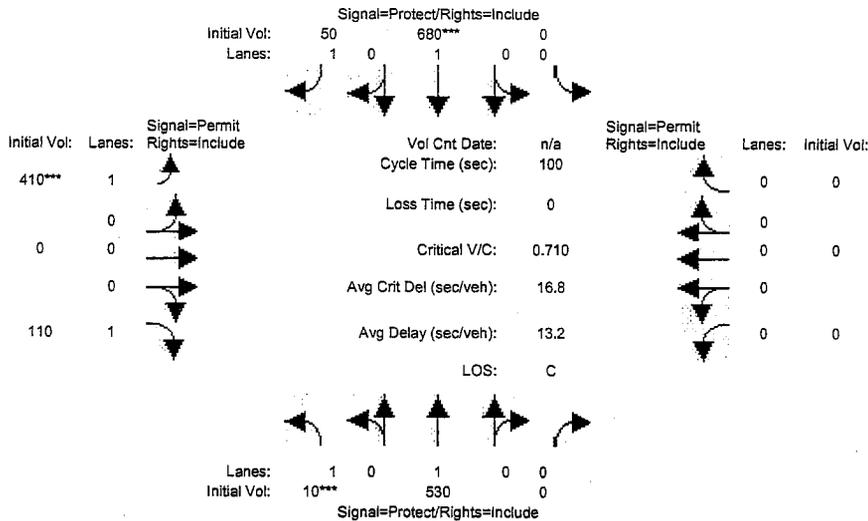


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	110	840	0	0	490	500	40	0	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	840	0	0	490	500	40	0	60	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	840	0	0	490	500	40	0	60	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:	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:	110	840	0	0	490	500	40	0	60	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	840	0	0	490	500	40	0	60	0	0	0
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
Final Vol.:	110	840	0	0	490	500	40	0	60	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	1550	0	0	1550	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.54	0.00	0.00	0.32	0.32	0.03	0.00	0.04	0.00	0.00	0.00
Crit Vol:		840			0				60		0	
Crit Moves:		****			****				****			

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #126: Grant Line/White Rock Road

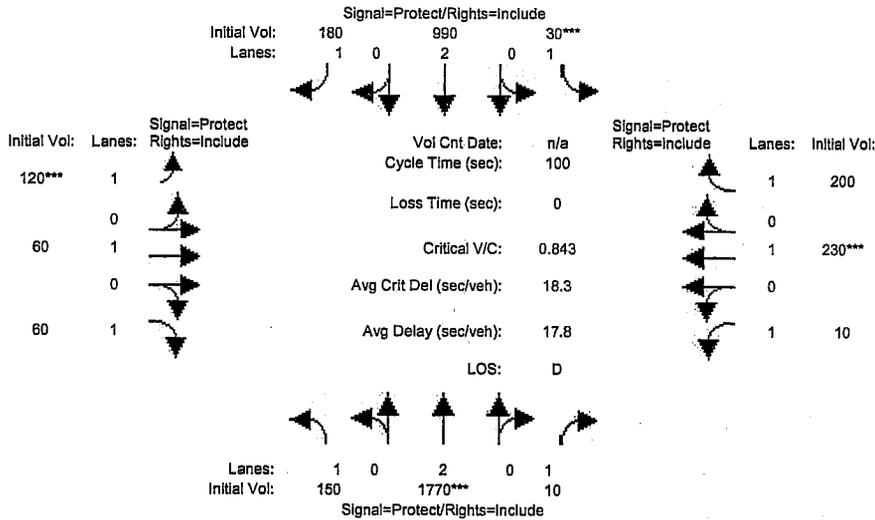


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	530	0	0	680	50	410	0	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	530	0	0	680	50	410	0	110	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	530	0	0	680	50	410	0	110	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:	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:	10	530	0	0	680	50	410	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	530	0	0	680	50	410	0	110	0	0	0
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
Final Vol.:	10	530	0	0	680	50	410	0	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	1550	0	0	1550	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.00	0.00	0.44	0.03	0.26	0.00	0.07	0.00	0.00	0.00
Crit Vol:	10				680		410					0
Crit Moves:	****				****		****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No.Project AM

Intersection #127: Sunrise Blvd/Kiefer Blvd

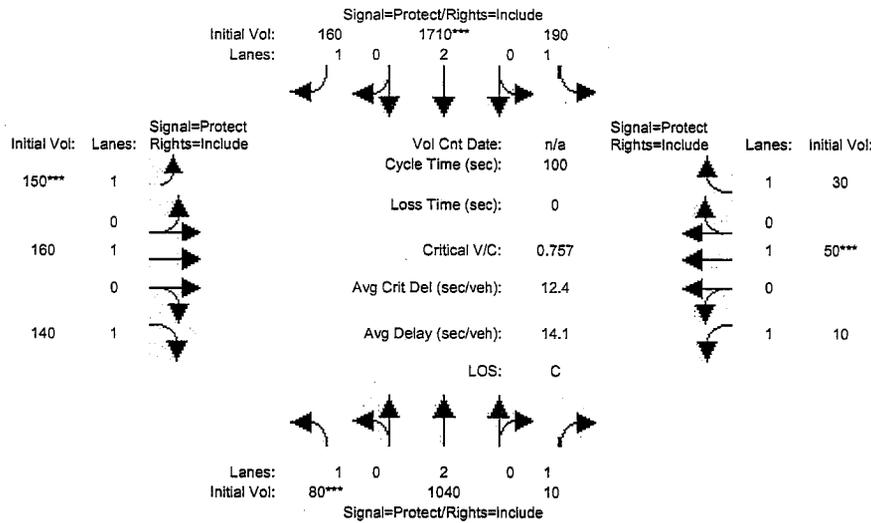


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	1770	10	30	990	180	120	60	60	10	230	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1770	10	30	990	180	120	60	60	10	230	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1770	10	30	990	180	120	60	60	10	230	200
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:	150	1770	10	30	990	180	120	60	60	10	230	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1770	10	30	990	180	120	60	60	10	230	200
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
Final Vol.:	150	1770	10	30	990	180	120	60	60	10	230	200
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.59	0.01	0.02	0.33	0.12	0.08	0.04	0.04	0.01	0.15	0.13
Crit Vol:		885			30			120			230	
Crit Moves:		***			***			***			***	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #127: Sunrise Blvd/Kiefer Blvd

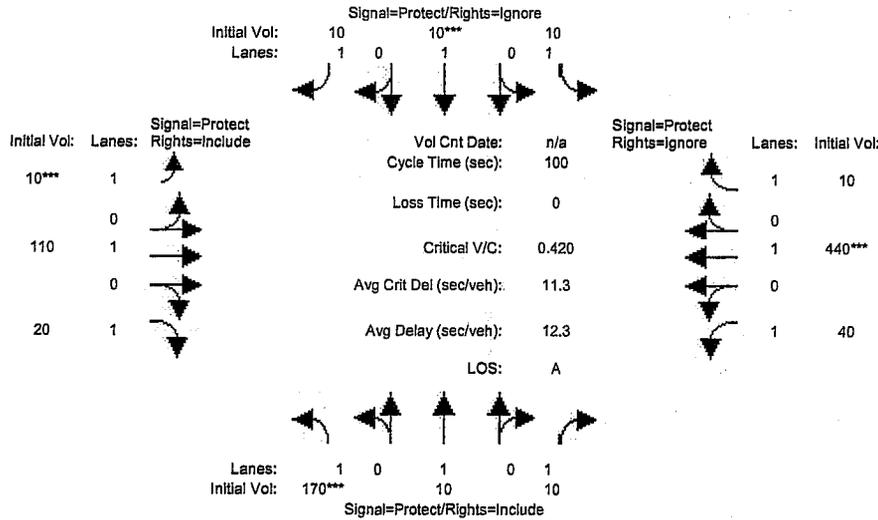


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	80	1040	10	190	1710	160	150	160	140	10	50	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1040	10	190	1710	160	150	160	140	10	50	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1040	10	190	1710	160	150	160	140	10	50	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:	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:	80	1040	10	190	1710	160	150	160	140	10	50	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1040	10	190	1710	160	150	160	140	10	50	30
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
Final Vol.:	80	1040	10	190	1710	160	150	160	140	10	50	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.01	0.13	0.57	0.11	0.10	0.11	0.09	0.01	0.03	0.02
Crit Vol:	80				855		150			50		
Crit Moves:	****				****		****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #128: Eagles Nest/Kiefer

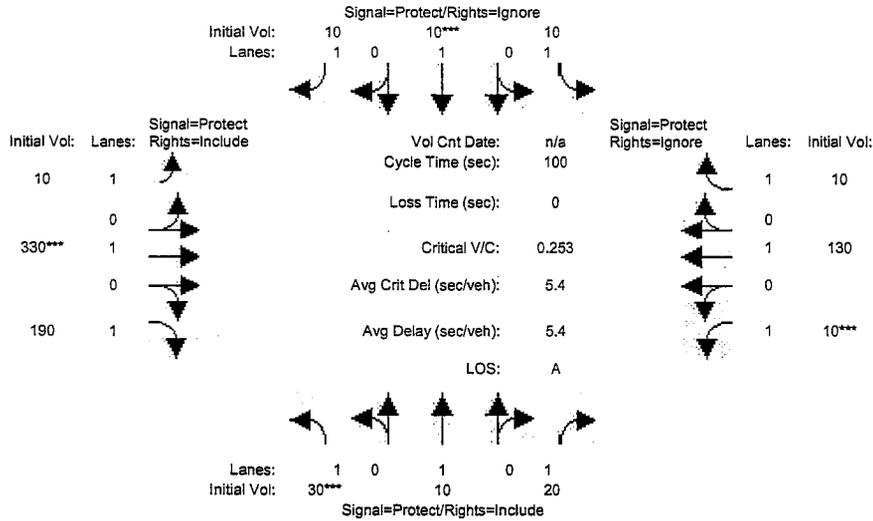


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	170	10	10	10	10	10	10	110	20	40	440	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	10	10	10	10	10	10	110	20	40	440	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	10	10	10	10	10	10	110	20	40	440	10
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	170	10	10	10	10	0	10	110	20	40	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	10	10	10	10	0	10	110	20	40	440	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	170	10	10	10	10	0	10	110	20	40	440	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.01	0.01	0.01	0.01	0.00	0.01	0.07	0.01	0.03	0.29	0.00
Crit Vol:	170				10		10			440		
Crit Moves:	***				***		***			***		

Preserve at Sunrise

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #128: Eagles Nest/Kiefer

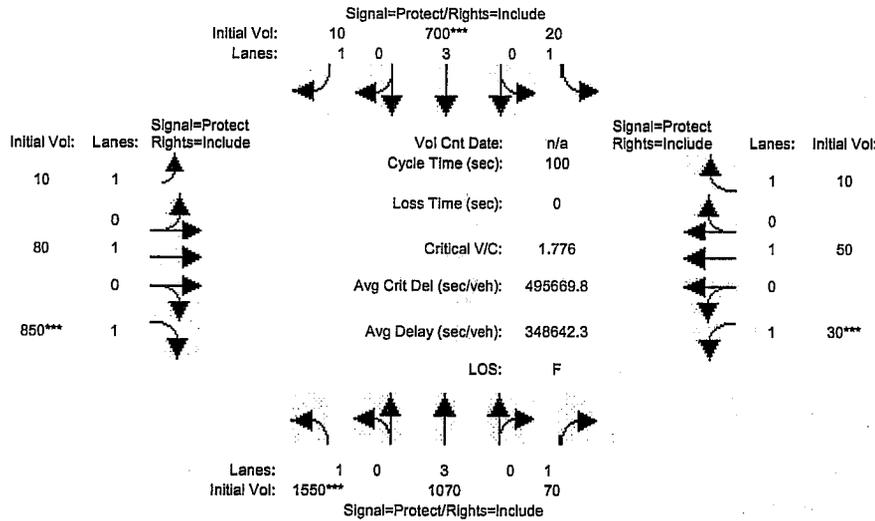


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	10	20	10	10	10	10	330	190	10	130	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	10	20	10	10	10	10	330	190	10	130	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	10	20	10	10	10	10	330	190	10	130	10
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	10	20	10	10	0	10	330	190	10	130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	10	20	10	10	0	10	330	190	10	130	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	30	10	20	10	10	0	10	330	190	10	130	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.01	0.01	0.00	0.01	0.22	0.13	0.01	0.09	0.00
Crit Vol:	30					10		330		10		
Crit Moves:	****				****			****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project AM

Intersection #129: Sunrise/International

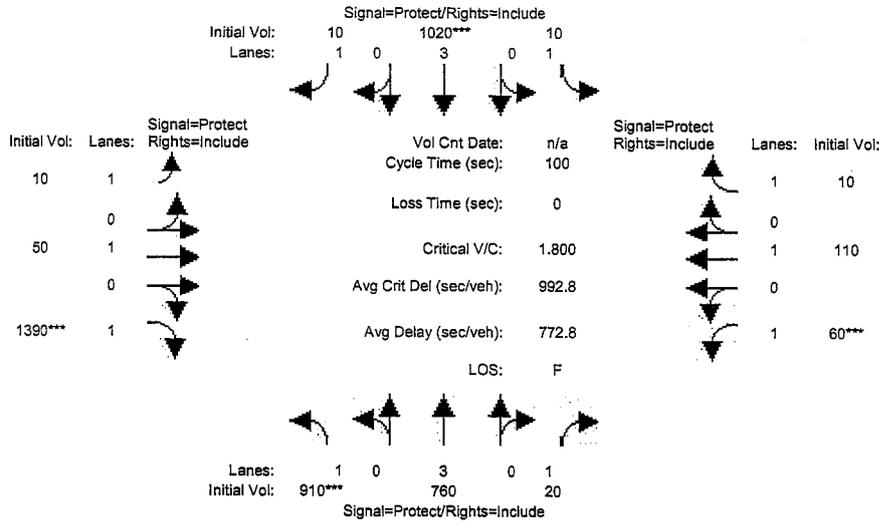


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1550	1070	70	20	700	10	10	80	850	30	50	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1550	1070	70	20	700	10	10	80	850	30	50	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1550	1070	70	20	700	10	10	80	850	30	50	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:	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:	1550	1070	70	20	700	10	10	80	850	30	50	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1550	1070	70	20	700	10	10	80	850	30	50	10
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
Final Vol.:	1550	1070	70	20	700	10	10	80	850	30	50	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	1.03	0.24	0.05	0.01	0.16	0.01	0.01	0.05	0.57	0.02	0.03	0.01
Crit Vol:	1550				233				850	30		
Crit Moves:	****				****				****	****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 No Project PM

Intersection #129: Sunrise/International



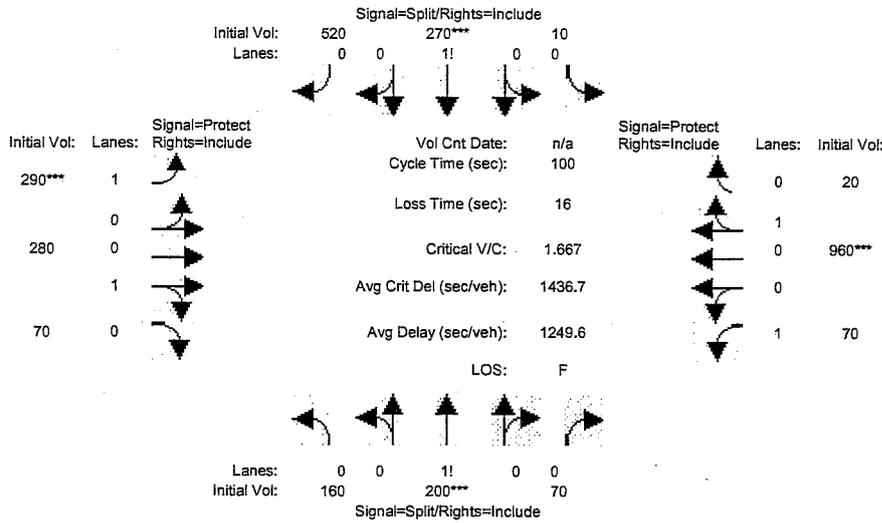
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	910	760	20	10	1020	10	10	50	1390	60	110	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	910	760	20	10	1020	10	10	50	1390	60	110	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	910	760	20	10	1020	10	10	50	1390	60	110	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:	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:	910	760	20	10	1020	10	10	50	1390	60	110	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	910	760	20	10	1020	10	10	50	1390	60	110	10
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
Final Vol.:	910	760	20	10	1020	10	10	50	1390	60	110	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.61	0.17	0.01	0.01	0.23	0.01	0.01	0.03	0.93	0.04	0.07	0.01
Crit Vol:	910				340				1390	60		
Crit Moves:	****				****				****	****		



Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #101: Excelsior Road/Jackson Road/SR 16

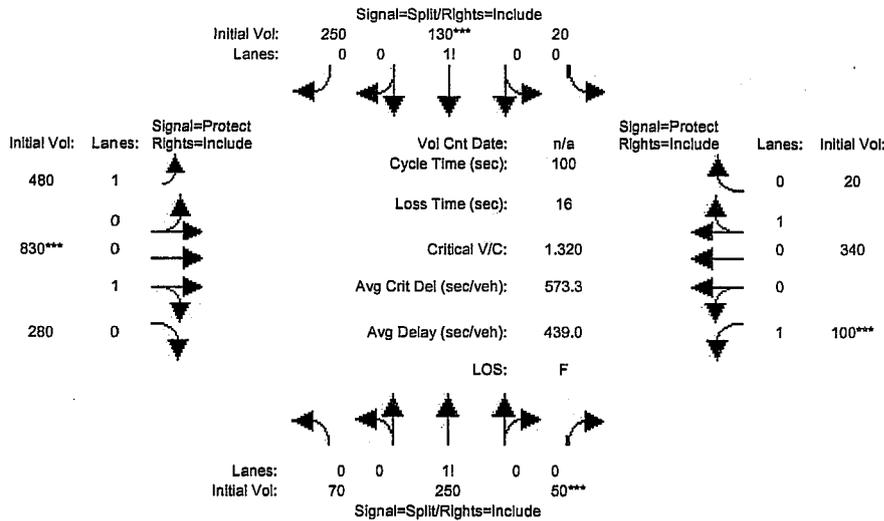


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	160	200	70	10	270	520	290	280	70	70	960	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	200	70	10	270	520	290	280	70	70	960	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	200	70	10	270	520	290	280	70	70	960	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:	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:	160	200	70	10	270	520	290	280	70	70	960	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	200	70	10	270	520	290	280	70	70	960	20
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
Final Vol.:	160	200	70	10	270	520	290	280	70	70	960	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.37	0.47	0.16	0.01	0.34	0.65	1.00	0.80	0.20	1.00	0.98	0.02
Final Sat.:	558	698	244	19	506	975	1500	1200	300	1500	1469	31
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.53	0.53	0.53	0.19	0.23	0.23	0.05	0.65	0.65
Crit Vol:	430			800			290			980		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #101: Excelsior Road/Jackson Road/SR 16

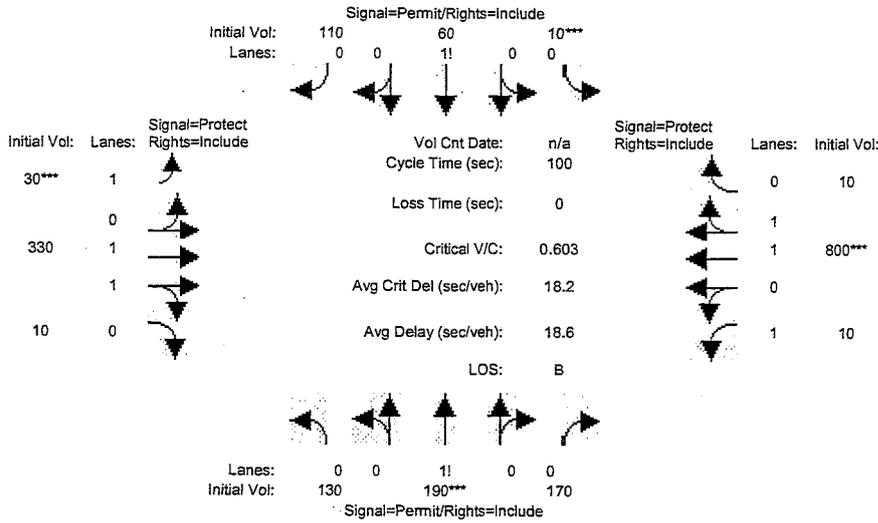


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	70	250	50	20	130	250	480	830	280	100	340	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	250	50	20	130	250	480	830	280	100	340	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	250	50	20	130	250	480	830	280	100	340	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:	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:	70	250	50	20	130	250	480	830	280	100	340	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	250	50	20	130	250	480	830	280	100	340	20
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
Final Vol.:	70	250	50	20	130	250	480	830	280	100	340	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.19	0.68	0.13	0.05	0.32	0.63	1.00	0.75	0.25	1.00	0.94	0.06
Final Sat.:	284	1014	203	75	488	938	1500	1122	378	1500	1417	83
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.27	0.27	0.27	0.32	0.74	0.74	0.07	0.24	0.24
Crit Vol:	370			400			1110			100		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #102: Eagles Nest Road/Jackson Road/SR 16

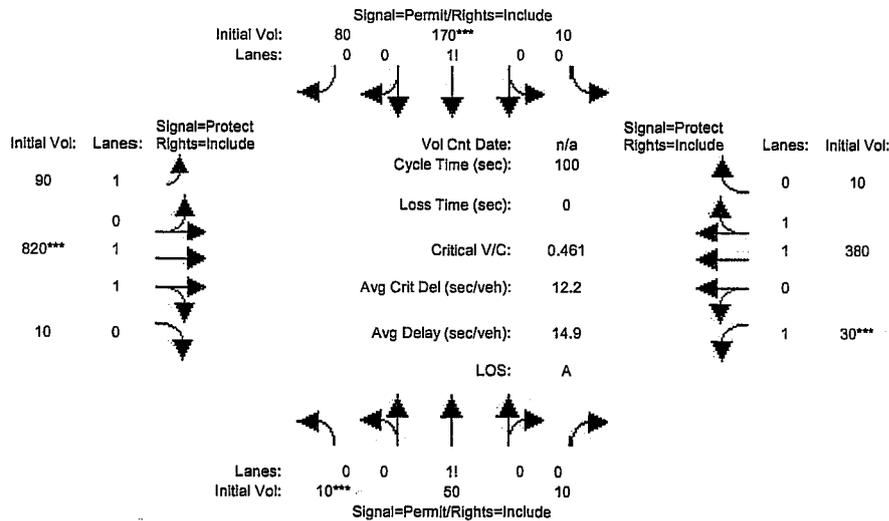


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	130	190	170	10	60	110	30	330	10	10	800	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	190	170	10	60	110	30	330	10	10	800	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	190	170	10	60	110	30	330	10	10	800	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:	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:	130	190	170	10	60	110	30	330	10	10	800	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	190	170	10	60	110	30	330	10	10	800	10
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
Final Vol.:	130	190	170	10	60	110	30	330	10	10	800	10
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.26	0.39	0.35	0.06	0.33	0.61	1.00	1.94	0.06	1.00	1.98	0.02
Final Sat.:	411	601	538	86	517	947	1550	3009	91	1550	3062	38
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.12	0.12	0.12	0.02	0.11	0.11	0.01	0.26	0.26
Crit Vol:		490		10			30			405		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 2014 Plus Project PM

Intersection #102: Eagles Nest Road/Jackson Road/SR 16

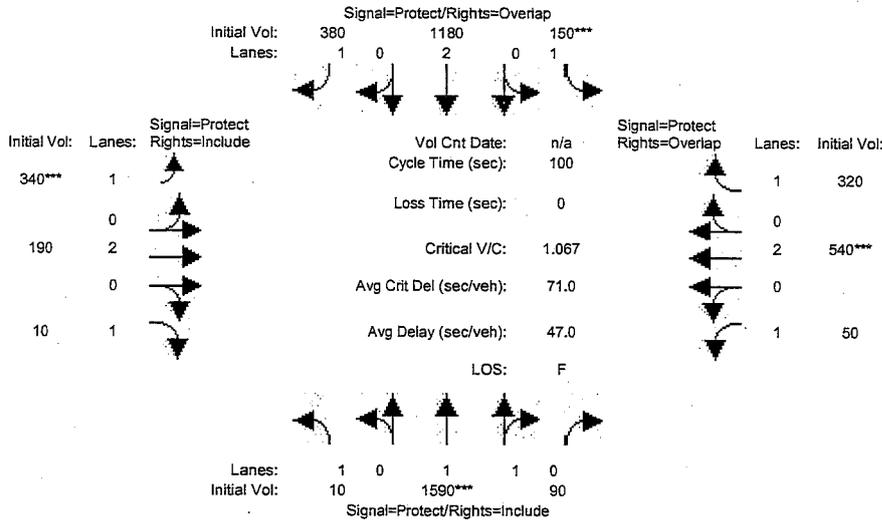


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	50	10	10	170	80	90	820	10	30	380	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	50	10	10	170	80	90	820	10	30	380	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	50	10	10	170	80	90	820	10	30	380	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:	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:	10	50	10	10	170	80	90	820	10	30	380	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	50	10	10	170	80	90	820	10	30	380	10
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
Final Vol.:	10	50	10	10	170	80	90	820	10	30	380	10
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.14	0.72	0.14	0.04	0.65	0.31	1.00	1.98	0.02	1.00	1.95	0.05
Final Sat.:	221	1107	221	60	1013	477	1550	3063	37	1550	3021	79
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.17	0.17	0.17	0.06	0.27	0.27	0.02	0.13	0.13
Crit Vol:	10			260			415			30		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

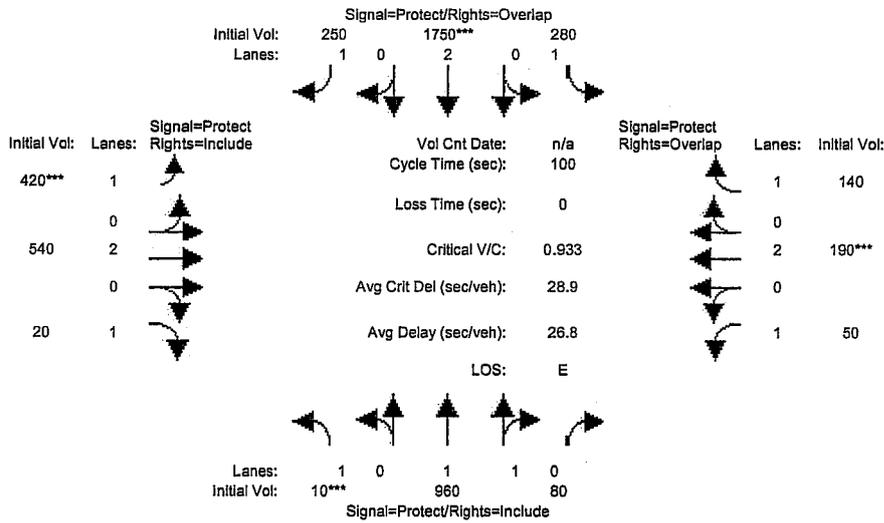


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	1590	90	150	1180	380	340	190	10	50	540	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1590	90	150	1180	380	340	190	10	50	540	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1590	90	150	1180	380	340	190	10	50	540	320
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:	10	1590	90	150	1180	380	340	190	10	50	540	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1590	90	150	1180	380	340	190	10	50	540	320
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
Final Vol.:	10	1590	90	150	1180	380	340	190	10	50	540	320
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2839	161	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.10	0.39	0.25	0.23	0.06	0.01	0.03	0.18	0.21
Crit Vol:	840			150			340			270		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

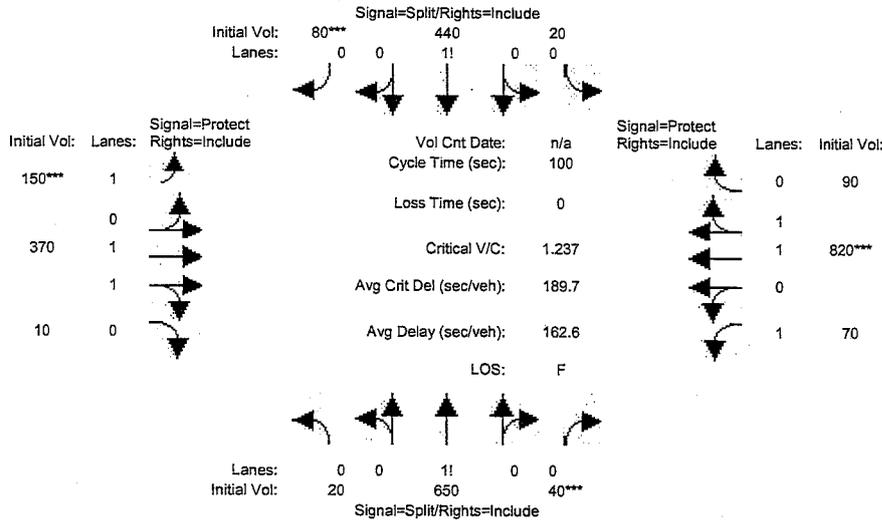


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	960	80	280	1750	250	420	540	20	50	190	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	960	80	280	1750	250	420	540	20	50	190	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	960	80	280	1750	250	420	540	20	50	190	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:	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:	10	960	80	280	1750	250	420	540	20	50	190	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	960	80	280	1750	250	420	540	20	50	190	140
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
Final Vol.:	10	960	80	280	1750	250	420	540	20	50	190	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	2769	231	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.19	0.58	0.17	0.28	0.18	0.01	0.03	0.06	0.09
Crit Vol:	10			875			420			95		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 2014 Plus Project AM

Intersection #104: Grant Line Road/Jackson Road/SR 16

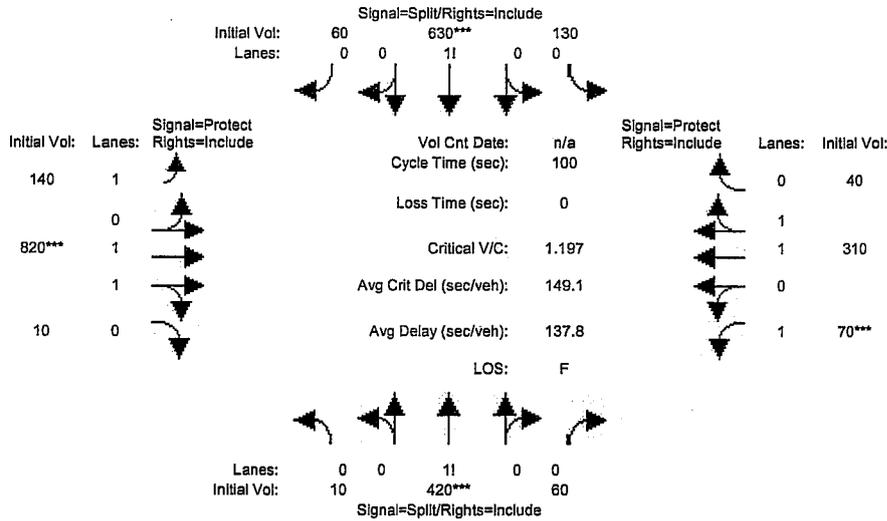


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	650	40	20	440	80	150	370	10	70	820	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	650	40	20	440	80	150	370	10	70	820	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	650	40	20	440	80	150	370	10	70	820	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:	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:	20	650	40	20	440	80	150	370	10	70	820	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	650	40	20	440	80	150	370	10	70	820	90
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
Final Vol.:	20	650	40	20	440	80	150	370	10	70	820	90
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.03	0.91	0.06	0.04	0.81	0.15	1.00	1.95	0.05	1.00	1.80	0.20
Final Sat.:	42	1373	85	56	1222	222	1500	2921	79	1500	2703	297
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.36	0.36	0.36	0.10	0.13	0.13	0.05	0.30	0.30
Crit Vol:			710			540	150			455		
Crit Moves:			****			****	****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #104: Grant Line Road/Jackson Road/SR 16

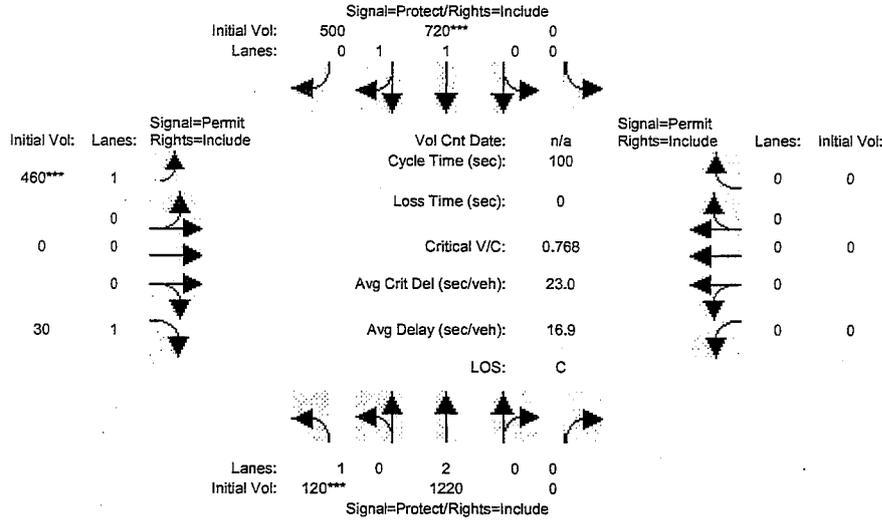


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	420	60	130	630	60	140	820	10	70	310	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	420	60	130	630	60	140	820	10	70	310	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	420	60	130	630	60	140	820	10	70	310	40
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:	10	420	60	130	630	60	140	820	10	70	310	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	420	60	130	630	60	140	820	10	70	310	40
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
Final Vol.:	10	420	60	130	630	60	140	820	10	70	310	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	0.86	0.12	0.16	0.77	0.07	1.00	1.98	0.02	1.00	1.77	0.23
Final Sat.:	31	1286	184	238	1152	110	1500	2964	36	1500	2657	343
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.55	0.55	0.55	0.09	0.28	0.28	0.05	0.12	0.12
Crit Vol:		490			820			415			70	
Crit Moves:		***			***			***			***	

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #105: Sunrise Boulevard/Florin Road

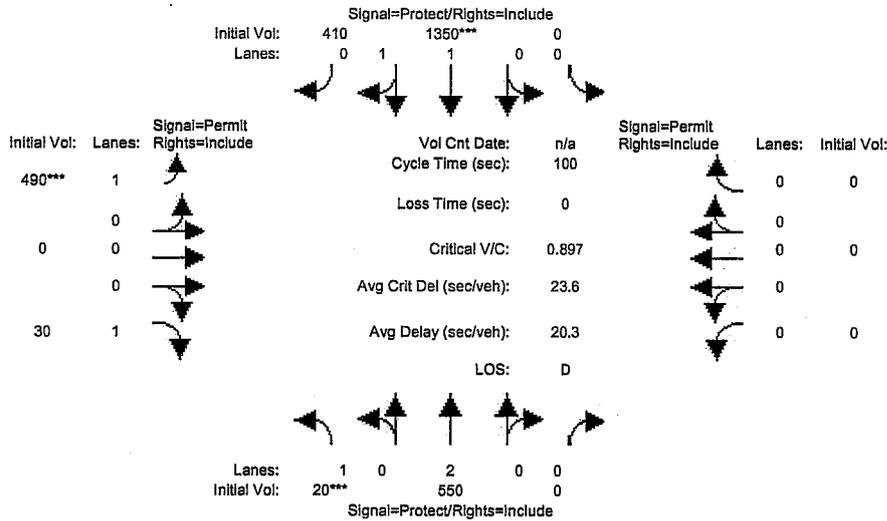


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	120	1220	0	0	720	500	460	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1220	0	0	720	500	460	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1220	0	0	720	500	460	0	30	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:	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:	120	1220	0	0	720	500	460	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1220	0	0	720	500	460	0	30	0	0	0
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
Final Vol.:	120	1220	0	0	720	500	460	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	2.00	0.00	0.00	1.18	0.82	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	3100	0	0	1830	1270	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.39	0.00	0.00	0.39	0.39	0.30	0.00	0.02	0.00	0.00	0.00
Crit Vol:	120				610		460				0	
Crit Moves:	****				****		****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #105: Sunrise Boulevard/Florin Road

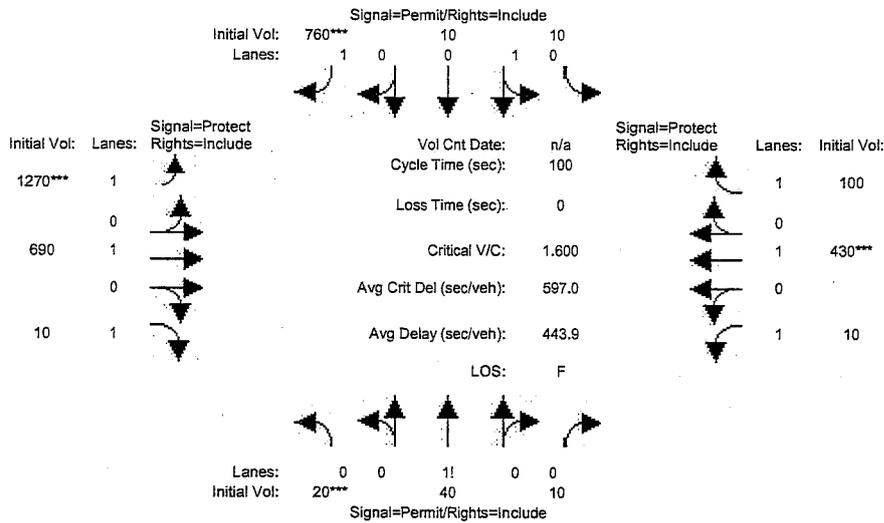


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	550	0	0	1350	410	490	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	550	0	0	1350	410	490	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	550	0	0	1350	410	490	0	30	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:	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:	20	550	0	0	1350	410	490	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	550	0	0	1350	410	490	0	30	0	0	0
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
Final Vol.:	20	550	0	0	1350	410	490	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	2.00	0.00	0.00	1.53	0.47	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	3100	0	0	2378	722	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.00	0.57	0.57	0.32	0.00	0.02	0.00	0.00	0.00
Crit Vol:	20				880		490			0		
Crit Moves:	****				****		****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #106: Sunrise Boulevard/Grant Line Road

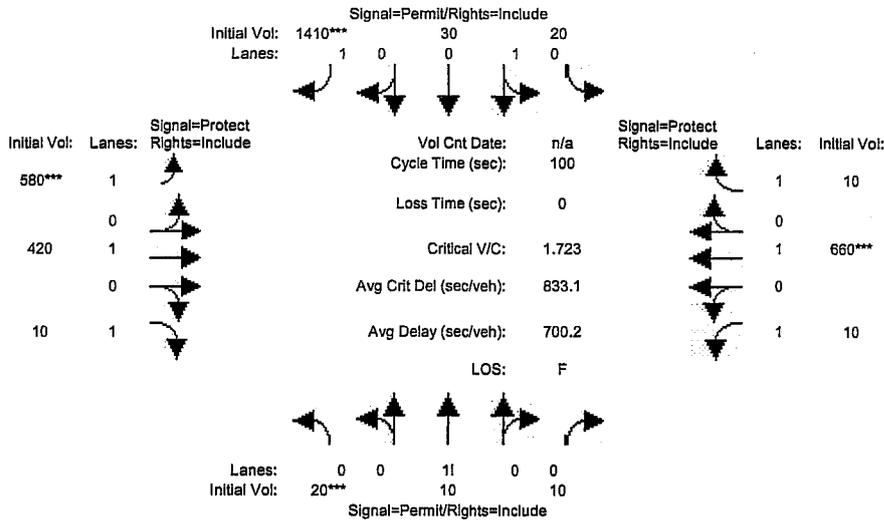


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	40	10	10	10	760	1270	690	10	10	430	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	40	10	10	10	760	1270	690	10	10	430	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	40	10	10	10	760	1270	690	10	10	430	100
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:	20	40	10	10	10	760	1270	690	10	10	430	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	40	10	10	10	760	1270	690	10	10	430	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
Final Vol.:	20	40	10	10	10	760	1270	690	10	10	430	100
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.29	0.57	0.14	0.50	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	443	886	221	775	775	1550	1550	1550	1550	1550	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.01	0.01	0.49	0.82	0.45	0.01	0.01	0.28	0.06
Crit Vol:	20					760	1270			430		
Crit Moves:	****					****	****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #106: Sunrise Boulevard/Grant Line Road

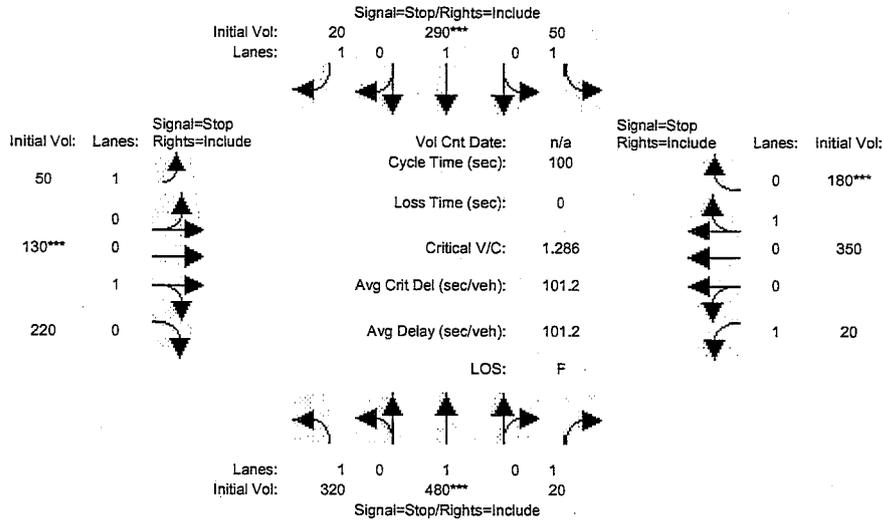


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	10	10	20	30	1410	580	420	10	10	660	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	10	20	30	1410	580	420	10	10	660	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	10	20	30	1410	580	420	10	10	660	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:	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:	20	10	10	20	30	1410	580	420	10	10	660	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	20	30	1410	580	420	10	10	660	10
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
Final Vol.:	20	10	10	20	30	1410	580	420	10	10	660	10
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.50	0.25	0.25	0.40	0.60	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	775	388	388	620	930	1550	1550	1550	1550	1550	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.91	0.37	0.27	0.01	0.01	0.43	0.01
Crit Vol:	20					1410	580			660		
Crit Moves:	****					****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2014 Plus Project AM

Intersection #107: Grant Line Road/Kiefer Boulevard

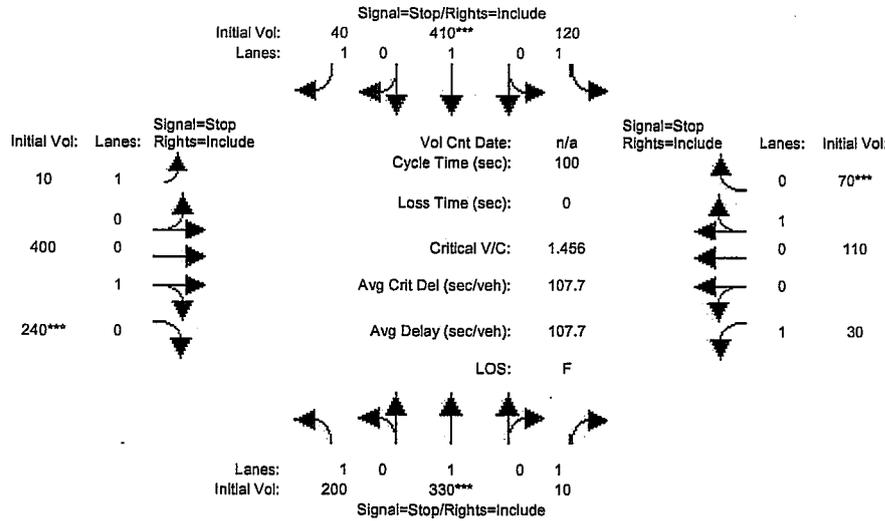


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	320	480	20	50	290	20	50	130	220	20	350	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	480	20	50	290	20	50	130	220	20	350	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	480	20	50	290	20	50	130	220	20	350	180
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:	320	480	20	50	290	20	50	130	220	20	350	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	480	20	50	290	20	50	130	220	20	350	180
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
Final Vol.:	320	480	20	50	290	20	50	130	220	20	350	180
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.37	0.63	1.00	0.66	0.34
Final Sat.:	364	384	405	329	348	368	371	153	260	373	272	140
Capacity Analysis Module:												
Vol/Sat:	0.88	1.25	0.05	0.15	0.83	0.05	0.13	0.85	0.85	0.05	1.29	1.29
Crit Moves:	****			****			****			****		
Delay/Veh:	53.1	160	11.8	15.4	47.2	12.8	13.8	43.5	43.5	12.7	171	171.2
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:	53.1	160	11.8	15.4	47.2	12.8	13.8	43.5	43.5	12.7	171	171.2
LOS by Move:	F	F	B	C	E	B	B	E	E	B	F	F
ApproachDel:	114.4			40.9			39.8			165.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	114.4			40.9			39.8			165.5		
LOS by Appr:	F			E			E			F		

Preserve at Sunridge

Level of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 2014 Plus Project PM

Intersection #107: Grant Line Road/Kiefer Boulevard

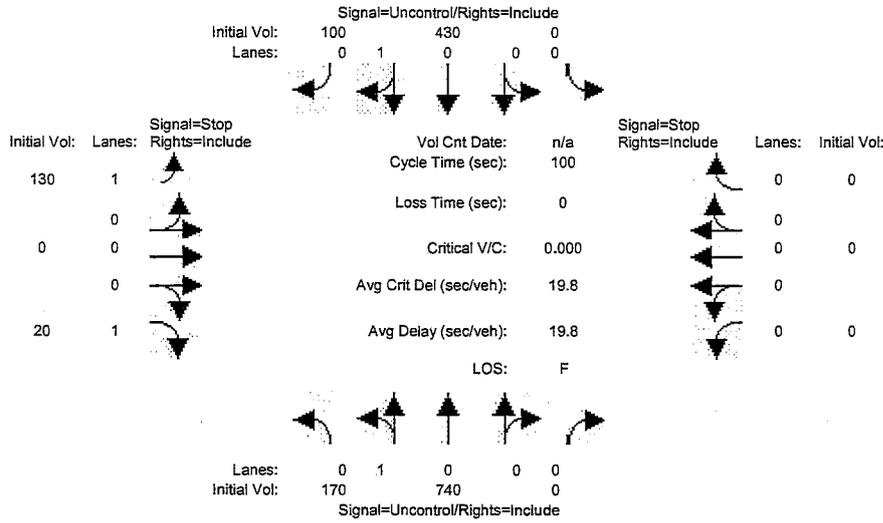


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	200	330	10	120	410	40	10	400	240	30	110	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	330	10	120	410	40	10	400	240	30	110	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	330	10	120	410	40	10	400	240	30	110	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:	200	330	10	120	410	40	10	400	240	30	110	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	330	10	120	410	40	10	400	240	30	110	70
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
Final Vol.:	200	330	10	120	410	40	10	400	240	30	110	70
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.38	1.00	0.61	0.39
Final Sat.:	375	396	426	375	400	426	395	275	165	366	243	155
Capacity Analysis Module:												
Vol/Sat:	0.53	0.83	0.02	0.32	1.02	0.09	0.03	1.46	1.46	0.08	0.45	0.45
Crit Moves:	****			****			****			****		
Delay/Veh:	22.6	43.3	11.3	16.5	81.8	11.8	11.9	240	239.7	13.2	18.6	18.6
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:	22.6	43.3	11.3	16.5	81.8	11.8	11.9	240	239.7	13.2	18.6	18.6
LOS by Move:	C	E	B	C	F	B	B	F	F	B	C	C
ApproachDel:	35.0			63.2			236.2			17.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	35.0			63.2			236.2			17.9		
LOS by Appr:	E			F			F			C		

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2014 Plus Project AM

Intersection #108: Grant Line Road/Douglas Road

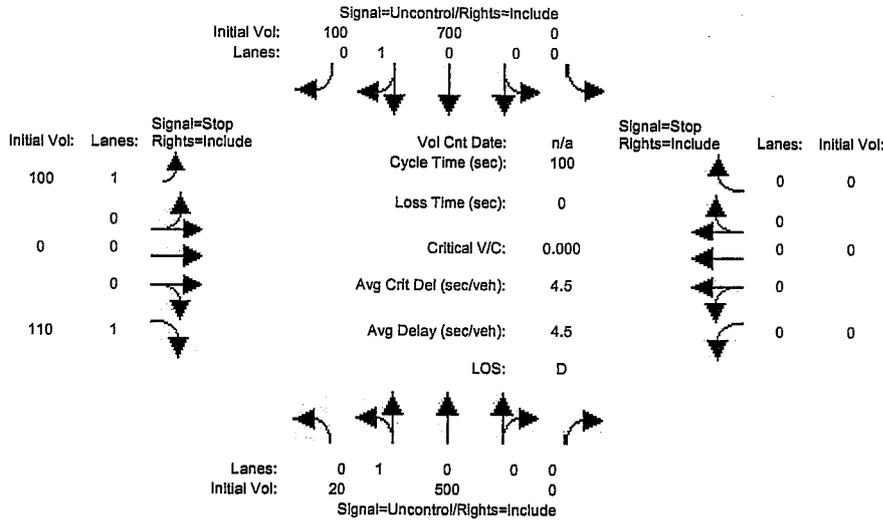


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	170	740	0	0	430	100	130	0	20	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	740	0	0	430	100	130	0	20	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	740	0	0	430	100	130	0	20	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:	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:	170	740	0	0	430	100	130	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	170	740	0	0	430	100	130	0	20	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	530	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1560	xxxx	480	xxxx	xxxx	xxxxxx
Potent Cap.:	1048	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	125	xxxx	590	xxxx	xxxx	xxxxxx
Move Cap.:	1048	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	108	xxxx	590	xxxx	xxxx	xxxxxx
Volume/Cap:	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	1.21	xxxx	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.5	xxxx	0.1	xxxxxx	xxxx	xxxxxx
Stopped Del:	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	227.9	xxxx	11.3	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	F	*	B	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx			199.1			xxxxxx				
ApproachLOS:	*	*			F			*				

Preserve at Sunridge

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2014 Plus Project PM

Intersection #108: Grant Line Road/Douglas Road

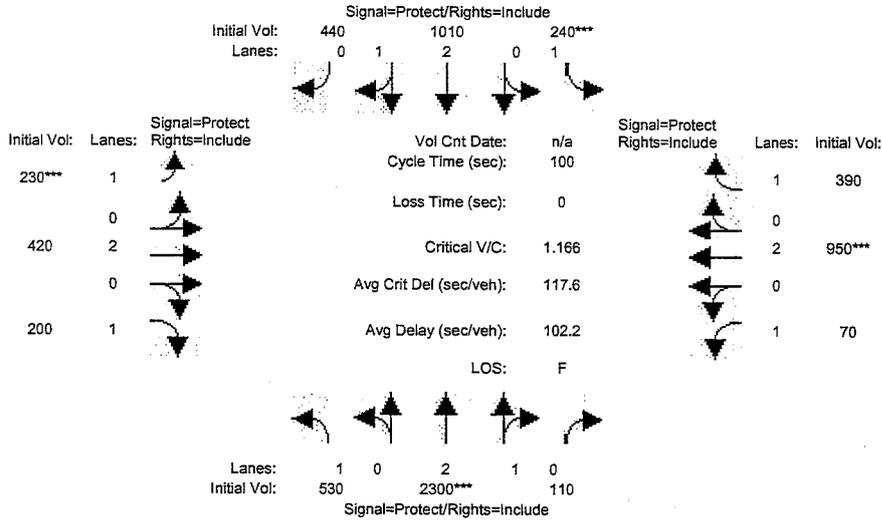


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	500	0	0	700	100	100	0	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	500	0	0	700	100	100	0	110	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	500	0	0	700	100	100	0	110	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:	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:	20	500	0	0	700	100	100	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	20	500	0	0	700	100	100	0	110	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	6.4	XXXX	6.2	XXXXX	XXXX	XXXXX
FollowUpTim:	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX	3.5	XXXX	3.3	XXXXX	XXXX	XXXXX
Capacity Module:												
Cnflct Vol:	800	XXXX	XXXXX	XXXX	XXXX	XXXXX	1290	XXXX	750	XXXX	XXXX	XXXXX
Potent Cap.:	832	XXXX	XXXXX	XXXX	XXXX	XXXXX	182	XXXX	415	XXXX	XXXX	XXXXX
Move Cap.:	832	XXXX	XXXXX	XXXX	XXXX	XXXXX	179	XXXX	415	XXXX	XXXX	XXXXX
Volume/Cap:	0.02	XXXX	XXXX	XXXX	XXXX	XXXX	0.56	XXXX	0.27	XXXX	XXXX	XXXX
Level of Service Module:												
Queue:	0.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	2.9	XXXX	1.1	XXXXX	XXXX	XXXXX
Stopped Del:	9.4	XXXX	XXXXX	XXXXX	XXXX	XXXXX	48.0	XXXX	16.8	XXXXX	XXXX	XXXXX
LOS by Move:	A	*	*	*	*	*	E	*	C	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	0.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:	9.4	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	XXXXXX			XXXXXX			31.7			XXXXXX		
ApproachLOS:	*			*			D			*		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #109: Sunrise Boulevard/Douglas Road

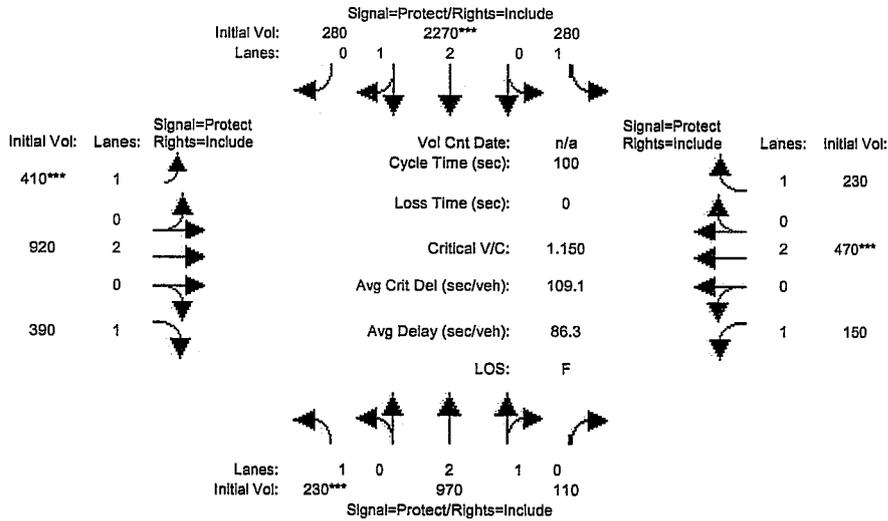


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	530	2300	110	240	1010	440	230	420	200	70	950	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	2300	110	240	1010	440	230	420	200	70	950	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	2300	110	240	1010	440	230	420	200	70	950	390
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:	530	2300	110	240	1010	440	230	420	200	70	950	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	2300	110	240	1010	440	230	420	200	70	950	390
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
Final Vol.:	530	2300	110	240	1010	440	230	420	200	70	950	390
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.86	0.14	1.00	2.09	0.91	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	4295	205	1500	3134	1366	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.35	0.54	0.54	0.16	0.32	0.32	0.15	0.14	0.13	0.05	0.32	0.26
Crit Vol:	803			240			230			475		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #109: Sunrise Boulevard/Douglas Road

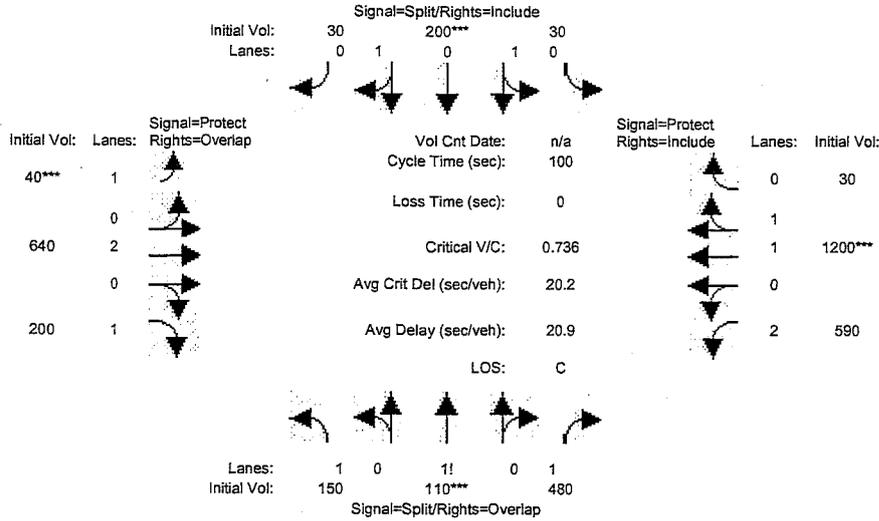


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	230	970	110	280	2270	280	410	920	390	150	470	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	970	110	280	2270	280	410	920	390	150	470	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	970	110	280	2270	280	410	920	390	150	470	230
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:	230	970	110	280	2270	280	410	920	390	150	470	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	970	110	280	2270	280	410	920	390	150	470	230
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
Final Vol.:	230	970	110	280	2270	280	410	920	390	150	470	230
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.69	0.31	1.00	2.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	4042	458	1500	4006	494	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.24	0.19	0.57	0.57	0.27	0.31	0.26	0.10	0.16	0.15
Crit Vol:	230			850			410			235		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #110: Mather Field Rd/Folsom Boulevard

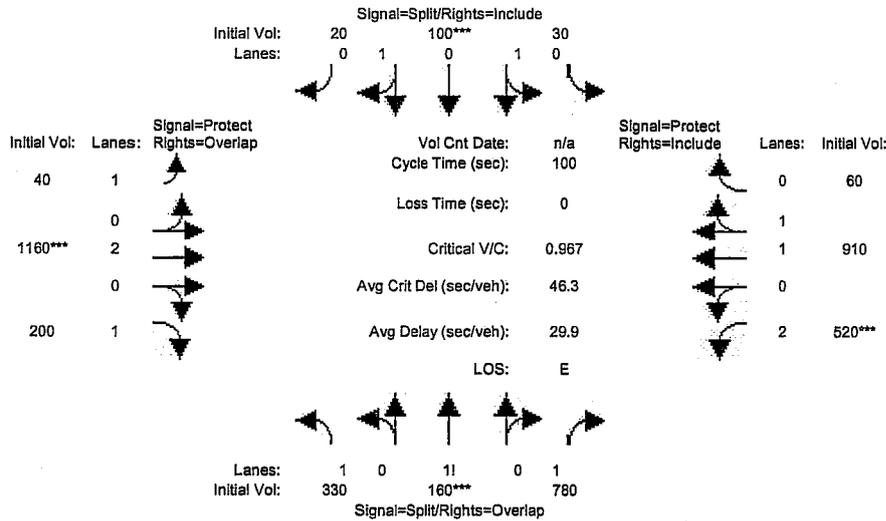


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	110	480	30	200	30	40	640	200	590	1200	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	110	480	30	200	30	40	640	200	590	1200	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	110	480	30	200	30	40	640	200	590	1200	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:	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:	150	110	480	30	200	30	40	640	200	590	1200	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	110	480	30	200	30	40	640	200	590	1200	30
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	165	110	528	30	200	30	40	640	200	649	1200	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.34	1.66	0.23	1.54	0.23	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1500	517	2483	346	2308	346	1500	3000	1500	3000	2927	73
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.21	0.09	0.09	0.09	0.03	0.21	0.13	0.22	0.41	0.41
Crit Vol:		319			130			40			615	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #110: Mather Field Rd/Folsom Boulevard

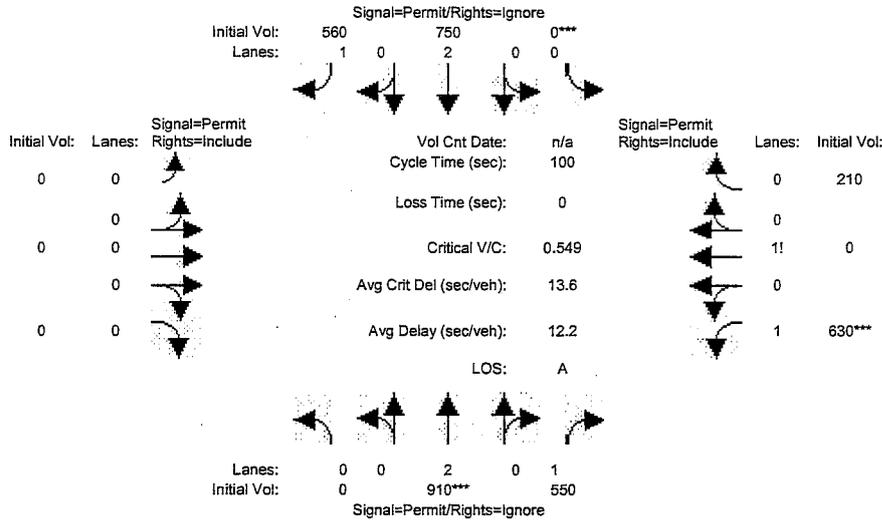


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	330	160	780	30	100	20	40	1160	200	520	910	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	160	780	30	100	20	40	1160	200	520	910	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	160	780	30	100	20	40	1160	200	520	910	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:	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:	330	160	780	30	100	20	40	1160	200	520	910	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	160	780	30	100	20	40	1160	200	520	910	60
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	363	160	858	30	100	20	40	1160	200	572	910	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.31	1.69	0.40	1.33	0.27	1.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	1500	472	2528	600	2000	400	1500	3000	1500	3000	2814	186
Capacity Analysis Module:												
Vol/Sat:	0.24	0.34	0.34	0.05	0.05	0.05	0.03	0.39	0.13	0.19	0.32	0.32
Crit Vol:	509			75			580			286		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

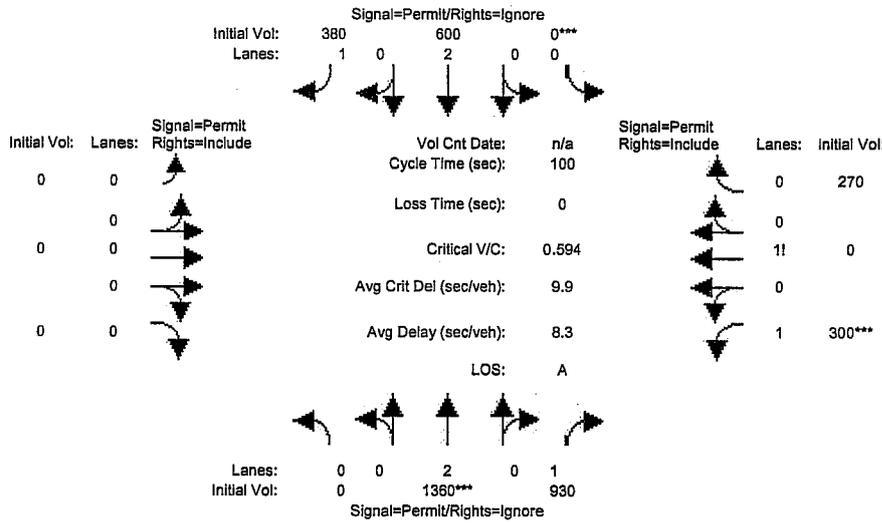


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	910	550	0	750	560	0	0	0	630	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	910	550	0	750	560	0	0	0	630	0	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	910	550	0	750	560	0	0	0	630	0	210
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	910	0	0	750	0	0	0	0	630	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	910	0	0	750	0	0	0	0	630	0	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	910	0	0	750	0	0	0	0	693	0	210
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.53	0.00	0.47
Final Sat.:	0	3300	1650	0	3300	1650	0	0	0	2533	0	767
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Crit Vol:		455			0			0			451	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

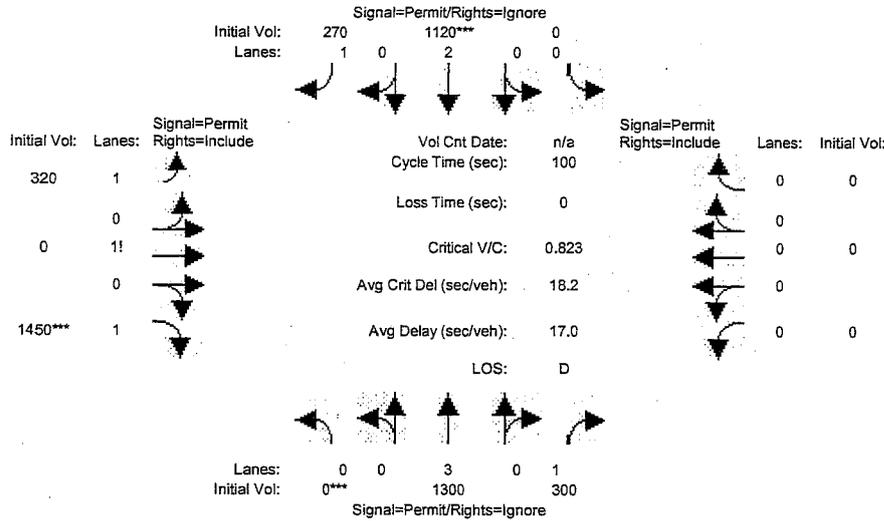


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1360	930	0	600	380	0	0	0	300	0	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1360	930	0	600	380	0	0	0	300	0	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1360	930	0	600	380	0	0	0	300	0	270
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1360	0	0	600	0	0	0	0	300	0	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1360	0	0	600	0	0	0	0	300	0	270
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1360	0	0	600	0	0	0	0	330	0	270
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.10	0.00	0.90
Final Sat.:	0	3300	1650	0	3300	1650	0	0	0	1815	0	1485
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Vol:	680			0			0			300		
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

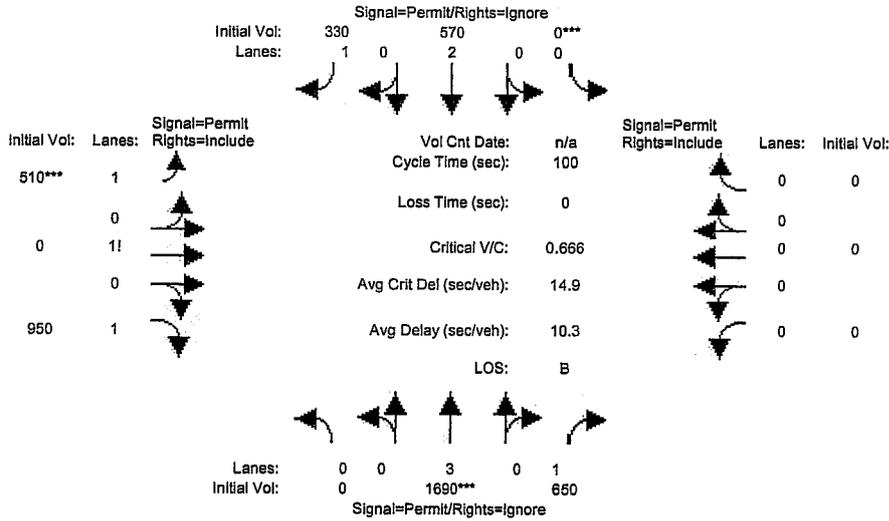


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1300	300	0	1120	270	320	0	1450	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1300	300	0	1120	270	320	0	1450	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1300	300	0	1120	270	320	0	1450	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1300	0	0	1120	0	320	0	1450	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1300	0	0	1120	0	320	0	1450	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1300	0	0	1120	0	352	0	1595	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4950	1650	0	3300	1650	1650	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.34	0.00	0.21	0.00	0.48	0.00	0.00	0.00
Crit Vol:	0			560			798			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

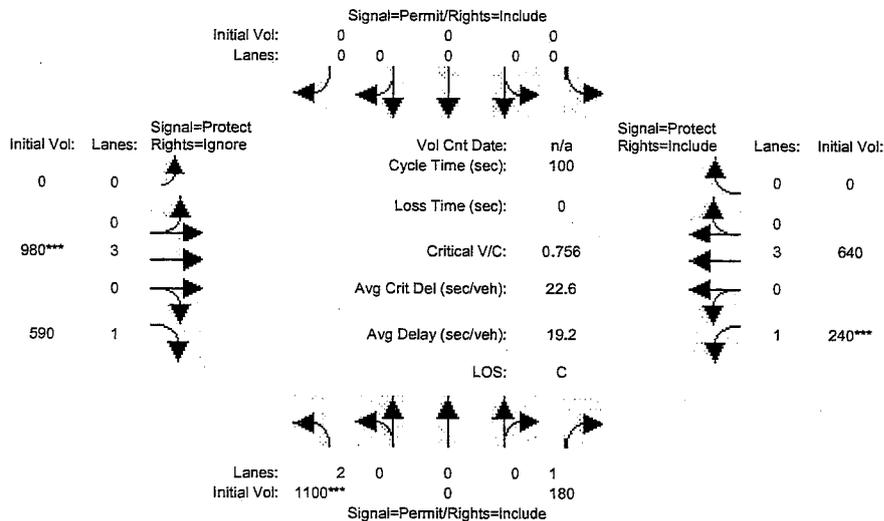


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1690	650	0	570	330	510	0	950	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1690	650	0	570	330	510	0	950	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1690	650	0	570	330	510	0	950	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1690	0	0	570	0	510	0	950	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1690	0	0	570	0	510	0	950	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1690	0	0	570	0	561	0	1045	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.04	0.01	1.95	0.00	0.00	0.00
Final Sat.:	0	4950	1650	0	3300	1650	1729	0	3221	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.17	0.00	0.32	0.00	0.32	0.00	0.00	0.00
Crit Vol:		563			0			535			0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #113: Mather Field Rd/International Drive

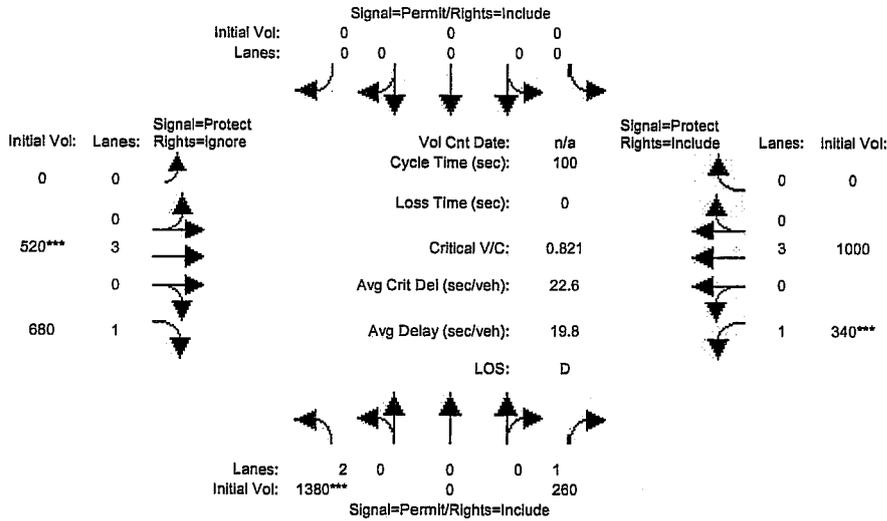


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1100	0	180	0	0	0	0	980	590	240	640	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1100	0	180	0	0	0	0	980	590	240	640	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1100	0	180	0	0	0	0	980	590	240	640	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1100	0	180	0	0	0	0	980	0	240	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1100	0	180	0	0	0	0	980	0	240	640	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1210	0	180	0	0	0	0	980	0	240	640	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3100	0	1550	0	0	0	0	4650	1550	1550	4650	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.00	0.12	0.00	0.00	0.00	0.00	0.21	0.00	0.15	0.14	0.00
Crit Vol:	605					0		327		240		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #113: Mather Field Rd/International Drive

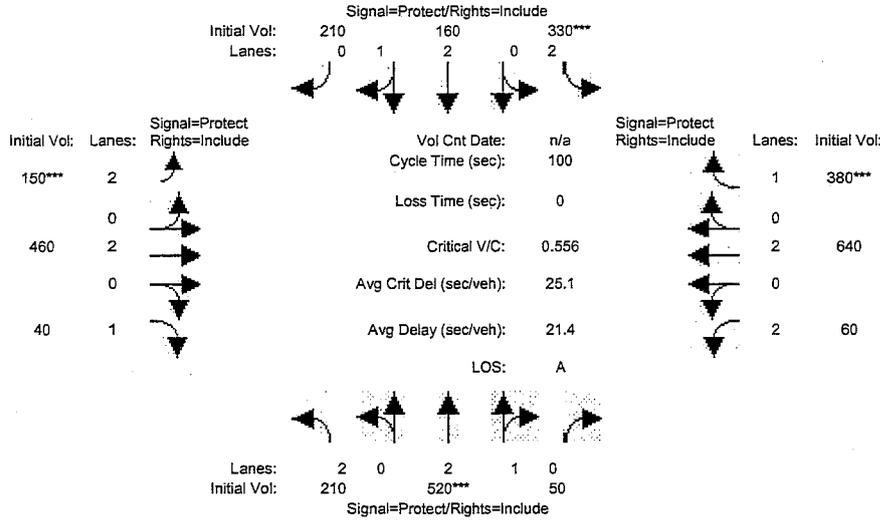


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1380	0	260	0	0	0	0	520	680	340	1000	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1380	0	260	0	0	0	0	520	680	340	1000	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1380	0	260	0	0	0	0	520	680	340	1000	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1380	0	260	0	0	0	0	520	0	340	1000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1380	0	260	0	0	0	0	520	0	340	1000	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1518	0	260	0	0	0	0	520	0	340	1000	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3100	0	1550	0	0	0	0	4650	1550	1550	4650	0
Capacity Analysis Module:												
Vol/Sat:	0.49	0.00	0.17	0.00	0.00	0.00	0.00	0.11	0.00	0.22	0.22	0.00
Crit Vol:	759				0			173		340		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #114: Zinfandel Drive/International Drive

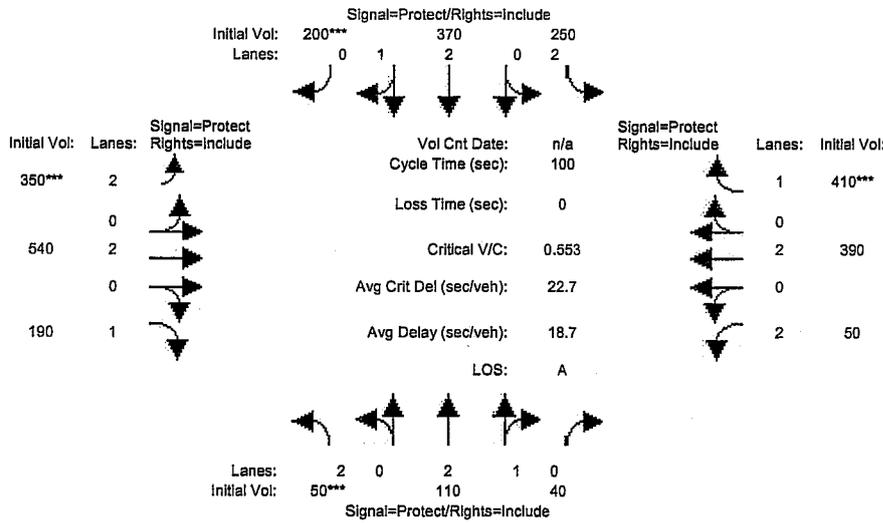


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	210	520	50	330	160	210	150	460	40	60	640	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	520	50	330	160	210	150	460	40	60	640	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	520	50	330	160	210	150	460	40	60	640	380
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:	210	520	50	330	160	210	150	460	40	60	640	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	520	50	330	160	210	150	460	40	60	640	380
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	231	520	50	363	160	210	165	460	40	66	640	380
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.74	0.26	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4105	395	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.12	0.05	0.14	0.06	0.15	0.03	0.02	0.21	0.25
Crit Vol:		190			182			83			380	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 2014 Plus Project PM

Intersection #114: Zinfandel Drive/International Drive

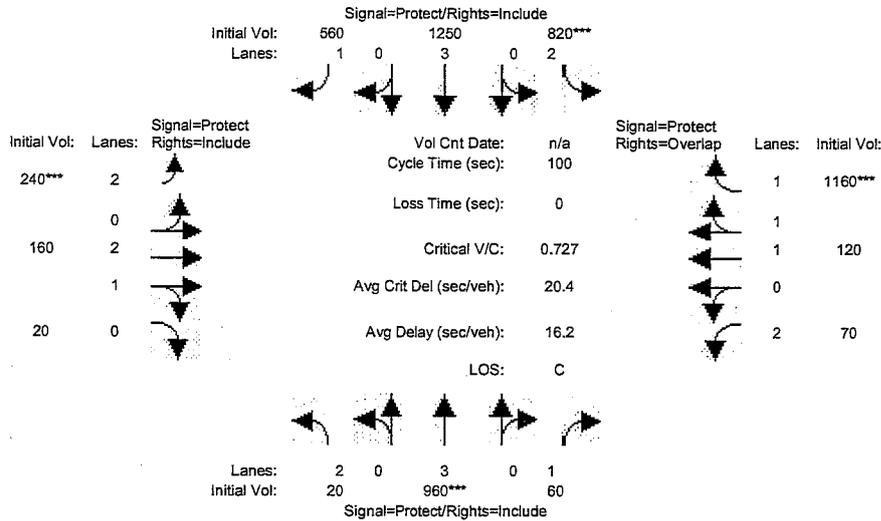


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	50	110	40	250	370	200	350	540	190	50	390	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	110	40	250	370	200	350	540	190	50	390	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	110	40	250	370	200	350	540	190	50	390	410
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:	50	110	40	250	370	200	350	540	190	50	390	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	110	40	250	370	200	350	540	190	50	390	410
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	55	110	40	275	370	200	385	540	190	55	390	410
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.20	0.80	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3300	1200	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.09	0.12	0.13	0.13	0.18	0.13	0.02	0.13	0.27
Crit Vol:	28			200	193	410						
Crit Moves:	****			****	****	****				****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #115: Zinfandel Drive/White Rock Road

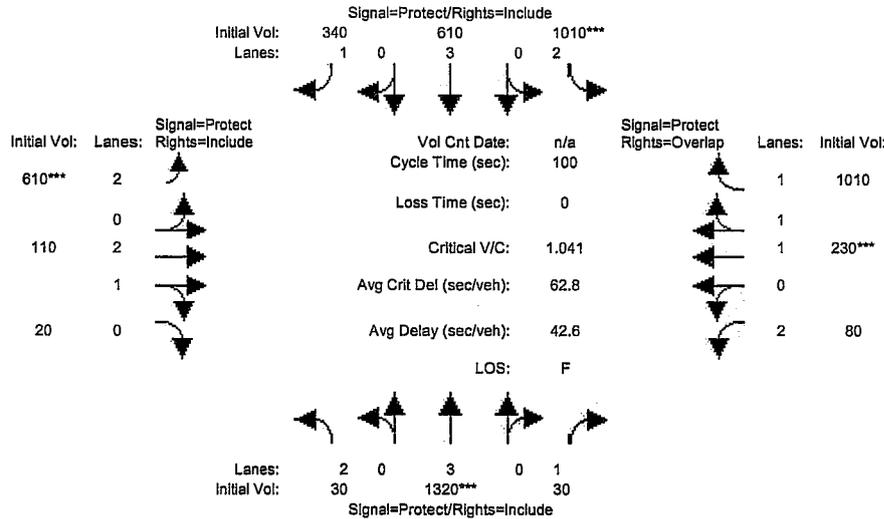


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	960	60	820	1250	560	240	160	20	70	120	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	960	60	820	1250	560	240	160	20	70	120	1160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	960	60	820	1250	560	240	160	20	70	120	1160
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:	20	960	60	820	1250	560	240	160	20	70	120	1160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	960	60	820	1250	560	240	160	20	70	120	1160
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	22	960	60	902	1250	560	264	160	20	77	120	1276
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.67	0.33	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4000	500	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.04	0.30	0.28	0.37	0.09	0.04	0.04	0.03	0.08	0.43
Crit Vol:		320		0			132					638
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #115: Zinfandel Drive/White Rock Road

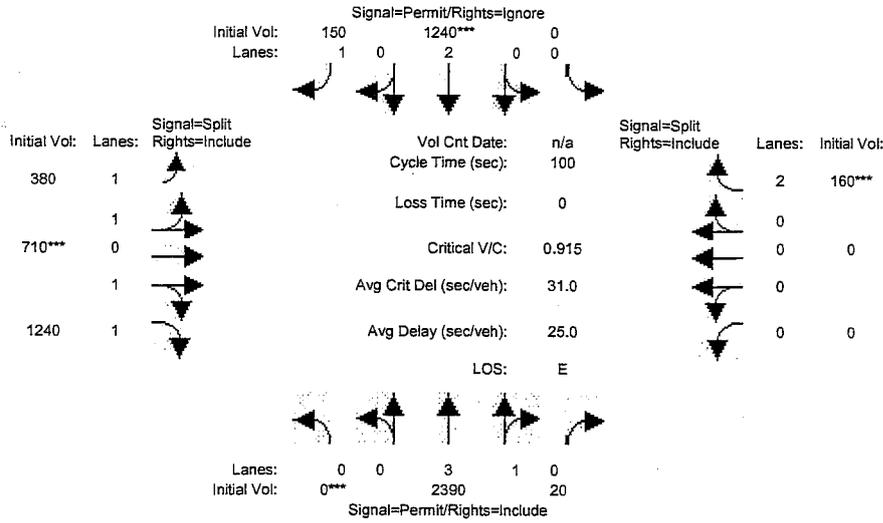


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	1320	30	1010	610	340	610	110	20	80	230	1010
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1320	30	1010	610	340	610	110	20	80	230	1010
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1320	30	1010	610	340	610	110	20	80	230	1010
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:	30	1320	30	1010	610	340	610	110	20	80	230	1010
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1320	30	1010	610	340	610	110	20	80	230	1010
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	33	1320	30	1111	610	340	671	110	20	88	230	1111
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.54	0.46	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3808	692	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.02	0.37	0.14	0.23	0.22	0.03	0.03	0.03	0.15	0.37
Crit Vol:	440			556			336			230		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

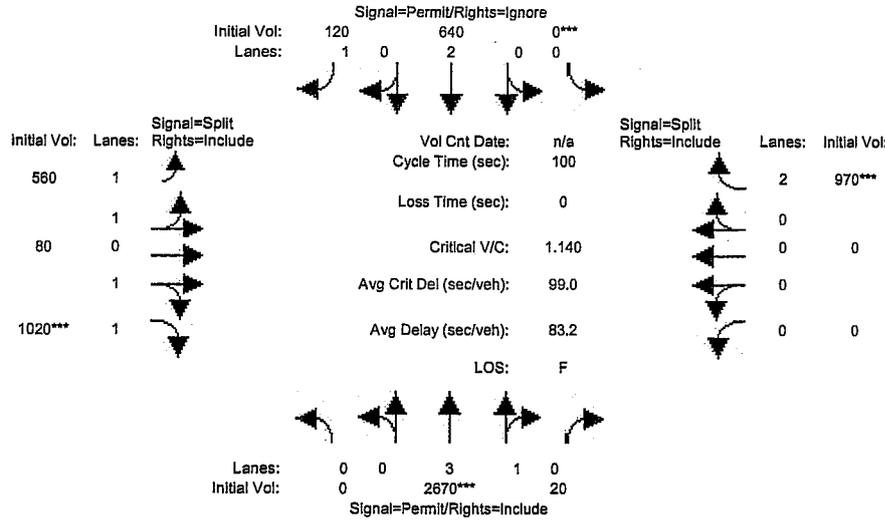


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2390	20	0	1240	150	380	710	1240	0	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2390	20	0	1240	150	380	710	1240	0	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2390	20	0	1240	150	380	710	1240	0	0	160
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2390	20	0	1240	0	380	710	1240	0	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2390	20	0	1240	0	380	710	1240	0	0	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	0	2390	20	0	1240	0	418	710	1364	0	0	176
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.97	0.03	0.00	2.00	1.00	1.00	1.00	2.00	0.00	0.00	2.00
Final Sat.:	0	6149	51	0	3100	1550	1550	1550	3100	0	0	3100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.00	0.40	0.00	0.27	0.46	0.44	0.00	0.00	0.06
Crit Vol:	0			620			710			88		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

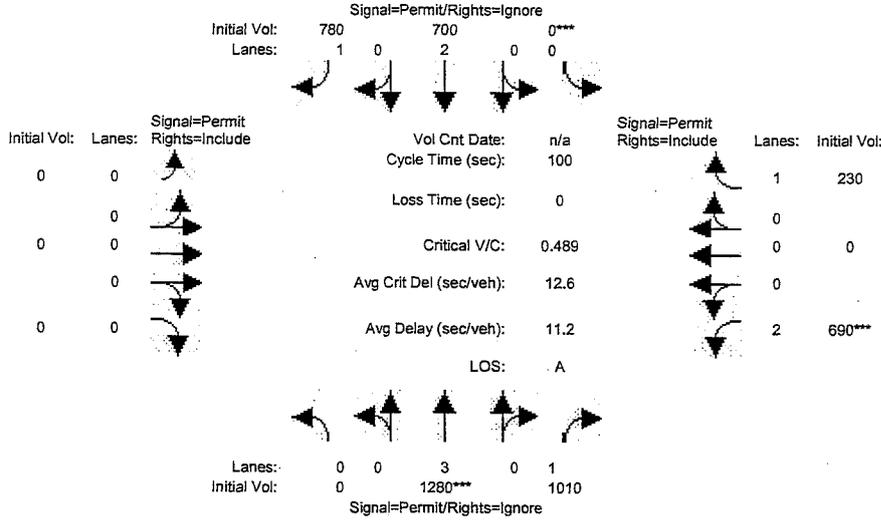


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2670	20	0	640	120	560	80	1020	0	0	970
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2670	20	0	640	120	560	80	1020	0	0	970
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2670	20	0	640	120	560	80	1020	0	0	970
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2670	20	0	640	0	560	80	1020	0	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2670	20	0	640	0	560	80	1020	0	0	970
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	0	2670	20	0	640	0	616	80	1122	0	0	1067
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.97	0.03	0.00	2.00	1.00	1.77	0.23	2.00	0.00	0.00	2.00
Final Sat.:	0	6154	46	0	3100	1550	2744	356	3100	0	0	3100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.00	0.21	0.00	0.22	0.22	0.36	0.00	0.00	0.34
Crit Vol:		672			0				561			534
Crit Moves:	****			****					****			****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

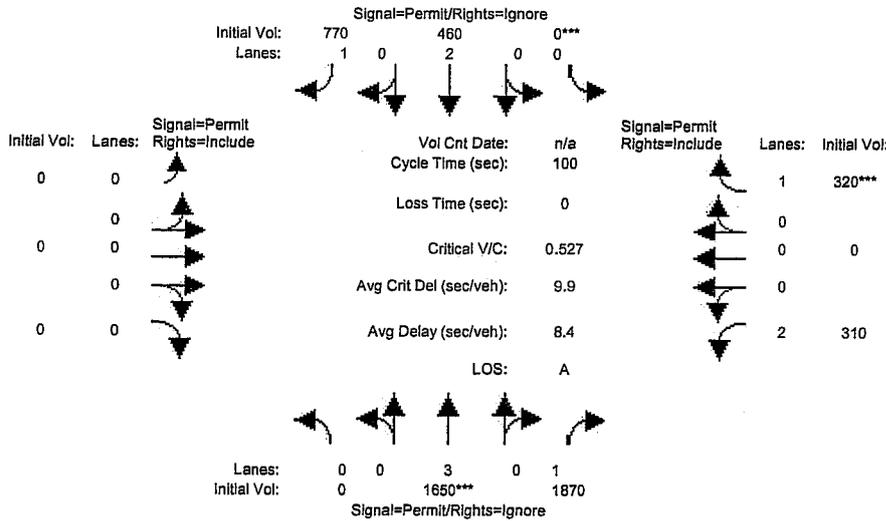


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1280	1010	0	700	780	0	0	0	690	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1280	1010	0	700	780	0	0	0	690	0	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1280	1010	0	700	780	0	0	0	690	0	230
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1280	0	0	700	0	0	0	0	690	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1280	0	0	700	0	0	0	0	690	0	230
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1280	0	0	700	0	0	0	0	759	0	230
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4950	1650	0	3300	1650	0	0	0	3300	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.23	0.00	0.14
Crit Vol:		427			0			0			380	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

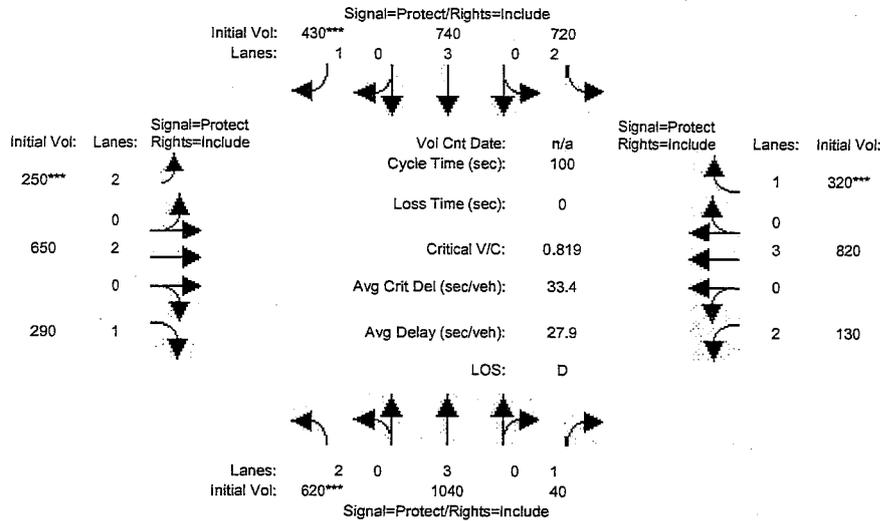


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1650	1870	0	460	770	0	0	0	310	0	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1650	1870	0	460	770	0	0	0	310	0	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1650	1870	0	460	770	0	0	0	310	0	320
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1650	0	0	460	0	0	0	0	310	0	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1650	0	0	460	0	0	0	0	310	0	320
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1650	0	0	460	0	0	0	0	341	0	320
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4950	1650	0	3300	1650	0	0	0	3300	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.10	0.00	0.19
Crit Vol:	550			0			0			320		
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #118: Sunrise Boulevard/White Rock Road

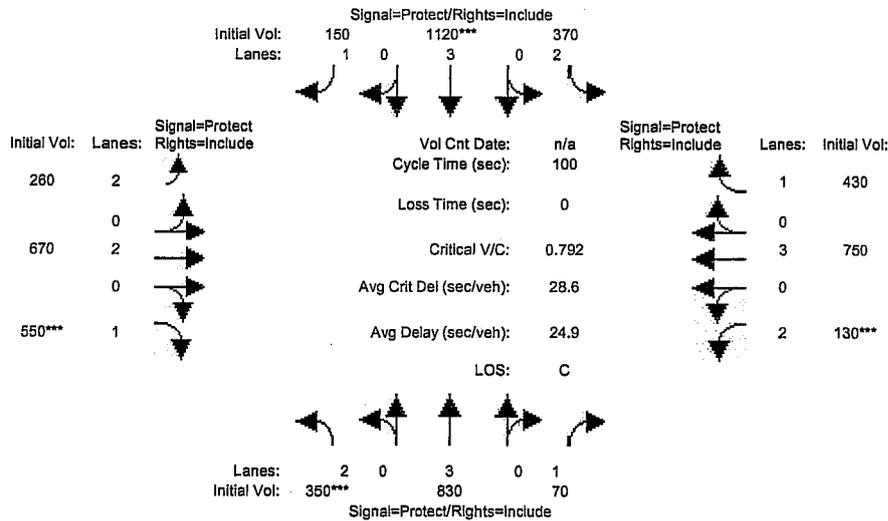


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	620	1040	40	720	740	430	250	650	290	130	820	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	620	1040	40	720	740	430	250	650	290	130	820	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	1040	40	720	740	430	250	650	290	130	820	320
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:	620	1040	40	720	740	430	250	650	290	130	820	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	1040	40	720	740	430	250	650	290	130	820	320
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	682	1040	40	792	740	430	275	650	290	143	820	320
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.03	0.26	0.16	0.29	0.09	0.22	0.19	0.05	0.18	0.21
Crit Vol:	341					430	138					320
Crit Moves:	****					****	****					****

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 2014 Plus Project PM

Intersection #118: Sunrise Boulevard/White Rock Road

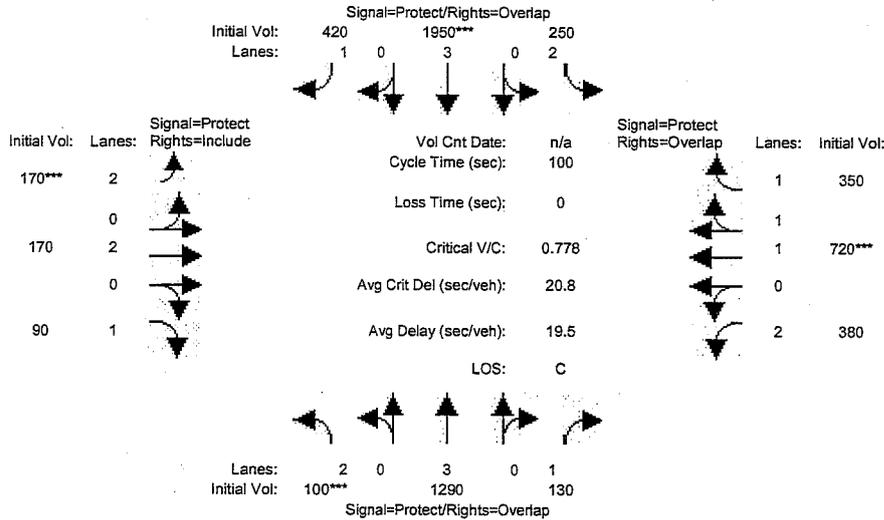


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	350	830	70	370	1120	150	260	670	550	130	750	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	830	70	370	1120	150	260	670	550	130	750	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	830	70	370	1120	150	260	670	550	130	750	430
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:	350	830	70	370	1120	150	260	670	550	130	750	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	830	70	370	1120	150	260	670	550	130	750	430
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	385	830	70	407	1120	150	286	670	550	143	750	430
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.05	0.14	0.25	0.10	0.10	0.22	0.37	0.05	0.17	0.29
Crit Vol:	193			373			550		72			
Crit Moves:	****			****			****		****			****

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #119: Sunrise Boulevard/Folsom Boulevard

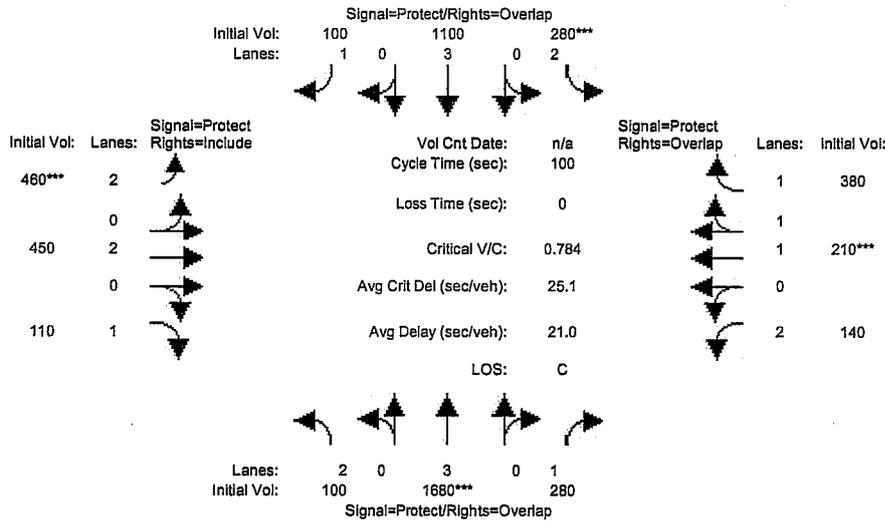


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	1290	130	250	1950	420	170	170	90	380	720	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1290	130	250	1950	420	170	170	90	380	720	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1290	130	250	1950	420	170	170	90	380	720	350
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:	100	1290	130	250	1950	420	170	170	90	380	720	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1290	130	250	1950	420	170	170	90	380	720	350
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	110	1290	130	275	1950	420	187	170	90	418	720	385
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.95	1.05
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	2932	1568
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.09	0.09	0.43	0.28	0.06	0.06	0.06	0.14	0.25	0.25
Crit Vol:	55				650		94				368	
Crit Moves:	****				****		****				****	

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #119: Sunrise Boulevard/Folsom Boulevard

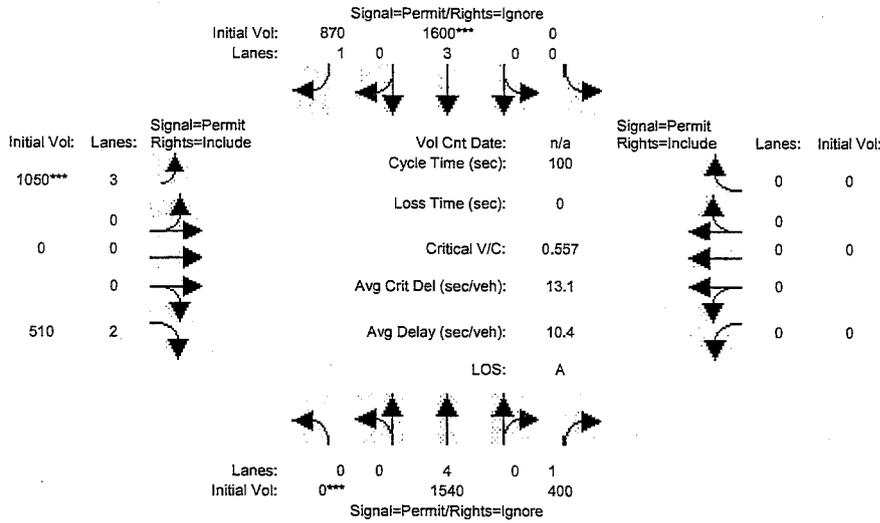


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	1680	280	280	1100	100	460	450	110	140	210	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1680	280	280	1100	100	460	450	110	140	210	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1680	280	280	1100	100	460	450	110	140	210	380
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:	100	1680	280	280	1100	100	460	450	110	140	210	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1680	280	280	1100	100	460	450	110	140	210	380
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	110	1680	280	308	1100	100	506	450	110	154	210	418
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	1505	2995
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.19	0.10	0.24	0.07	0.17	0.15	0.07	0.05	0.14	0.14
Crit Vol:	560		154		253		209		209			
Crit Moves:	****		****		****		****		****			

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

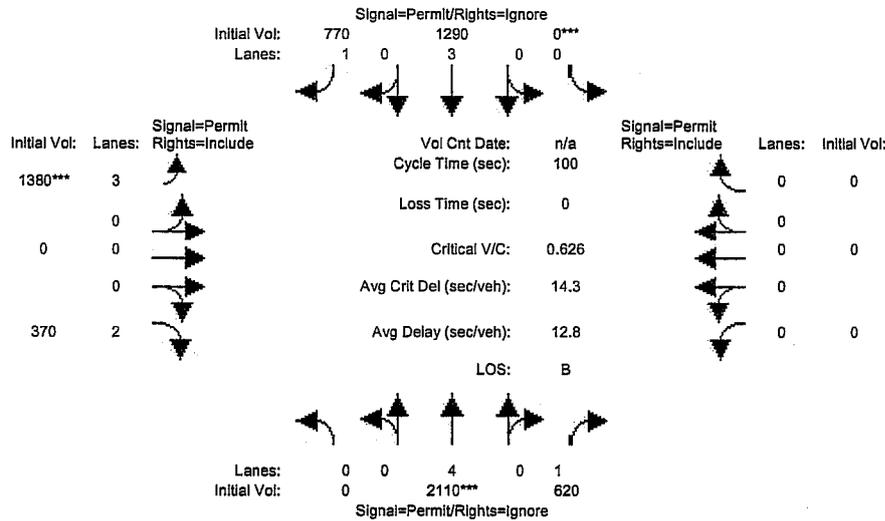


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1540	400	0	1600	870	1050	0	510	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1540	400	0	1600	870	1050	0	510	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1540	400	0	1600	870	1050	0	510	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1540	0	0	1600	0	1050	0	510	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1540	0	0	1600	0	1050	0	510	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1540	0	0	1600	0	1155	0	561	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6600	1650	0	4950	1650	4950	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.32	0.00	0.23	0.00	0.17	0.00	0.00	0.00
Crit Vol:	0			533			385			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

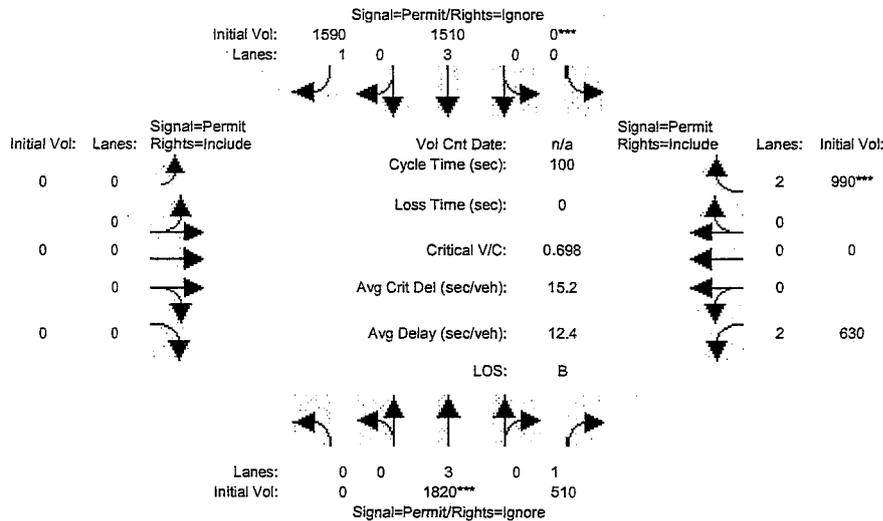


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2110	620	0	1290	770	1380	0	370	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2110	620	0	1290	770	1380	0	370	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2110	620	0	1290	770	1380	0	370	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2110	0	0	1290	0	1380	0	370	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2110	0	0	1290	0	1380	0	370	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2110	0	0	1290	0	1518	0	407	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6600	1650	0	4950	1650	4950	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.26	0.00	0.31	0.00	0.12	0.00	0.00	0.00
Crit Vol:		528			0			506			0	
Crit Moves:		****			****			****				

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

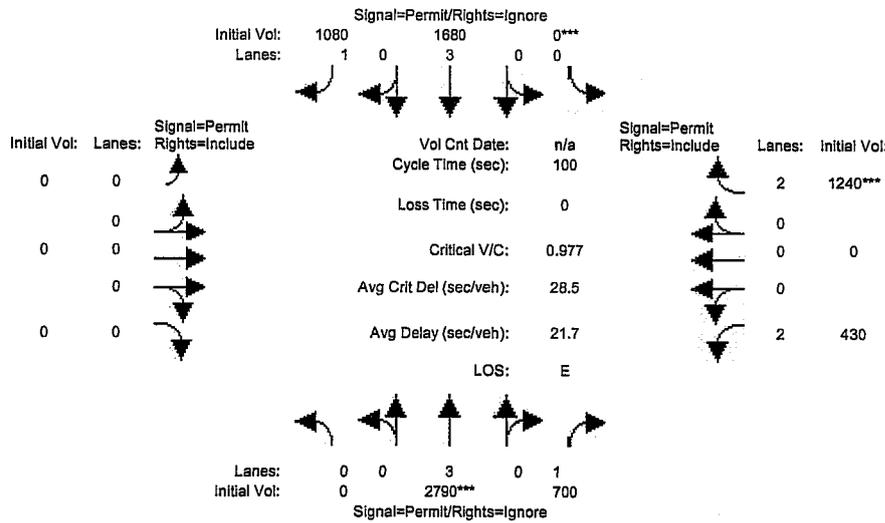


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1820	510	0	1510	1590	0	0	0	630	0	990
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1820	510	0	1510	1590	0	0	0	630	0	990
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1820	510	0	1510	1590	0	0	0	630	0	990
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1820	0	0	1510	0	0	0	0	630	0	990
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1820	0	0	1510	0	0	0	0	630	0	990
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	1820	0	0	1510	0	0	0	0	693	0	1089
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4950	1650	0	4950	1650	0	0	0	3300	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.21	0.00	0.33
Crit Vol:	607			0			0			545		
Crit Moves:	****			****						****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

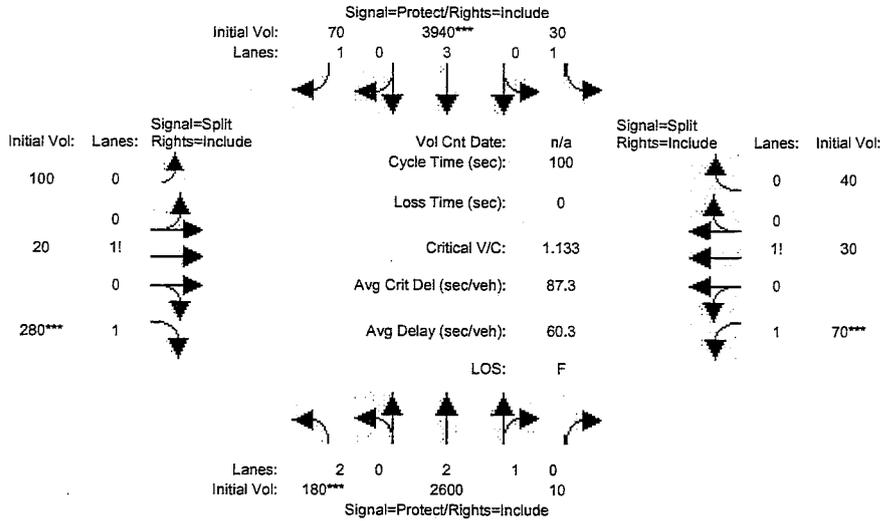


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2790	700	0	1680	1080	0	0	0	430	0	1240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2790	700	0	1680	1080	0	0	0	430	0	1240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2790	700	0	1680	1080	0	0	0	430	0	1240
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2790	0	0	1680	0	0	0	0	430	0	1240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2790	0	0	1680	0	0	0	0	430	0	1240
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	2790	0	0	1680	0	0	0	0	473	0	1364
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4950	1650	0	4950	1650	0	0	0	3300	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.14	0.00	0.41
Crit Vol:		930			0			0			682	
Crit Moves:	****			****							****	

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 2014 Plus Project AM

Intersection #122: Sunrise Boulevard/Zinfandel Drive

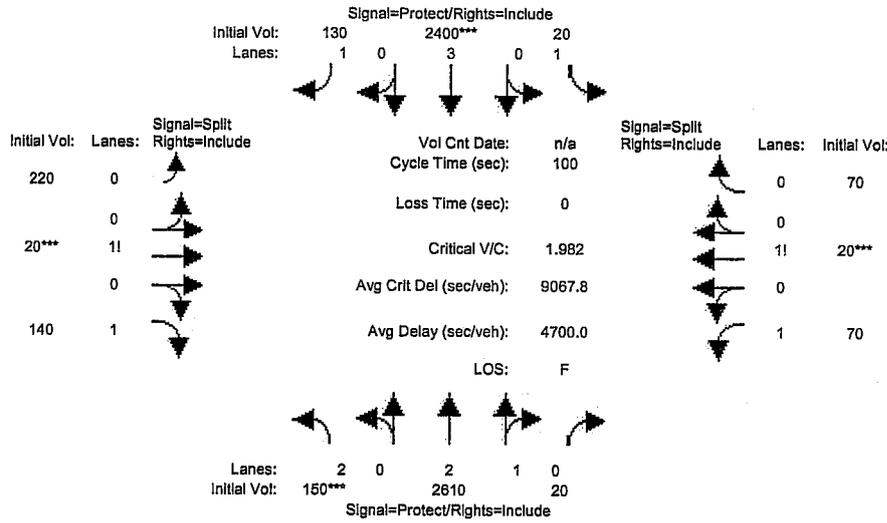


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	2600	10	30	3940	70	100	20	280	70	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	2600	10	30	3940	70	100	20	280	70	30	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	2600	10	30	3940	70	100	20	280	70	30	40
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:	180	2600	10	30	3940	70	100	20	280	70	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2600	10	30	3940	70	100	20	280	70	30	40
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	198	2600	10	30	3940	70	100	20	308	77	30	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.99	0.01	1.00	3.00	1.00	0.47	0.09	1.44	1.05	0.41	0.54
Final Sat.:	3000	4483	17	1500	4500	1500	701	140	2159	1571	612	816
Capacity Analysis Module:												
Vol/Sat:	0.07	0.58	0.58	0.02	0.88	0.05	0.14	0.14	0.14	0.05	0.05	0.05
Crit Vol:	99				1313				214	74		
Crit Moves:	****				****				****	****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #122: Sunrise Boulevard/Zinfandel Drive

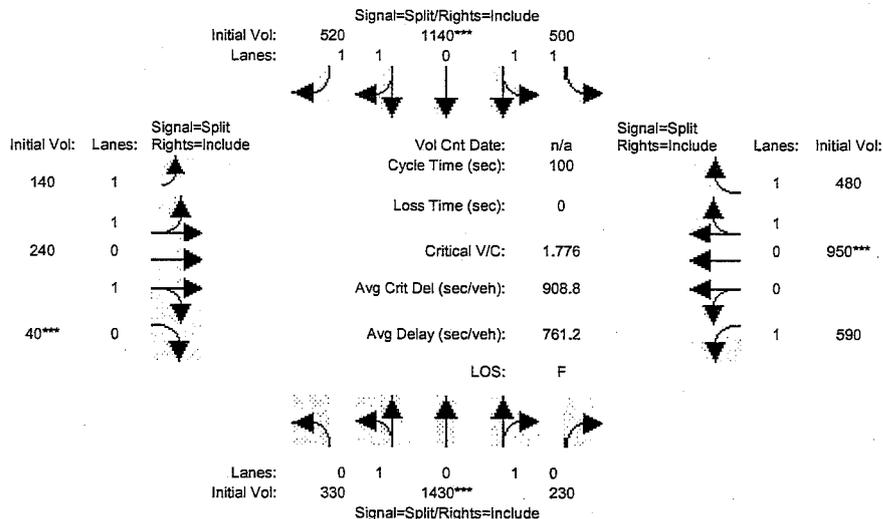


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	2610	20	20	2400	130	220	20	140	70	20	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	2610	20	20	2400	130	220	20	140	70	20	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	2610	20	20	2400	130	220	20	140	70	20	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:	150	2610	20	20	2400	130	220	20	140	70	20	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2610	20	20	2400	130	220	20	140	70	20	70
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	165	2610	20	20	2400	130	220	20	154	77	20	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.98	0.02	1.00	3.00	1.00	0.99	0.01	1.00	1.00	0.22	0.78
Final Sat.:	3000	4466	34	1500	4500	1500	1485	15	1500	1500	333	1167
Capacity Analysis Module:												
Vol/Sat:	0.06	0.58	0.58	0.01	0.53	0.09	0.15	1.33	0.10	0.05	0.06	0.06
Crit Vol:	83			800			2000			90		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #123: Hazel Avenue/Folsom Boulevard

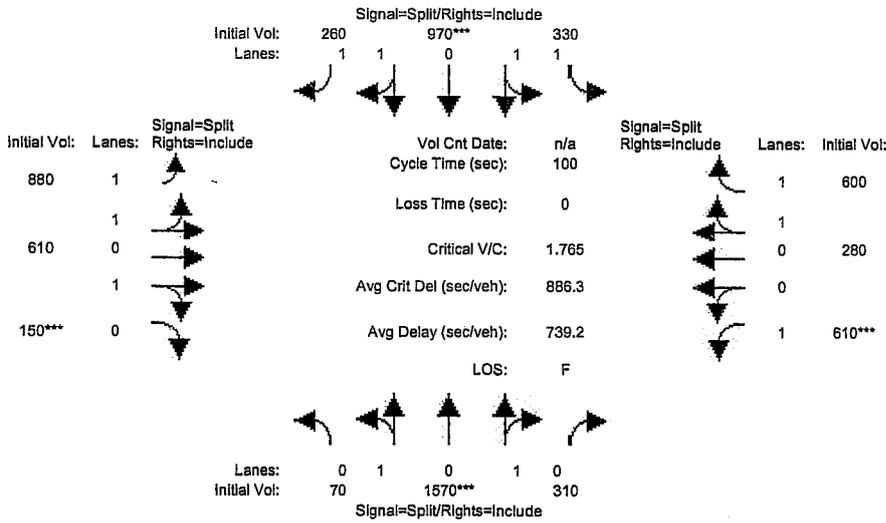


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	330	1430	230	500	1140	520	140	240	40	590	950	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	1430	230	500	1140	520	140	240	40	590	950	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	1430	230	500	1140	520	140	240	40	590	950	480
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:	330	1430	230	500	1140	520	140	240	40	590	950	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	1430	230	500	1140	520	140	240	40	590	950	480
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	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10
Final Vol.:	330	1430	230	550	1140	572	154	240	40	590	950	528
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.33	1.44	0.23	1.00	1.99	1.01	1.07	1.66	0.27	1.00	1.00	1.00
Final Sat.:	497	2156	347	1500	2982	1518	1602	2486	412	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.37	0.38	0.38	0.10	0.10	0.10	0.39	0.63	0.35
Crit Vol:		995			573			146			950	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #123: Hazel Avenue/Folsom Boulevard

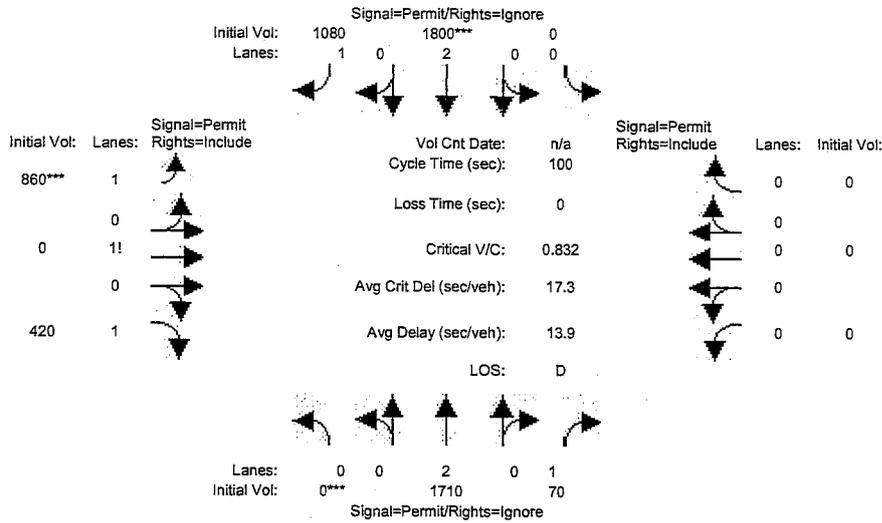


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	70	1570	310	330	970	260	880	610	150	610	280	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1570	310	330	970	260	880	610	150	610	280	600
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1570	310	330	970	260	880	610	150	610	280	600
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:	70	1570	310	330	970	260	880	610	150	610	280	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1570	310	330	970	260	880	610	150	610	280	600
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	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.10
Final Vol.:	70	1570	310	363	970	286	968	610	150	610	280	660
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	0.07	1.61	0.32	1.00	2.00	1.00	1.68	1.06	0.26	1.00	0.60	1.40
Final Sat.:	108	2415	477	1500	3000	1500	2523	1587	390	1500	894	2106
Capacity Analysis Module:												
Vol/Sat:	0.65	0.65	0.65	0.24	0.32	0.19	0.38	0.38	0.38	0.41	0.31	0.31
Crit Vol:	975			485			577			610		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

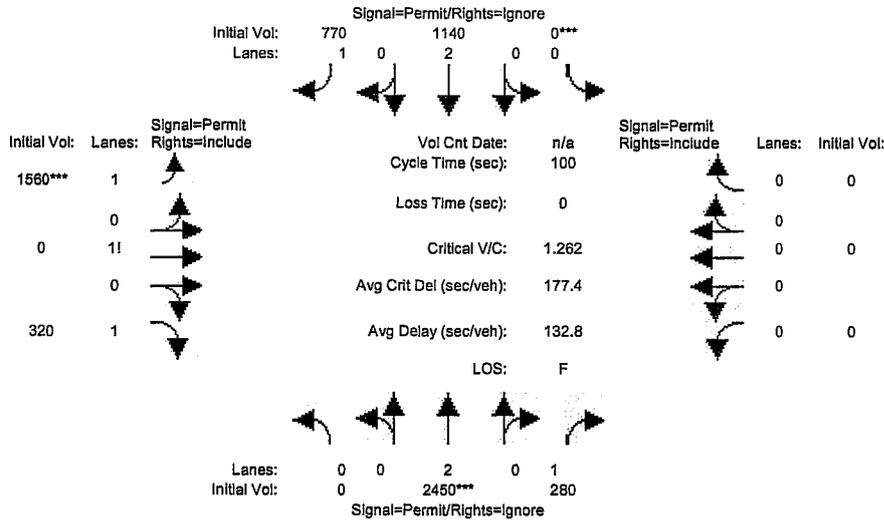


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1710	70	0	1800	1080	860	0	420	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1710	70	0	1800	1080	860	0	420	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1710	70	0	1800	1080	860	0	420	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1710	0	0	1800	0	860	0	420	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1710	0	0	1800	0	860	0	420	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1710	0	0	1800	0	946	0	462	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3300	1650	0	3300	1650	3300	0	1650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.00	0.55	0.00	0.29	0.00	0.28	0.00	0.00	0.00
Crit Vol:	0			900			473			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

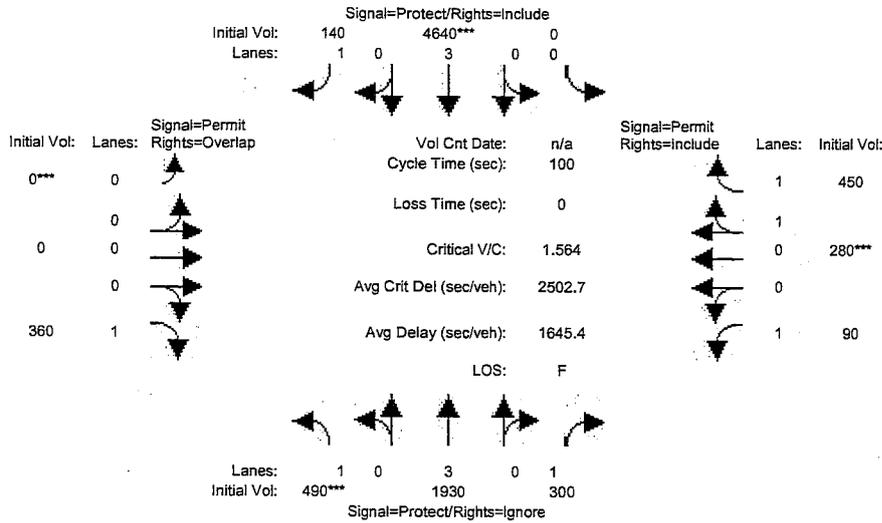


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2450	280	0	1140	770	1560	0	320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2450	280	0	1140	770	1560	0	320	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2450	280	0	1140	770	1560	0	320	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2450	0	0	1140	0	1560	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2450	0	0	1140	0	1560	0	320	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2450	0	0	1140	0	1716	0	352	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3300	1650	0	3300	1650	3300	0	1650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.74	0.00	0.00	0.35	0.00	0.52	0.00	0.21	0.00	0.00	0.00
Crit Vol:		1225			0			858			0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

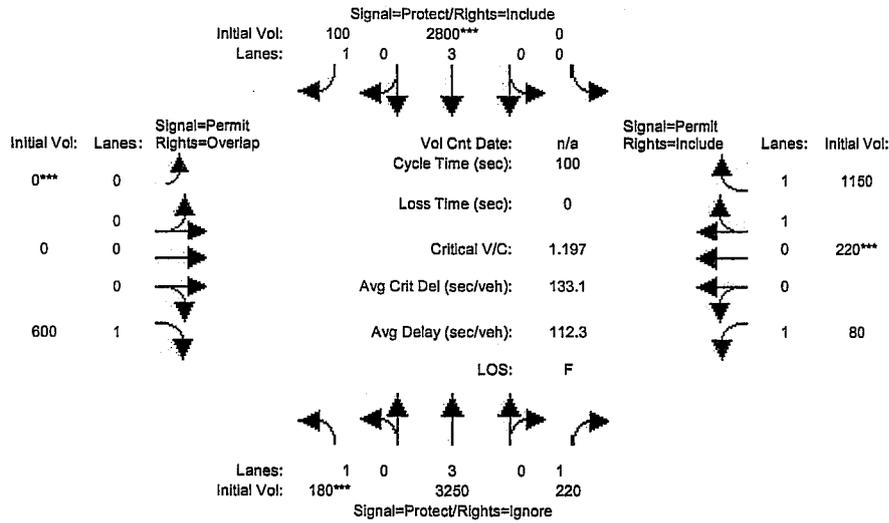


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	490	1930	300	0	4640	140	0	0	360	90	280	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	1930	300	0	4640	140	0	0	360	90	280	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	1930	300	0	4640	140	0	0	360	90	280	450
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	490	1930	0	0	4640	140	0	0	360	90	280	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	1930	0	0	4640	140	0	0	360	90	280	450
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	490	1930	0	0	4640	140	0	0	360	90	280	495
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.72	1.28
Final Sat.:	1550	4650	1550	0	4650	1550	0	0	1550	1550	1120	1980
Capacity Analysis Module:												
Vol/Sat:	0.32	0.42	0.00	0.00	1.00	0.09	0.00	0.00	0.23	0.06	0.25	0.25
Crit Vol:	490				1547		0			388		
Crit Moves:	****				****		****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 2014 Plus Project PM

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

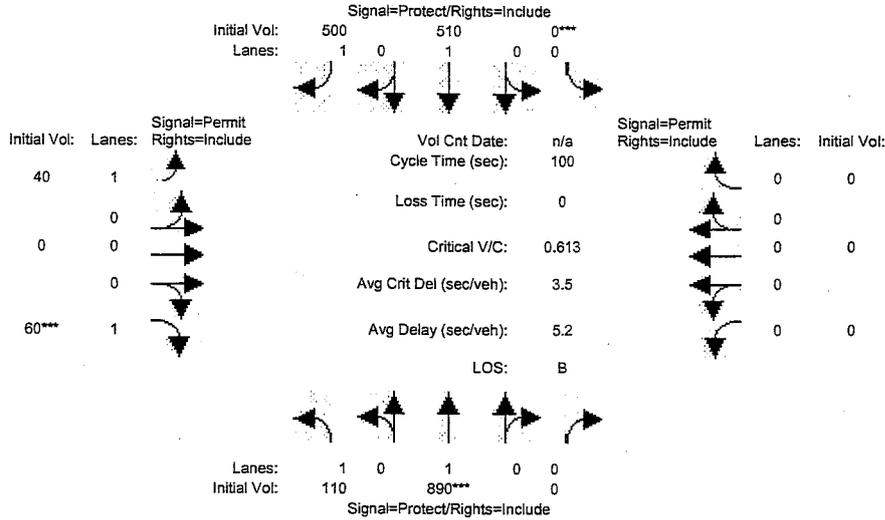


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	3250	220	0	2800	100	0	0	600	80	220	1150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	3250	220	0	2800	100	0	0	600	80	220	1150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	3250	220	0	2800	100	0	0	600	80	220	1150
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	3250	0	0	2800	100	0	0	600	80	220	1150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	3250	0	0	2800	100	0	0	600	80	220	1150
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	180	3250	0	0	2800	100	0	0	600	80	220	1265
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.30	1.70
Final Sat.:	1550	4650	1550	0	4650	1550	0	0	1550	1550	459	2641
Capacity Analysis Module:												
Vol/Sat:	0.12	0.70	0.00	0.00	0.60	0.06	0.00	0.00	0.39	0.05	0.48	0.48
Crit Vol:	180			933			0			742		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #126: Grant Line/White Rock Road

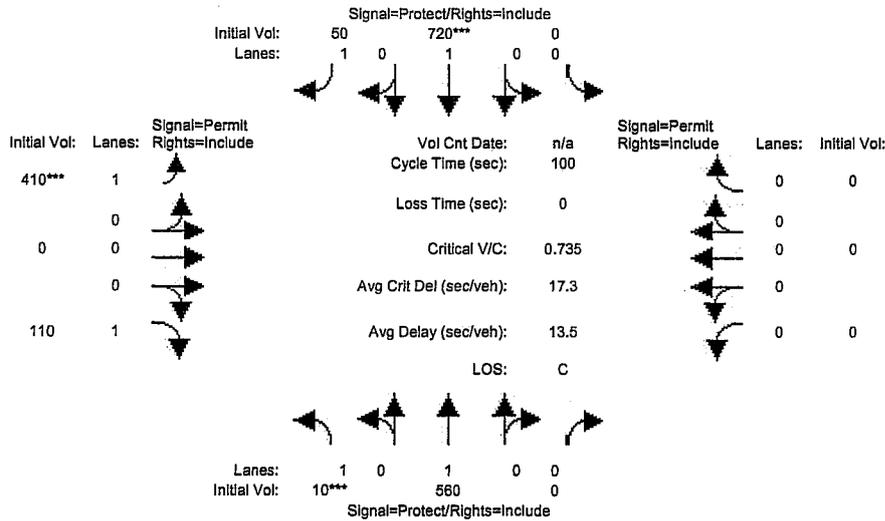


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	110	890	0	0	510	500	40	0	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	890	0	0	510	500	40	0	60	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	890	0	0	510	500	40	0	60	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:	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:	110	890	0	0	510	500	40	0	60	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	890	0	0	510	500	40	0	60	0	0	0
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
Final Vol.:	110	890	0	0	510	500	40	0	60	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	1550	0	0	1550	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.57	0.00	0.00	0.33	0.32	0.03	0.00	0.04	0.00	0.00	0.00
Crit Vol:		890			0				60		0	
Crit Moves:	****			****					****			

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 2014 Plus Project PM

Intersection #126: Grant Line/White Rock Road

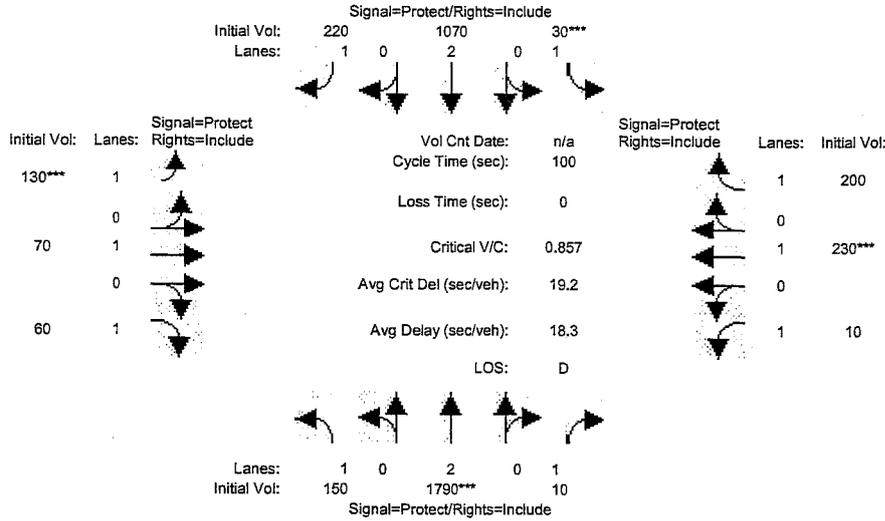


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	560	0	0	720	50	410	0	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	560	0	0	720	50	410	0	110	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	560	0	0	720	50	410	0	110	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:	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:	10	560	0	0	720	50	410	0	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	560	0	0	720	50	410	0	110	0	0	0
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
Final Vol.:	10	560	0	0	720	50	410	0	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	1550	0	0	1550	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.00	0.00	0.46	0.03	0.26	0.00	0.07	0.00	0.00	0.00
Crit Vol:	10			720			410			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #127: Sunrise Blvd/Kiefer Blvd

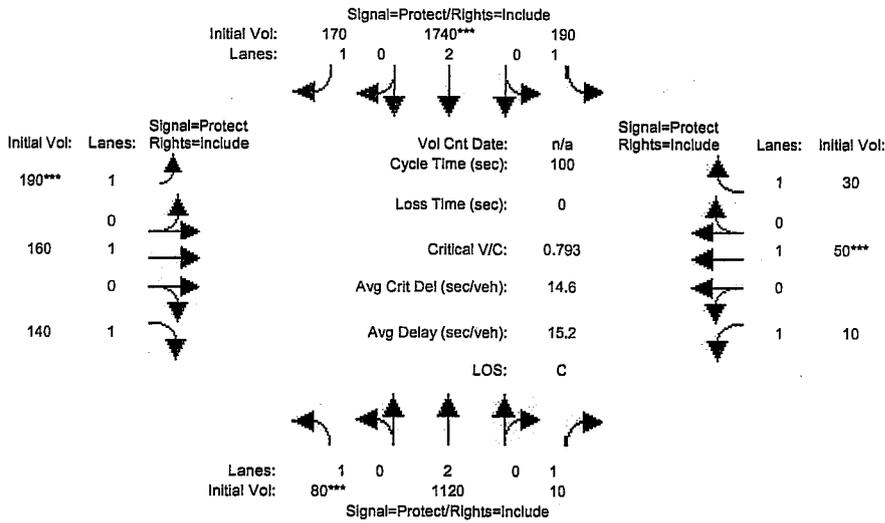


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	1790	10	30	1070	220	130	70	60	10	230	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1790	10	30	1070	220	130	70	60	10	230	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1790	10	30	1070	220	130	70	60	10	230	200
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:	150	1790	10	30	1070	220	130	70	60	10	230	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1790	10	30	1070	220	130	70	60	10	230	200
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
Final Vol.:	150	1790	10	30	1070	220	130	70	60	10	230	200
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.60	0.01	0.02	0.36	0.15	0.09	0.05	0.04	0.01	0.15	0.13
Crit Vol:		895		30			130			230		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #127: Sunrise Blvd/Kiefer Blvd

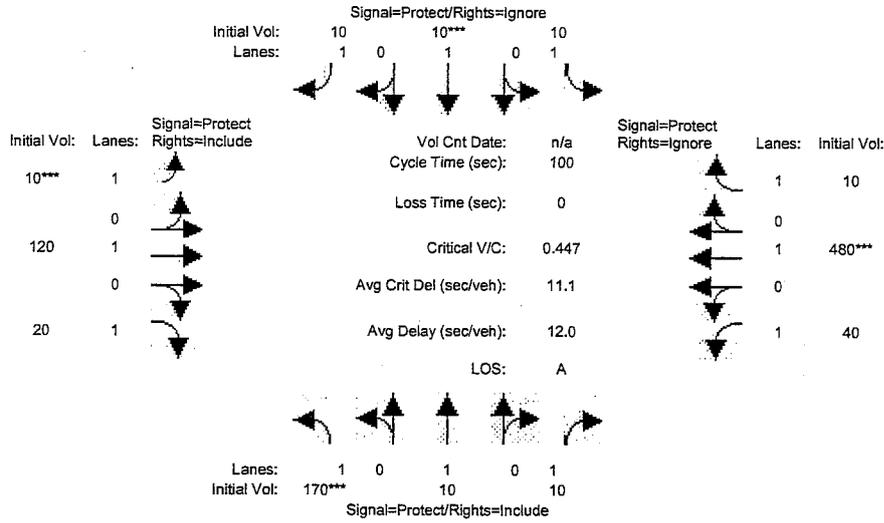


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	80	1120	10	190	1740	170	190	160	140	10	50	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1120	10	190	1740	170	190	160	140	10	50	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1120	10	190	1740	170	190	160	140	10	50	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:	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:	80	1120	10	190	1740	170	190	160	140	10	50	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1120	10	190	1740	170	190	160	140	10	50	30
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
Final Vol.:	80	1120	10	190	1740	170	190	160	140	10	50	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.01	0.13	0.58	0.11	0.13	0.11	0.09	0.01	0.03	0.02
Crit Vol:	80			870			190			50		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #128: Eagles Nest/Kiefer

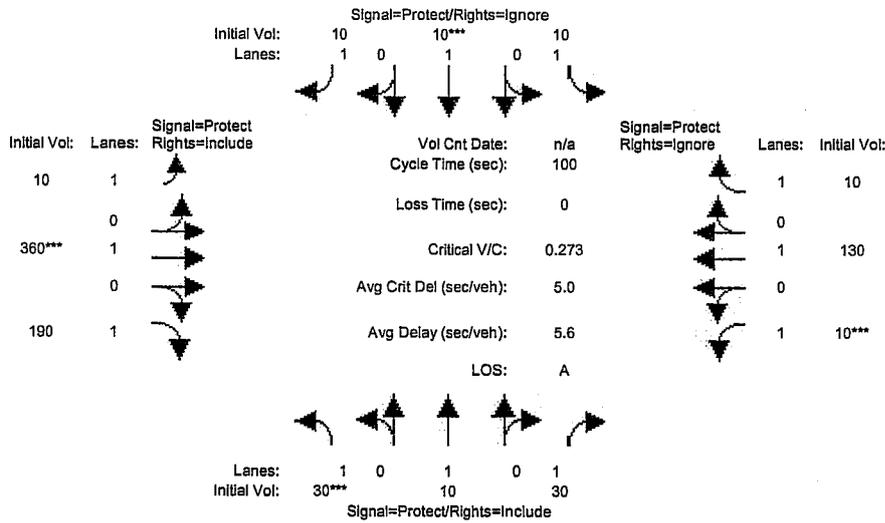


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	170	10	10	10	10	10	10	120	20	40	480	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	10	10	10	10	10	10	120	20	40	480	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	10	10	10	10	10	10	120	20	40	480	10
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	170	10	10	10	10	0	10	120	20	40	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	10	10	10	10	0	10	120	20	40	480	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	170	10	10	10	10	0	10	120	20	40	480	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.01	0.01	0.01	0.01	0.00	0.01	0.08	0.01	0.03	0.32	0.00
Crit Vol:	170				10		10			480		
Crit Moves:	****				****		****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #128: Eagles Nest/Kiefer

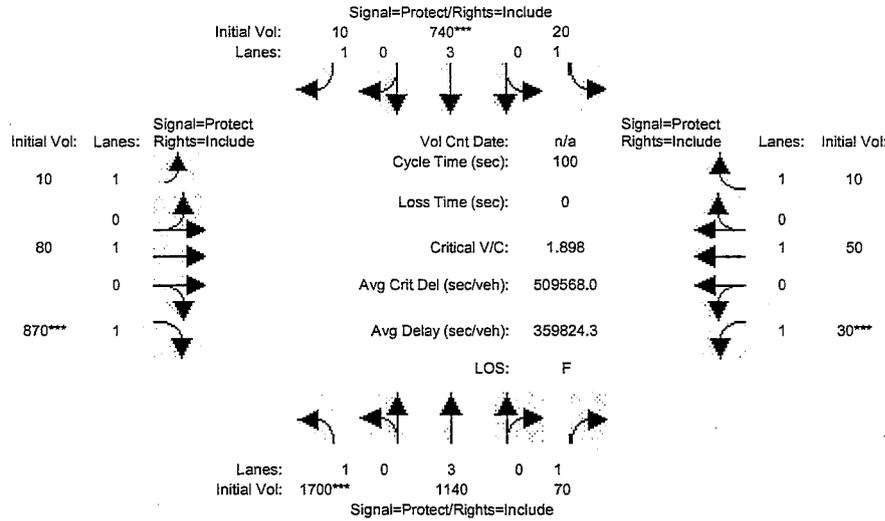


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	10	30	10	10	10	10	360	190	10	130	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	10	30	10	10	10	10	360	190	10	130	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	10	30	10	10	10	10	360	190	10	130	10
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	10	30	10	10	0	10	360	190	10	130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	10	30	10	10	0	10	360	190	10	130	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	30	10	30	10	10	0	10	360	190	10	130	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.02	0.01	0.01	0.00	0.01	0.24	0.13	0.01	0.09	0.00
Crit Vol:	30			10			360			10		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project AM

Intersection #129: Sunrise/International

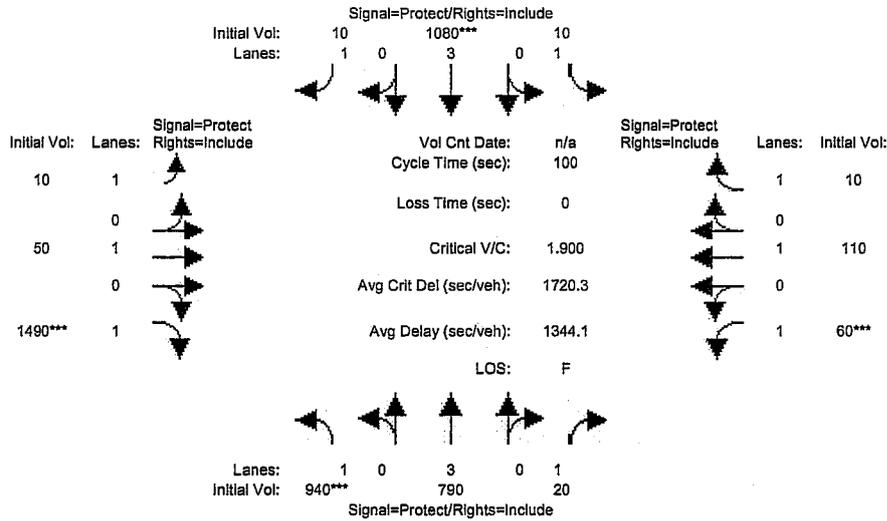


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1700	1140	70	20	740	10	10	80	870	30	50	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1700	1140	70	20	740	10	10	80	870	30	50	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1700	1140	70	20	740	10	10	80	870	30	50	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:	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:	1700	1140	70	20	740	10	10	80	870	30	50	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1700	1140	70	20	740	10	10	80	870	30	50	10
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
Final Vol.:	1700	1140	70	20	740	10	10	80	870	30	50	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	1.13	0.25	0.05	0.01	0.16	0.01	0.01	0.05	0.58	0.02	0.03	0.01
Crit Vol:	1700				247				870	30		
Crit Moves:	****				****				****	****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
2014 Plus Project PM

Intersection #129: Sunrise/International



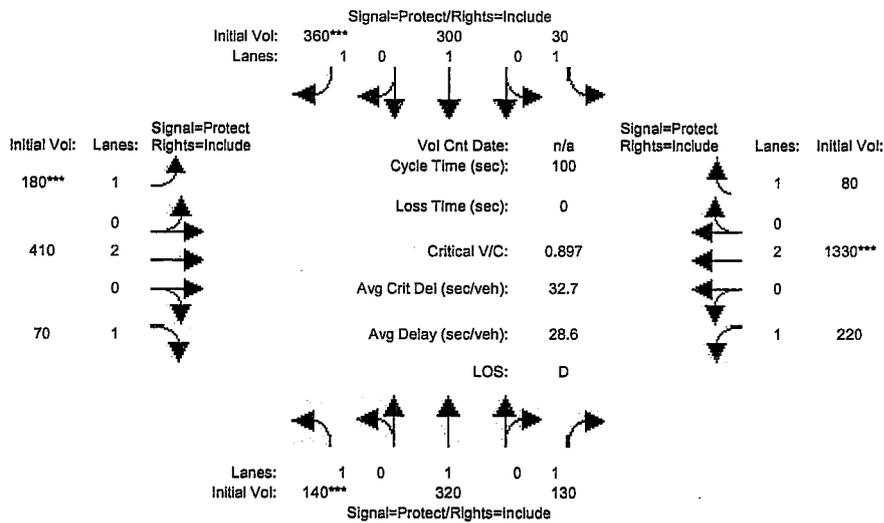
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	940	790	20	10	1080	10	10	50	1490	60	110	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	940	790	20	10	1080	10	10	50	1490	60	110	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	940	790	20	10	1080	10	10	50	1490	60	110	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:	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:	940	790	20	10	1080	10	10	50	1490	60	110	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	940	790	20	10	1080	10	10	50	1490	60	110	10
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
Final Vol.:	940	790	20	10	1080	10	10	50	1490	60	110	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.63	0.18	0.01	0.01	0.24	0.01	0.01	0.03	0.99	0.04	0.07	0.01
Crit Vol:	940				360				1490	60		
Crit Moves:	****				****				****	****		



Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #101: Excelsior Road/Jackson Road/SR 16

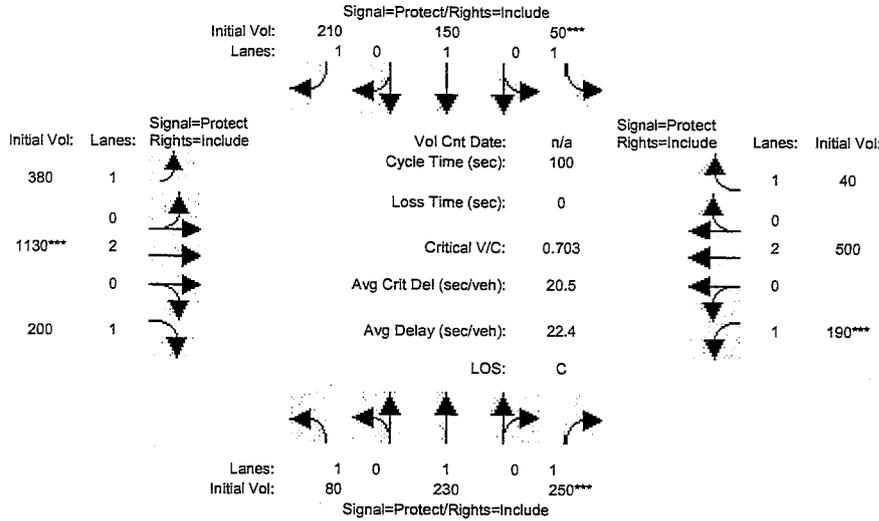


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	140	320	130	30	300	360	180	410	70	220	1330	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	320	130	30	300	360	180	410	70	220	1330	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	320	130	30	300	360	180	410	70	220	1330	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:	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:	140	320	130	30	300	360	180	410	70	220	1330	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	320	130	30	300	360	180	410	70	220	1330	80
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
Final Vol.:	140	320	130	30	300	360	180	410	70	220	1330	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.09	0.02	0.20	0.24	0.12	0.14	0.05	0.15	0.44	0.05
Crit Vol:	140					360	180				665	
Crit Moves:	****					****	****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #101: Excelsior Road/Jackson Road/SR 16

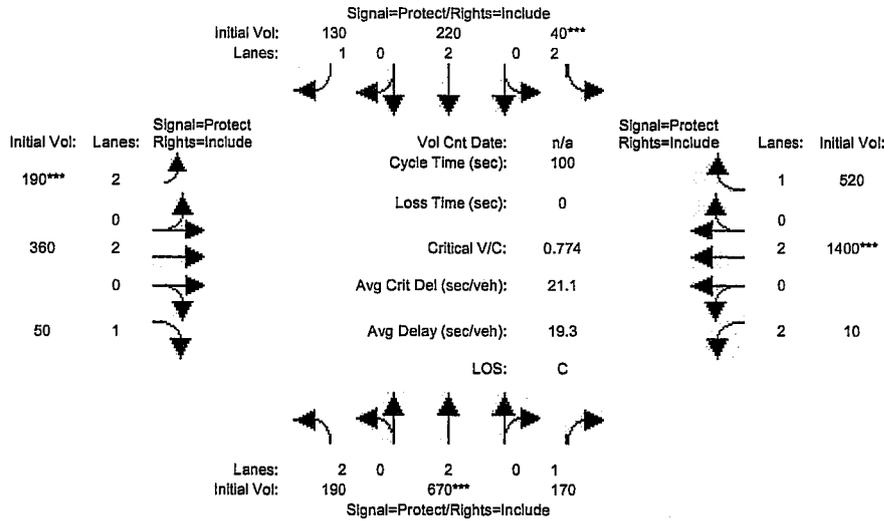


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	80	230	250	50	150	210	380	1130	200	190	500	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	230	250	50	150	210	380	1130	200	190	500	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	230	250	50	150	210	380	1130	200	190	500	40
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:	80	230	250	50	150	210	380	1130	200	190	500	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	230	250	50	150	210	380	1130	200	190	500	40
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
Final Vol.:	80	230	250	50	150	210	380	1130	200	190	500	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.17	0.03	0.10	0.14	0.25	0.38	0.13	0.13	0.17	0.03
Crit Vol:			250			50			565			190
Crit Moves:			****			****			****			****

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #102: Eagles Nest Road/Jackson Road/SR 16

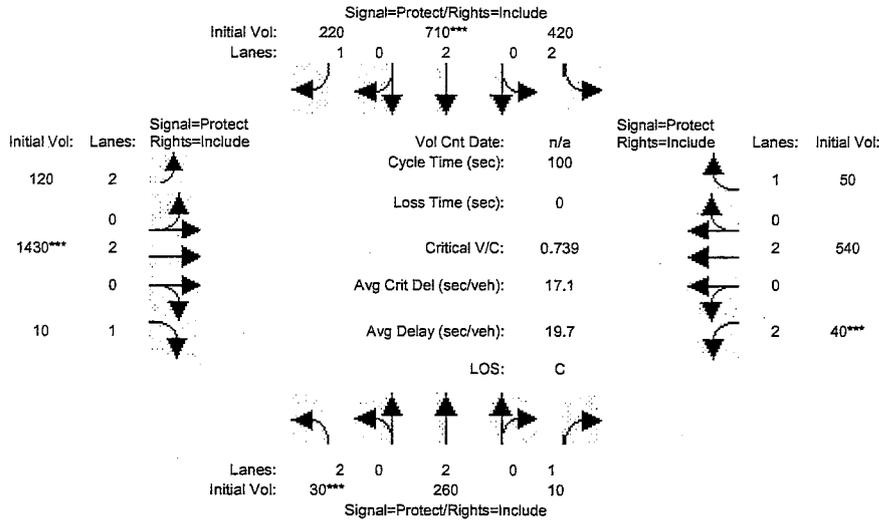


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	190	670	170	40	220	130	190	360	50	10	1400	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	670	170	40	220	130	190	360	50	10	1400	520
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	670	170	40	220	130	190	360	50	10	1400	520
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:	190	670	170	40	220	130	190	360	50	10	1400	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	670	170	40	220	130	190	360	50	10	1400	520
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	209	670	170	44	220	130	209	360	50	11	1400	520
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.11	0.01	0.07	0.09	0.07	0.12	0.03	0.00	0.47	0.35
Crit Vol:	335			22			104			700		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #102: Eagles Nest Road/Jackson Road/SR 16

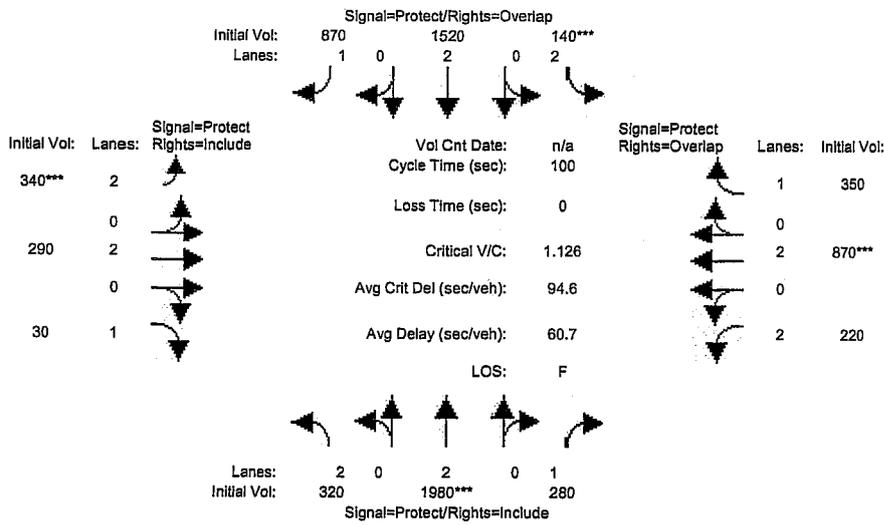


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	260	10	420	710	220	120	1430	10	40	540	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	260	10	420	710	220	120	1430	10	40	540	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	260	10	420	710	220	120	1430	10	40	540	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:	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:	30	260	10	420	710	220	120	1430	10	40	540	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	260	10	420	710	220	120	1430	10	40	540	50
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	33	260	10	462	710	220	132	1430	10	44	540	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.01	0.15	0.24	0.15	0.04	0.48	0.01	0.01	0.18	0.03
Crit Vol:	17			355			715			22		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

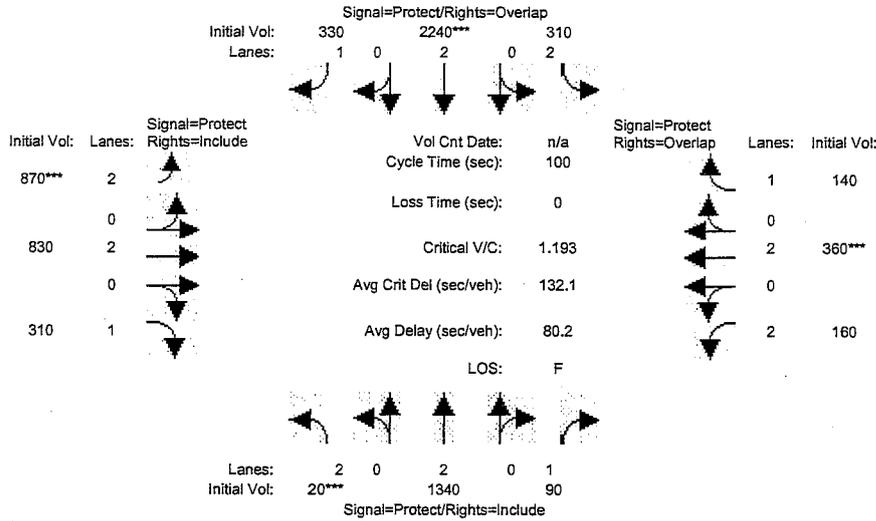


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	320	1980	280	140	1520	870	340	290	30	220	870	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	1980	280	140	1520	870	340	290	30	220	870	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	1980	280	140	1520	870	340	290	30	220	870	350
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:	320	1980	280	140	1520	870	340	290	30	220	870	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1980	280	140	1520	870	340	290	30	220	870	350
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	352	1980	280	154	1520	870	374	290	30	242	870	350
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.66	0.19	0.05	0.51	0.58	0.12	0.10	0.02	0.08	0.29	0.23
Crit Vol:	990			77			187			435		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

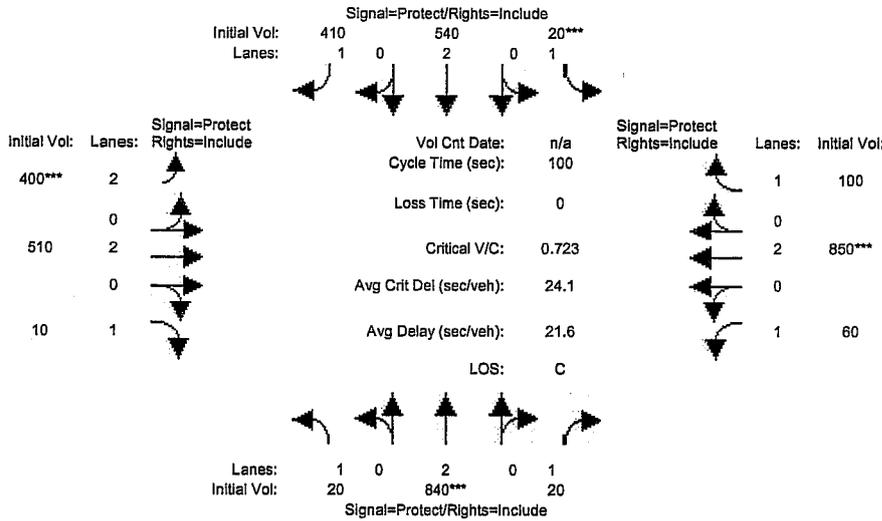


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	1340	90	310	2240	330	870	830	310	160	360	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1340	90	310	2240	330	870	830	310	160	360	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1340	90	310	2240	330	870	830	310	160	360	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:	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:	20	1340	90	310	2240	330	870	830	310	160	360	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1340	90	310	2240	330	870	830	310	160	360	140
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	22	1340	90	341	2240	330	957	830	310	176	360	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.06	0.11	0.75	0.22	0.32	0.28	0.21	0.06	0.12	0.09
Crit Vol:	11			1120			479			180		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #104: Grant Line Road/Jackson Road/SR 16

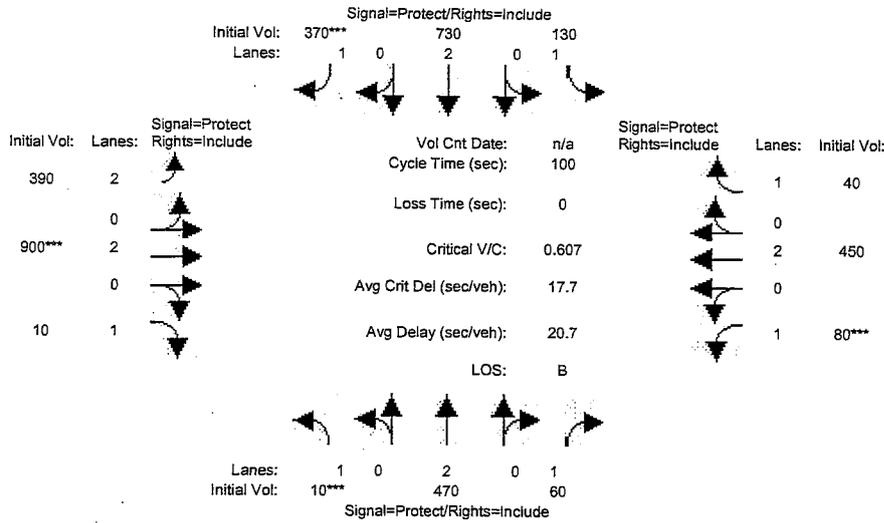


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	840	20	20	540	410	400	510	10	60	850	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	840	20	20	540	410	400	510	10	60	850	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	840	20	20	540	410	400	510	10	60	850	100
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:	20	840	20	20	540	410	400	510	10	60	850	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	840	20	20	540	410	400	510	10	60	850	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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	840	20	20	540	410	440	510	10	60	850	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.01	0.01	0.18	0.27	0.15	0.17	0.01	0.04	0.28	0.07
Crit Vol:	420			20			220			425		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #104: Grant Line Road/Jackson Road/SR 16

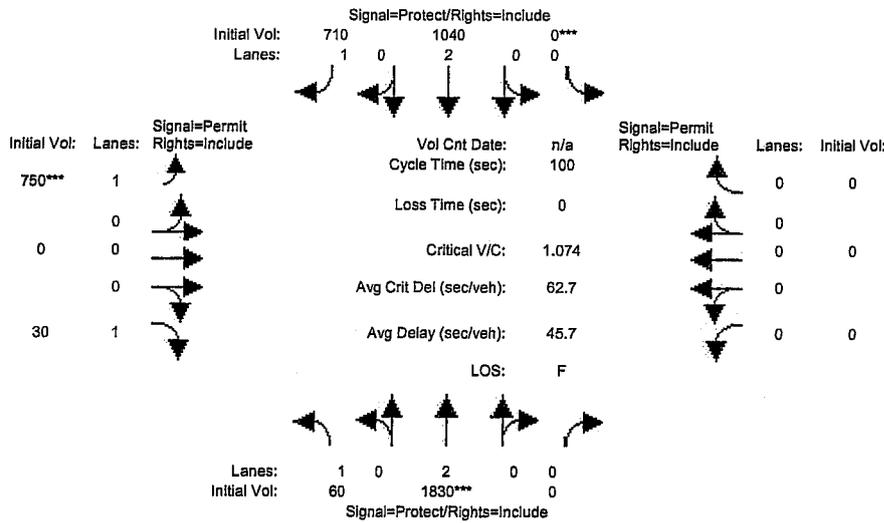


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	470	60	130	730	370	390	900	10	80	450	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	470	60	130	730	370	390	900	10	80	450	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	470	60	130	730	370	390	900	10	80	450	40
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:	10	470	60	130	730	370	390	900	10	80	450	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	470	60	130	730	370	390	900	10	80	450	40
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	470	60	130	730	370	429	900	10	80	450	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.04	0.09	0.24	0.25	0.14	0.30	0.01	0.05	0.15	0.03
Crit Vol:	10					370		450		80		
Crit Moves:	****					****		****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #105: Sunrise Boulevard/Florin Road

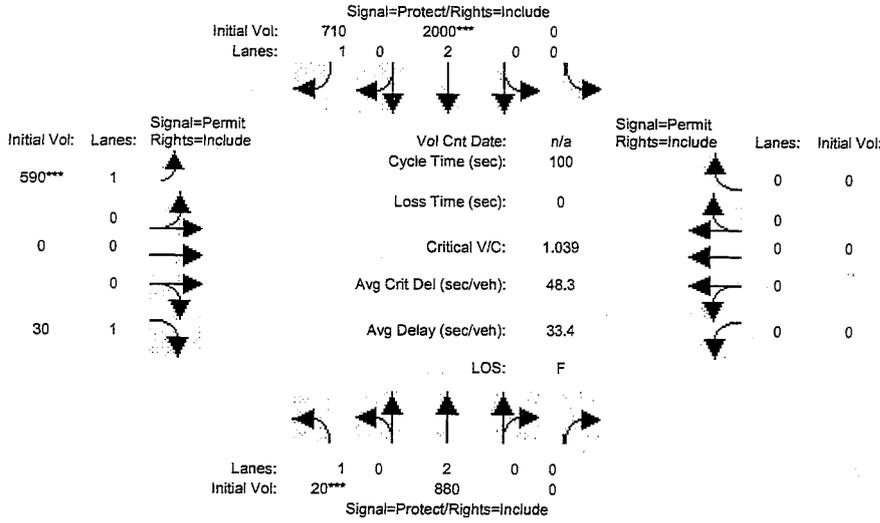


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	1830	0	0	1040	710	750	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1830	0	0	1040	710	750	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1830	0	0	1040	710	750	0	30	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:	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:	60	1830	0	0	1040	710	750	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1830	0	0	1040	710	750	0	30	0	0	0
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
Final Vol.:	60	1830	0	0	1040	710	750	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	3100	0	0	3100	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.59	0.00	0.00	0.34	0.46	0.48	0.00	0.02	0.00	0.00	0.00
Crit Vol:		915			0		750				0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #105: Sunrise Boulevard/Florin Road

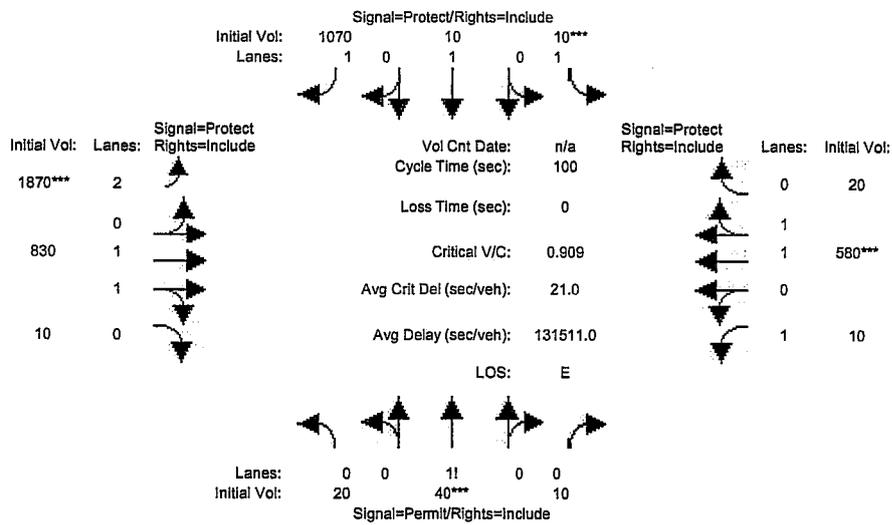


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	880	0	0	2000	710	590	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	880	0	0	2000	710	590	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	880	0	0	2000	710	590	0	30	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:	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:	20	880	0	0	2000	710	590	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	880	0	0	2000	710	590	0	30	0	0	0
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
Final Vol.:	20	880	0	0	2000	710	590	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	3100	0	0	3100	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.00	0.00	0.65	0.46	0.38	0.00	0.02	0.00	0.00	0.00
Crit Vol:	20				1000		590			0		
Crit Moves:	****				****		****					

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #106: Sunrise Boulevard/Grant Line Road

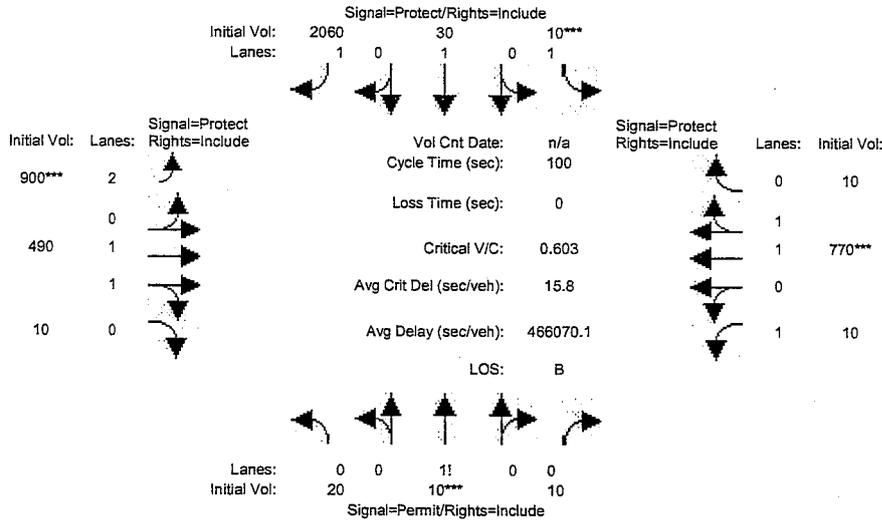


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	40	10	10	10	1070	1870	830	10	10	580	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	40	10	10	10	1070	1870	830	10	10	580	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	40	10	10	10	1070	1870	830	10	10	580	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:	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:	20	40	10	10	10	1070	1870	830	10	10	580	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	40	10	10	10	1070	1870	830	10	10	580	20
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	40	10	10	10	1070	2057	830	10	10	580	20
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.29	0.57	0.14	1.00	1.00	1.00	2.00	1.98	0.02	1.00	1.93	0.07
Final Sat.:	443	886	221	1550	1550	1550	3100	3063	37	1550	2997	103
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.01	0.01	0.69	0.66	0.27	0.27	0.01	0.19	0.19
Crit Vol:		70			10			1029			300	
Crit Moves:		****			****			****			****	

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project No Hazel

Intersection #106: Sunrise Boulevard/Grant Line Road

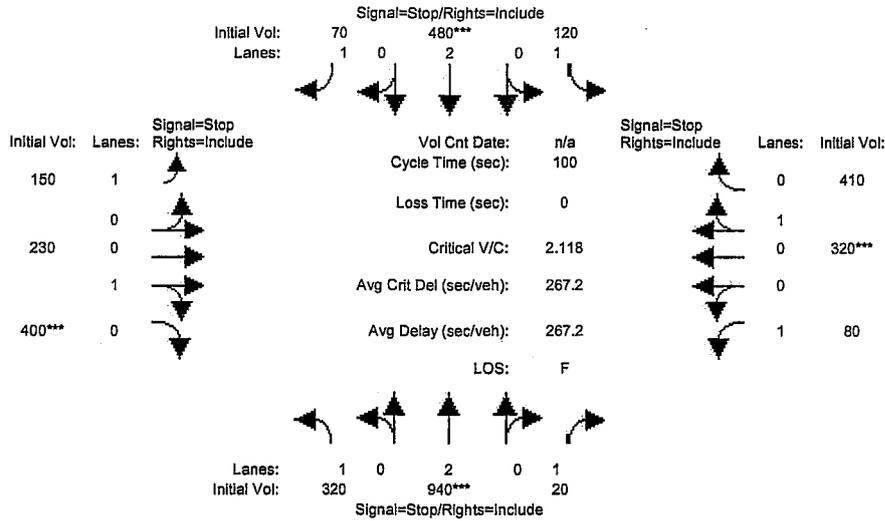


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	10	10	10	30	2060	900	490	10	10	770	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	10	10	30	2060	900	490	10	10	770	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	10	10	30	2060	900	490	10	10	770	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:	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:	20	10	10	10	30	2060	900	490	10	10	770	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	10	30	2060	900	490	10	10	770	10
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	10	10	10	30	2060	990	490	10	10	770	10
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.50	0.25	0.25	1.00	1.00	1.00	2.00	1.96	0.04	1.00	1.97	0.03
Final Sat.:	775	388	388	1550	1550	1550	3100	3038	62	1550	3060	40
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.02	1.33	0.32	0.16	0.16	0.01	0.25	0.25
Crit Vol:		40		10			495			390		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #107: Grant Line Road/Kiefer Boulevard

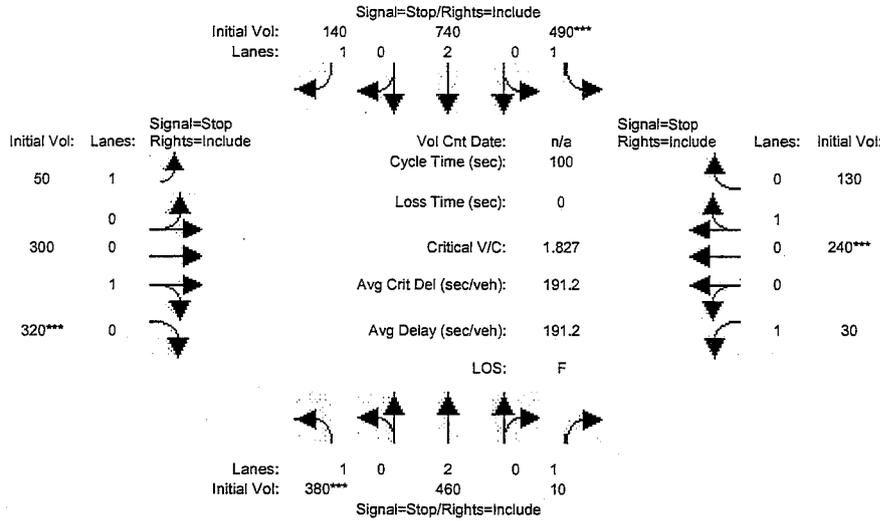


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	320	940	20	120	480	70	150	230	400	80	320	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	940	20	120	480	70	150	230	400	80	320	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	940	20	120	480	70	150	230	400	80	320	410
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:	320	940	20	120	480	70	150	230	400	80	320	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	940	20	120	480	70	150	230	400	80	320	410
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
Final Vol.:	320	940	20	120	480	70	150	230	400	80	320	410
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.37	0.63	1.00	0.44	0.56
Final Sat.:	307	642	338	286	598	317	317	127	221	316	151	194
Capacity Analysis Module:												
Vol/Sat:	1.04	1.47	0.06	0.42	0.80	0.22	0.47	1.81	1.81	0.25	2.12	2.12
Crit Moves:	****			****			****			****		
Delay/Veh:	98.6	254	13.9	24.0	49.9	17.2	23.6	399	399.3	17.8	535	535.2
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:	98.6	254	13.9	24.0	49.9	17.2	23.6	399	399.3	17.8	535	535.2
LOS by Move:	F	F	B	C	E	C	C	F	F	C	F	F
ApproachDel:	211.4			41.8			327.1			484.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	211.4			41.8			327.1			484.1		
LOS by Appr:	F			E			F			F		

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #107: Grant Line Road/Kiefer Boulevard

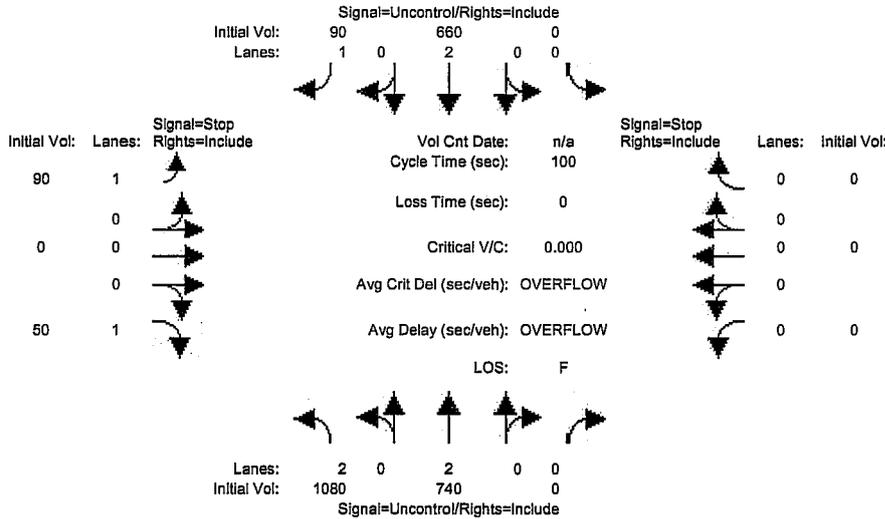


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	380	460	10	490	740	140	50	300	320	30	240	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	460	10	490	740	140	50	300	320	30	240	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	460	10	490	740	140	50	300	320	30	240	130
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:	380	460	10	490	740	140	50	300	320	30	240	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	460	10	490	740	140	50	300	320	30	240	130
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
Final Vol.:	380	460	10	490	740	140	50	300	320	30	240	130
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.48	0.52	1.00	0.65	0.35
Final Sat.:	290	606	320	312	653	346	314	164	175	314	218	118
Capacity Analysis Module:												
Vol/Sat:	1.31	0.76	0.03	1.57	1.13	0.40	0.16	1.83	1.83	0.10	1.10	1.10
Crit Moves:	****			****					****		****	
Delay/Veh:	194.0	44.0	14.2	297.7	124	19.7	16.3	406	406.1	15.4	112	112.3
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:	194.0	44.0	14.2	297.7	124	19.7	16.3	406	406.1	15.4	112	112.3
LOS by Move:	F	E	B	F	F	C	C	F	F	C	F	F
ApproachDel:	110.7			175.3			377.0			105.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	110.7			175.3			377.0			105.0		
LOS by Appr:	F			F			F			F		

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #108: Grant Line Road/Douglas Road

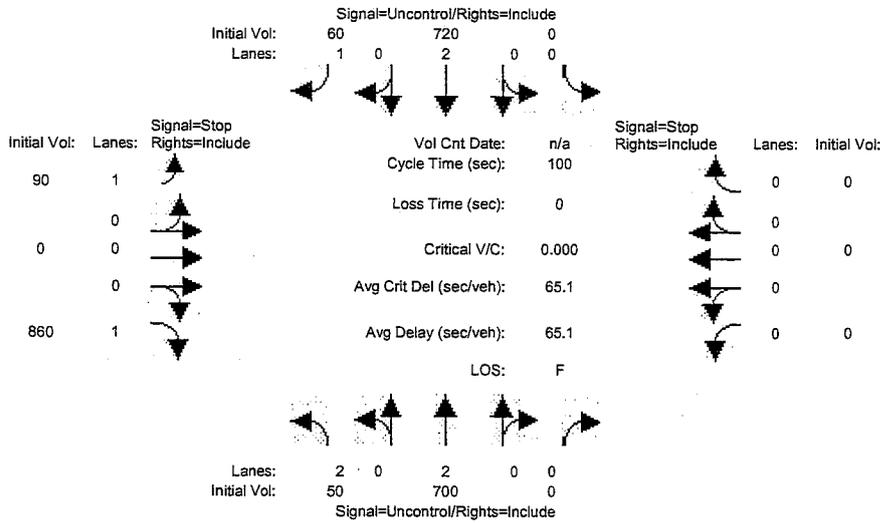


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1080	740	0	0	660	90	90	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1080	740	0	0	660	90	90	0	50	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1080	740	0	0	660	90	90	0	50	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:	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:	1080	740	0	0	660	90	90	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1080	740	0	0	660	90	90	0	50	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflict Vol:	750	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	3190	xxxx	330	xxxx	xxxx	xxxxxx
Potent Cap.:	868	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	8	xxxx	672	xxxx	xxxx	xxxxxx
Move Cap.:	868	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	672	xxxx	xxxx	xxxxxx
Volume/Cap:	1.24	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	37.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.2	xxxxxx	xxxx	xxxxxx
Stopped Del:	137.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10.8	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			*		

Preserve at Sunridge

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 PM Cumulative No Project No Hazel

Intersection #108: Grant Line Road/Douglas Road

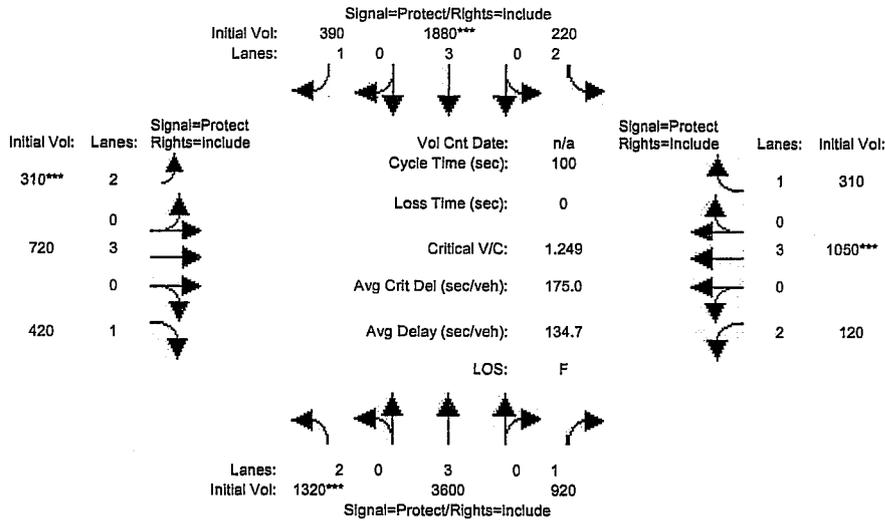


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	50	700	0	0	720	60	90	0	860	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	700	0	0	720	60	90	0	860	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	700	0	0	720	60	90	0	860	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:	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:	50	700	0	0	720	60	90	0	860	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	50	700	0	0	720	60	90	0	860	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	6.8	XXXX	6.9	XXXXXX	XXXX	XXXXXX
FollowUpTim:	2.2	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	3.5	XXXX	3.3	XXXXXX	XXXX	XXXXXX
Capacity Module:												
Cnflct Vol:	780	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	1170	XXXX	360	XXXX	XXXX	XXXXXX
Potent Cap.:	846	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	189	XXXX	642	XXXX	XXXX	XXXXXX
Move Cap.:	846	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	180	XXXX	642	XXXX	XXXX	XXXXXX
Volume/Cap:	0.06	XXXX	XXXX	XXXX	XXXX	XXXX	0.50	XXXX	1.34	XXXX	XXXX	XXXX
Level Of Service Module:												
Queue:	0.2	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	2.5	XXXX	36.1	XXXXXX	XXXX	XXXXXX
Stopped Del:	9.5	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	43.3	XXXX	182.6	XXXXXX	XXXX	XXXXXX
LOS by Move:	A	*	*	*	*	*	E	*	F	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	XXXX	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	XXXX	XXXX	XXXXXX	XXXX	XXXX	XXXXXX
SharedQueue:	XXXXXX	XXXX	XXXXXX									
Shrd StpDel:	XXXXXX	XXXX	XXXXXX									
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	XXXXXX			XXXXXX			169.4			XXXXXX		
ApproachLOS:	*			*			F			*		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #109: Sunrise Boulevard/Douglas Road

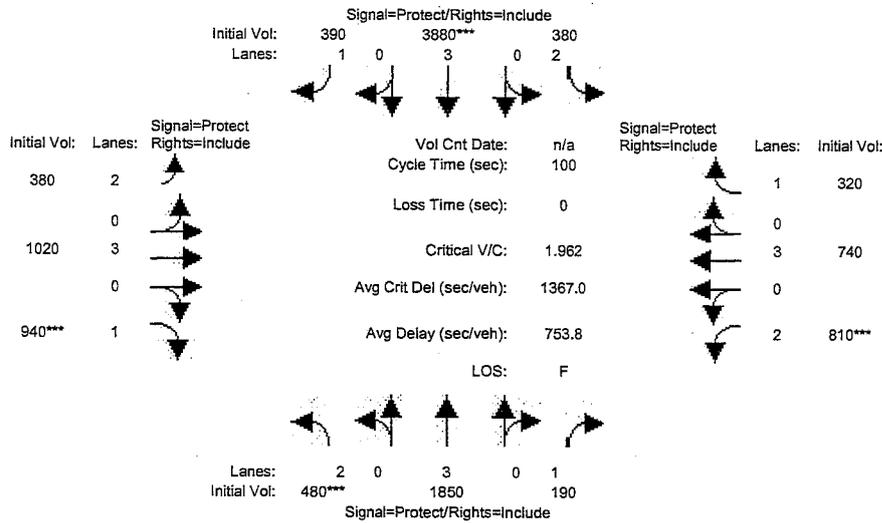


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1320	3600	920	220	1880	390	310	720	420	120	1050	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1320	3600	920	220	1880	390	310	720	420	120	1050	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1320	3600	920	220	1880	390	310	720	420	120	1050	310
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:	1320	3600	920	220	1880	390	310	720	420	120	1050	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1320	3600	920	220	1880	390	310	720	420	120	1050	310
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	1452	3600	920	242	1880	390	341	720	420	132	1050	310
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.48	0.80	0.61	0.08	0.42	0.26	0.11	0.16	0.28	0.04	0.23	0.21
Crit Vol:	726			627			171			350		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #109: Sunrise Boulevard/Douglas Road

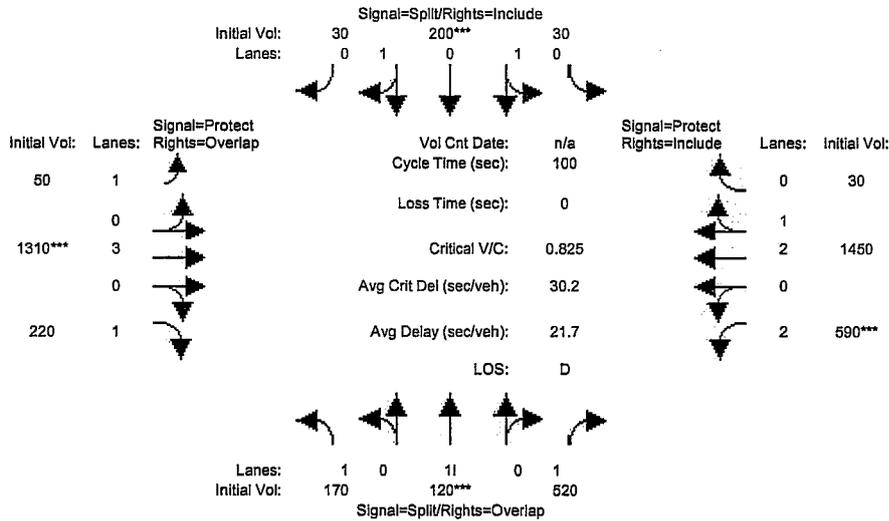


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	480	1850	190	380	3880	390	380	1020	940	810	740	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1850	190	380	3880	390	380	1020	940	810	740	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	480	1850	190	380	3880	390	380	1020	940	810	740	320
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:	480	1850	190	380	3880	390	380	1020	940	810	740	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1850	190	380	3880	390	380	1020	940	810	740	320
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	528	1850	190	418	3880	390	418	1020	940	891	740	320
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.13	0.14	0.86	0.26	0.14	0.23	0.63	0.30	0.16	0.21
Crit Vol:	264				1293				940	446		
Crit Moves:	****				****				****	****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #110: Mather Field Rd/Folsom Boulevard

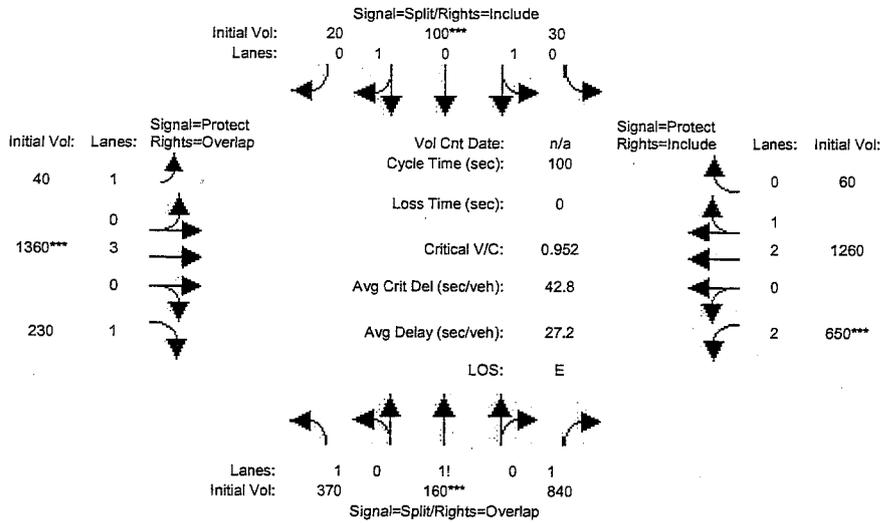


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	170	120	520	30	200	30	50	1310	220	590	1450	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	120	520	30	200	30	50	1310	220	590	1450	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	120	520	30	200	30	50	1310	220	590	1450	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:	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:	170	120	520	30	200	30	50	1310	220	590	1450	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	120	520	30	200	30	50	1310	220	590	1450	30
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	187	120	572	30	200	30	50	1310	220	649	1450	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.35	1.65	0.23	1.54	0.23	1.00	3.00	1.00	2.00	2.94	0.06
Final Sat.:	1500	520	2480	346	2308	346	1500	4500	1500	3000	4409	91
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.09	0.09	0.09	0.03	0.29	0.15	0.22	0.33	0.33
Crit Vol:		346			130			437			325	
Crit Moves:		***			***			***			***	

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project No Hazel

Intersection #110: Mather Field Rd/Folsom Boulevard

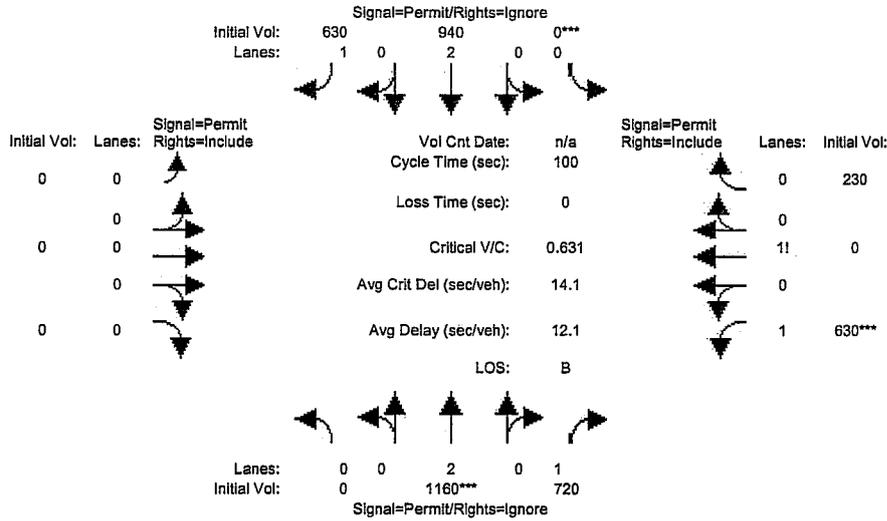


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	370	160	840	30	100	20	40	1360	230	650	1260	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	160	840	30	100	20	40	1360	230	650	1260	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	160	840	30	100	20	40	1360	230	650	1260	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:	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:	370	160	840	30	100	20	40	1360	230	650	1260	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	160	840	30	100	20	40	1360	230	650	1260	60
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	407	160	924	30	100	20	40	1360	230	715	1260	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.30	1.70	0.40	1.33	0.27	1.00	3.00	1.00	2.00	2.86	0.14
Final Sat.:	1500	443	2557	600	2000	400	1500	4500	1500	3000	4295	205
Capacity Analysis Module:												
Vol/Sat:	0.27	0.36	0.36	0.05	0.05	0.05	0.03	0.30	0.15	0.24	0.29	0.29
Crit Vol:		542			75			453			358	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

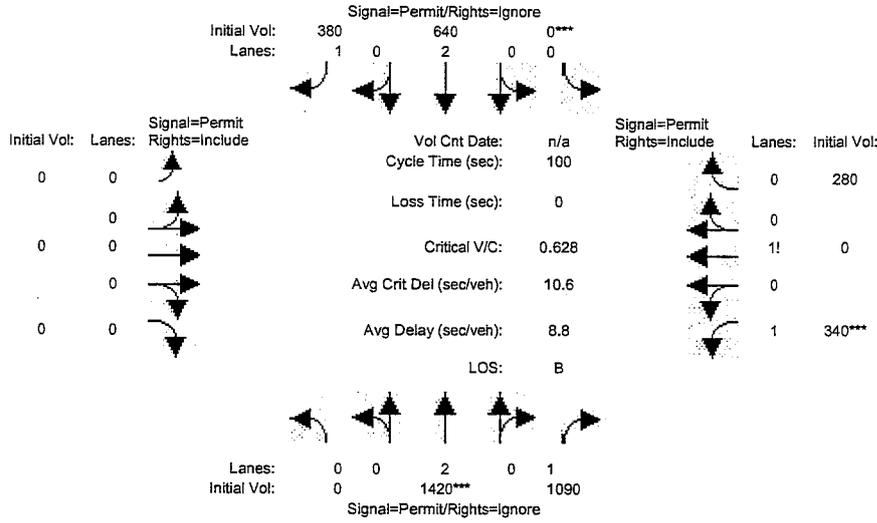


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1160	720	0	940	630	0	0	0	630	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1160	720	0	940	630	0	0	0	630	0	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1160	720	0	940	630	0	0	0	630	0	230
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1160	0	0	940	0	0	0	0	630	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1160	0	0	940	0	0	0	0	630	0	230
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1160	0	0	940	0	0	0	0	693	0	230
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.50	0.00	0.50
Final Sat.:	0	3300	1650	0	3300	1650	0	0	0	2478	0	822
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Crit Vol:	580			0			0			462		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

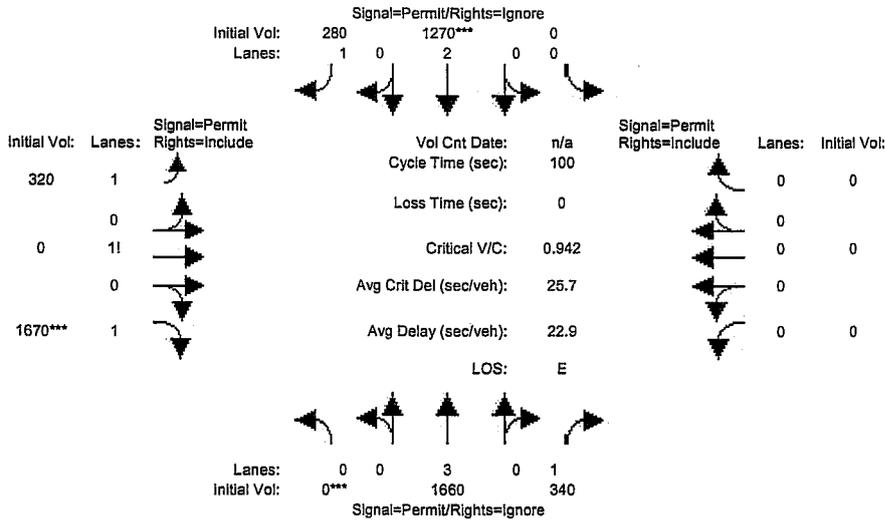


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1420	1090	0	640	380	0	0	0	340	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1420	1090	0	640	380	0	0	0	340	0	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1420	1090	0	640	380	0	0	0	340	0	280
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	0	0	640	0	0	0	0	340	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	0	640	0	0	0	0	340	0	280
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1420	0	0	640	0	0	0	0	374	0	280
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.14	0.00	0.86
Final Sat.:	0	3300	1650	0	3300	1650	0	0	0	1887	0	1413
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Crit Vol:		710		0			0			327		
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

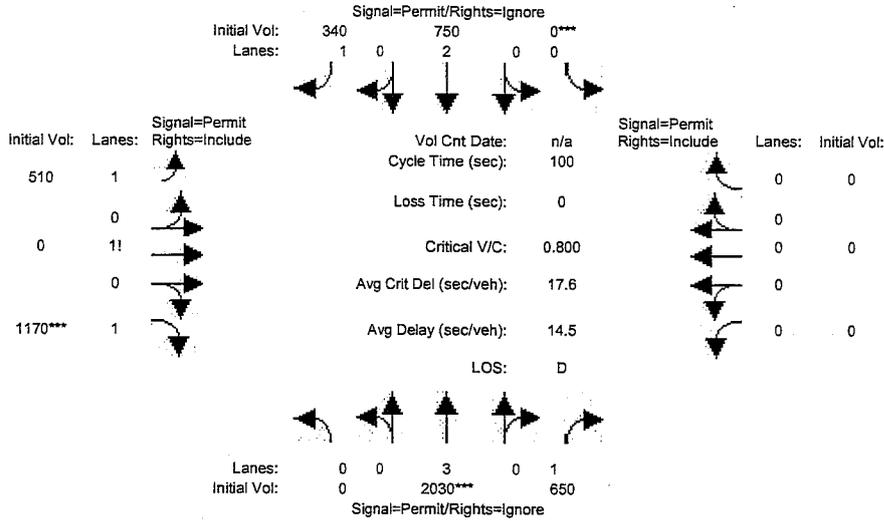


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1660	340	0	1270	280	320	0	1670	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1660	340	0	1270	280	320	0	1670	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1660	340	0	1270	280	320	0	1670	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1660	0	0	1270	0	320	0	1670	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1660	0	0	1270	0	320	0	1670	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1660	0	0	1270	0	352	0	1837	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4950	1650	0	3300	1650	1650	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.38	0.00	0.21	0.00	0.56	0.00	0.00	0.00
Crit Vol:	0				635				919	0		
Crit Moves:	****				****				****			

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

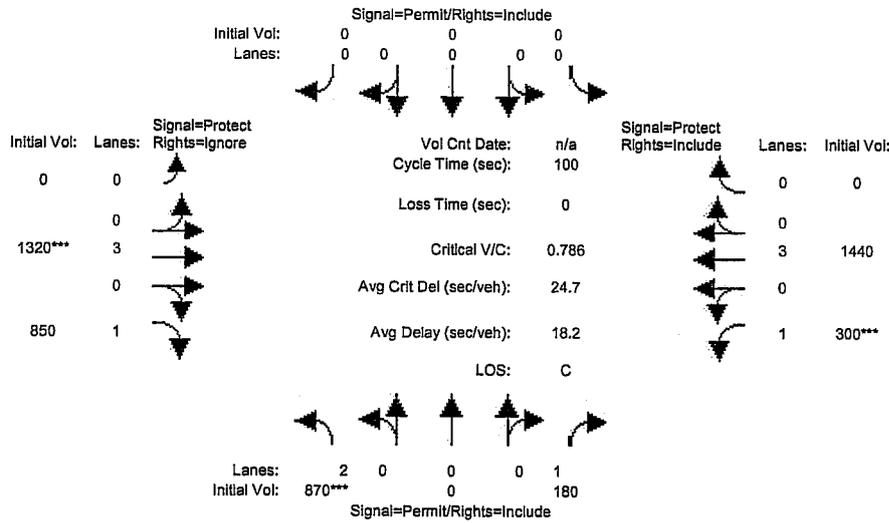


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2030	650	0	750	340	510	0	1170	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2030	650	0	750	340	510	0	1170	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2030	650	0	750	340	510	0	1170	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2030	0	0	750	0	510	0	1170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2030	0	0	750	0	510	0	1170	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2030	0	0	750	0	561	0	1287	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4950	1650	0	3300	1650	1650	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.23	0.00	0.34	0.00	0.39	0.00	0.00	0.00
Crit Vol:		677			0				644		0	
Crit Moves:	****			****					****			

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #113: Mather Field Rd/International Drive

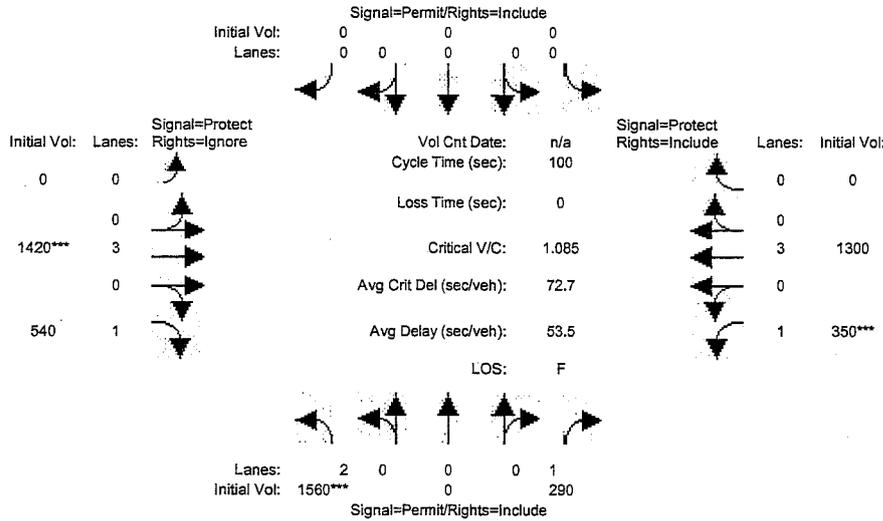


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	870	0	180	0	0	0	0	1320	850	300	1440	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	870	0	180	0	0	0	0	1320	850	300	1440	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	870	0	180	0	0	0	0	1320	850	300	1440	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	870	0	180	0	0	0	0	1320	0	300	1440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	870	0	180	0	0	0	0	1320	0	300	1440	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	957	0	180	0	0	0	0	1320	0	300	1440	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3100	0	1550	0	0	0	0	4650	1550	1550	4650	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.12	0.00	0.00	0.00	0.00	0.28	0.00	0.19	0.31	0.00
Crit Vol:	479				0			440		300		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project No Hazel

Intersection #113: Mather Field Rd/International Drive

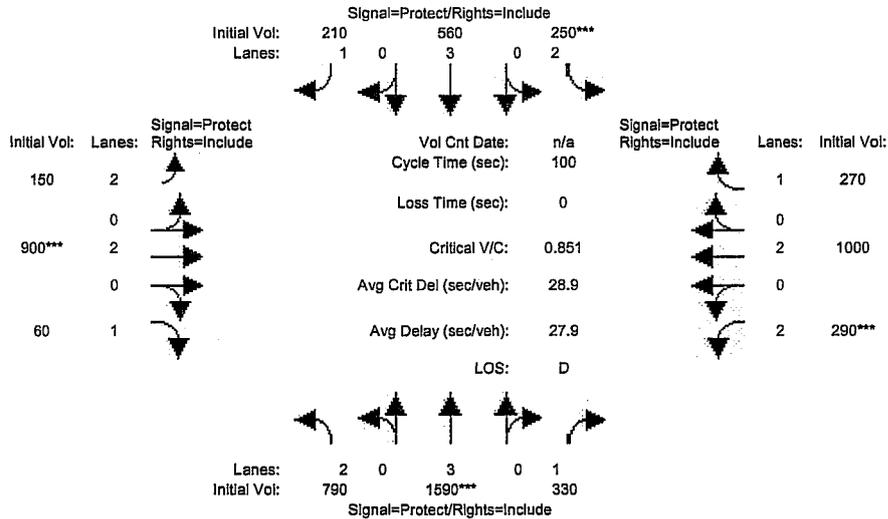


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1560	0	290	0	0	0	0	1420	540	350	1300	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1560	0	290	0	0	0	0	1420	540	350	1300	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1560	0	290	0	0	0	0	1420	540	350	1300	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1560	0	290	0	0	0	0	1420	0	350	1300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1560	0	290	0	0	0	0	1420	0	350	1300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1716	0	290	0	0	0	0	1420	0	350	1300	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3100	0	1550	0	0	0	0	4650	1550	1550	4650	0
Capacity Analysis Module:												
Vol/Sat:	0.55	0.00	0.19	0.00	0.00	0.00	0.00	0.31	0.00	0.23	0.28	0.00
Crit Vol:	858				0			473		350		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #114: Zinfandel Drive/International Drive

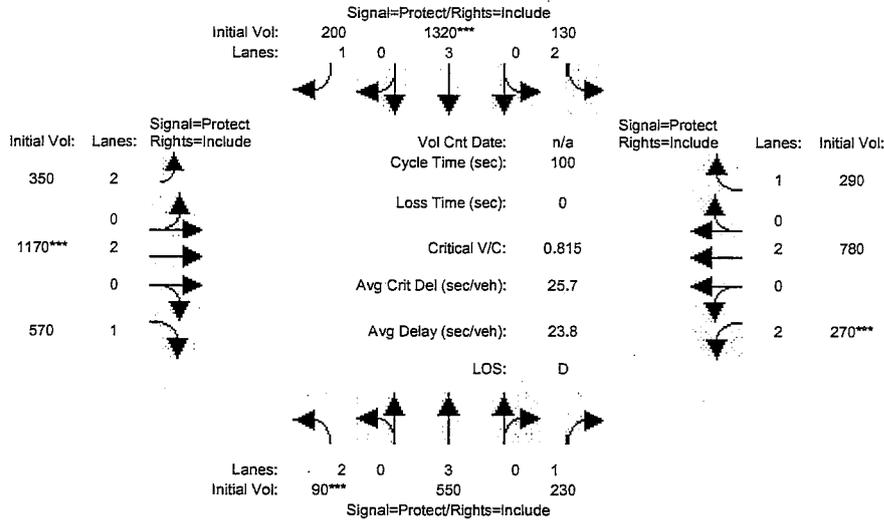


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	790	1590	330	250	560	210	150	900	60	290	1000	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	790	1590	330	250	560	210	150	900	60	290	1000	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	790	1590	330	250	560	210	150	900	60	290	1000	270
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:	790	1590	330	250	560	210	150	900	60	290	1000	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	790	1590	330	250	560	210	150	900	60	290	1000	270
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	869	1590	330	275	560	210	165	900	60	319	1000	270
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.29	0.35	0.22	0.09	0.12	0.14	0.06	0.30	0.04	0.11	0.33	0.18
Crit Vol:	530			138			450			160		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #114: Zinfandel Drive/International Drive

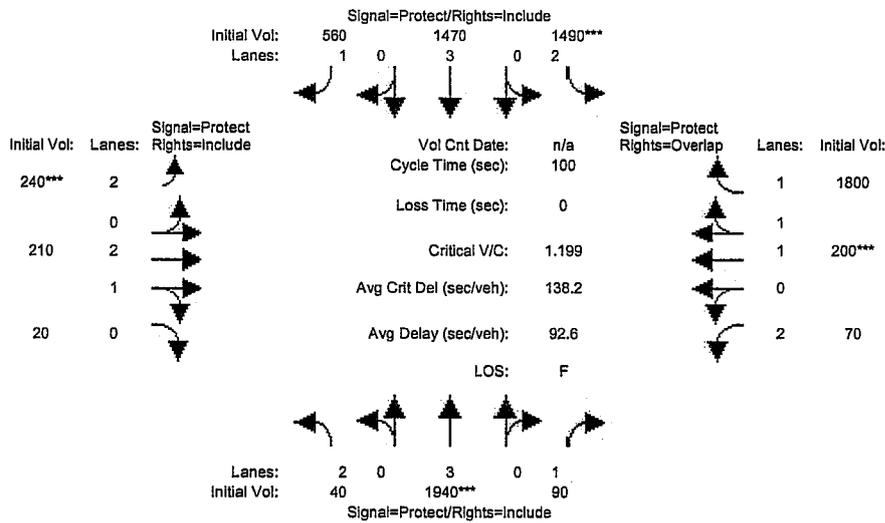


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	90	550	230	130	1320	200	350	1170	570	270	780	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	550	230	130	1320	200	350	1170	570	270	780	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	550	230	130	1320	200	350	1170	570	270	780	290
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:	90	550	230	130	1320	200	350	1170	570	270	780	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	550	230	130	1320	200	350	1170	570	270	780	290
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	99	550	230	143	1320	200	385	1170	570	297	780	290
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.15	0.05	0.29	0.13	0.13	0.39	0.38	0.10	0.26	0.19
Crit Vol:	50			440			585			149		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #115: Zinfandel Drive/White Rock Road

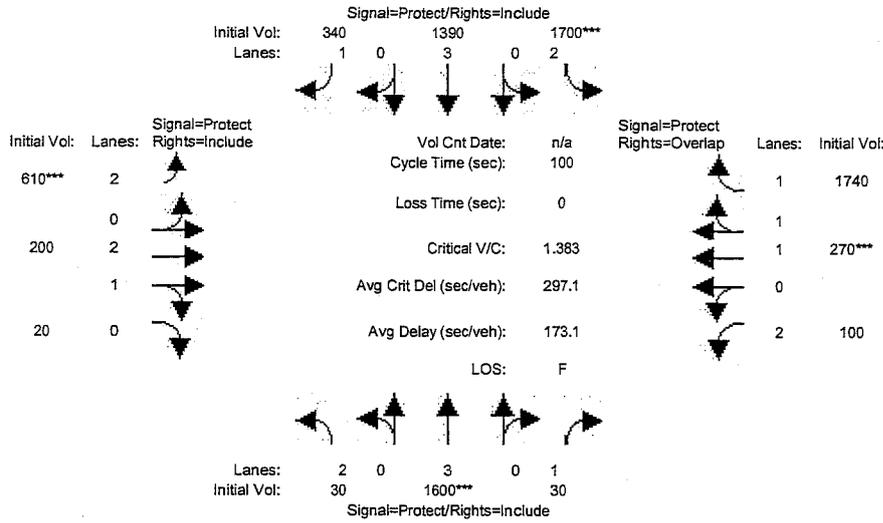


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	40	1940	90	1490	1470	560	240	210	20	70	200	1800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1940	90	1490	1470	560	240	210	20	70	200	1800
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1940	90	1490	1470	560	240	210	20	70	200	1800
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:	40	1940	90	1490	1470	560	240	210	20	70	200	1800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1940	90	1490	1470	560	240	210	20	70	200	1800
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	44	1940	90	1639	1470	560	264	210	20	77	200	1980
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.74	0.26	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4109	391	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.06	0.55	0.33	0.37	0.09	0.05	0.05	0.03	0.13	0.66
Crit Vol:	647			820			132			200		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #115: Zinfandel Drive/White Rock Road

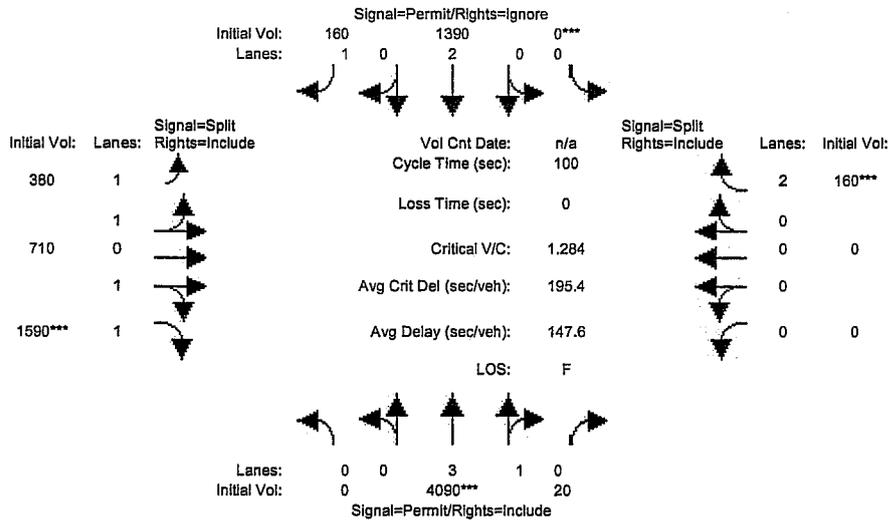


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	1600	30	1700	1390	340	610	200	20	100	270	1740
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1600	30	1700	1390	340	610	200	20	100	270	1740
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1600	30	1700	1390	340	610	200	20	100	270	1740
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:	30	1600	30	1700	1390	340	610	200	20	100	270	1740
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1600	30	1700	1390	340	610	200	20	100	270	1740
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	33	1600	30	1870	1390	340	671	200	20	110	270	1914
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.73	0.27	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4091	409	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.02	0.62	0.31	0.23	0.22	0.05	0.05	0.04	0.18	0.64
Crit Vol:	533			935			336			270		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

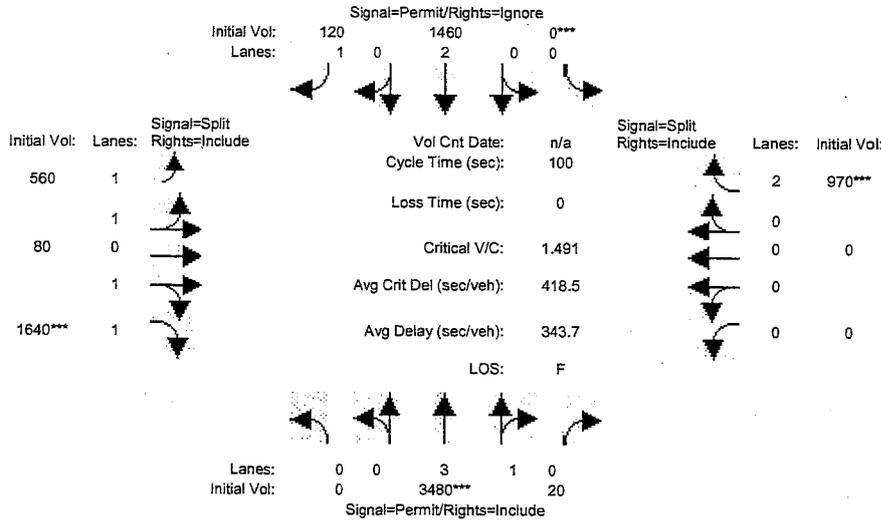


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	4090	20	0	1390	160	380	710	1590	0	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4090	20	0	1390	160	380	710	1590	0	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4090	20	0	1390	160	380	710	1590	0	0	160
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4090	20	0	1390	0	380	710	1590	0	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4090	20	0	1390	0	380	710	1590	0	0	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	0	4090	20	0	1390	0	418	710	1749	0	0	176
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.98	0.02	0.00	2.00	1.00	1.00	1.00	2.00	0.00	0.00	2.00
Final Sat.:	0	6170	30	0	3100	1550	1550	1550	3100	0	0	3100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.66	0.00	0.45	0.00	0.27	0.46	0.56	0.00	0.00	0.06
Crit Vol:		1028			0				874			88
Crit Moves:		***			***				***			***

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project No Hazel

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

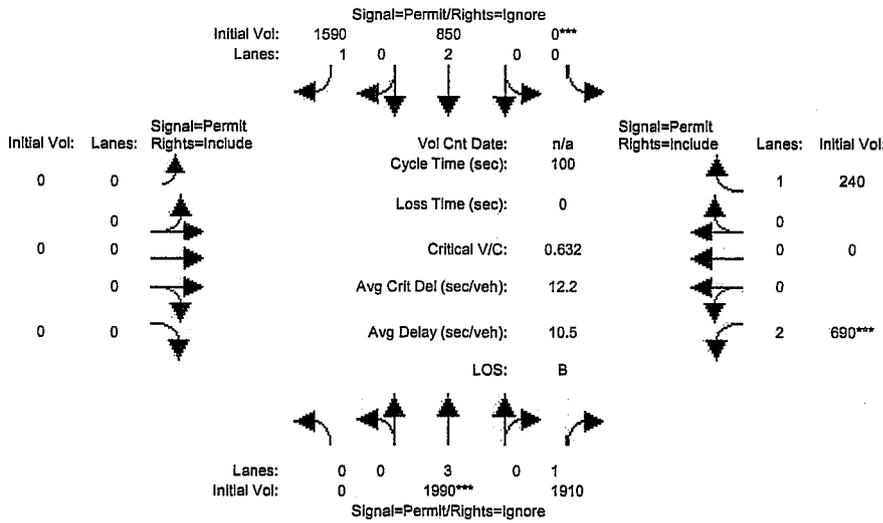


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3480	20	0	1460	120	560	80	1640	0	0	970
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3480	20	0	1460	120	560	80	1640	0	0	970
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3480	20	0	1460	120	560	80	1640	0	0	970
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3480	20	0	1460	0	560	80	1640	0	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3480	20	0	1460	0	560	80	1640	0	0	970
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	0	3480	20	0	1460	0	616	80	1804	0	0	1067
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.98	0.02	0.00	2.00	1.00	1.77	0.23	2.00	0.00	0.00	2.00
Final Sat.:	0	6165	35	0	3100	1550	2744	356	3100	0	0	3100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.56	0.00	0.47	0.00	0.22	0.22	0.58	0.00	0.00	0.34
Crit Vol:		875			0				902			534
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

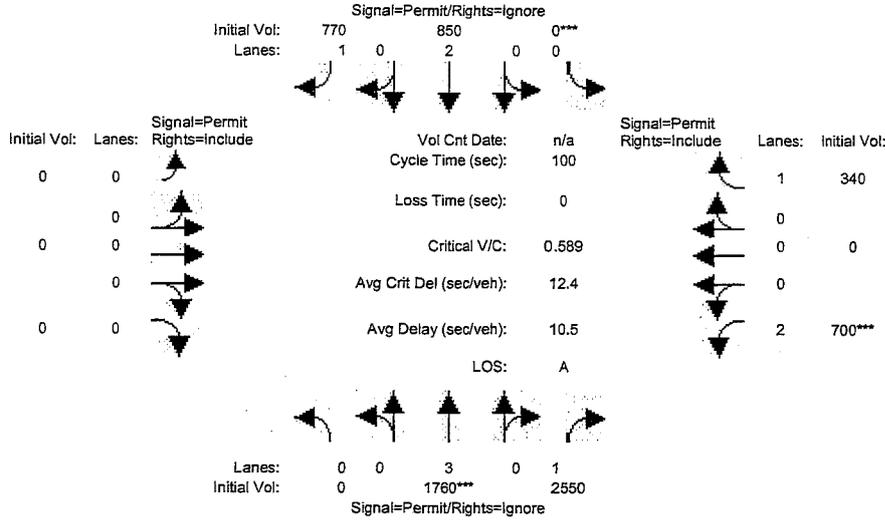


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1990	1910	0	850	1590	0	0	0	690	0	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1990	1910	0	850	1590	0	0	0	690	0	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1990	1910	0	850	1590	0	0	0	690	0	240
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1990	0	0	850	0	0	0	0	690	0	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1990	0	0	850	0	0	0	0	690	0	240
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1990	0	0	850	0	0	0	0	759	0	240
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4950	1650	0	3300	1650	0	0	0	3300	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.23	0.00	0.15
Crit Vol:		663			0				0	380		
Crit Moves:		***			***					***		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

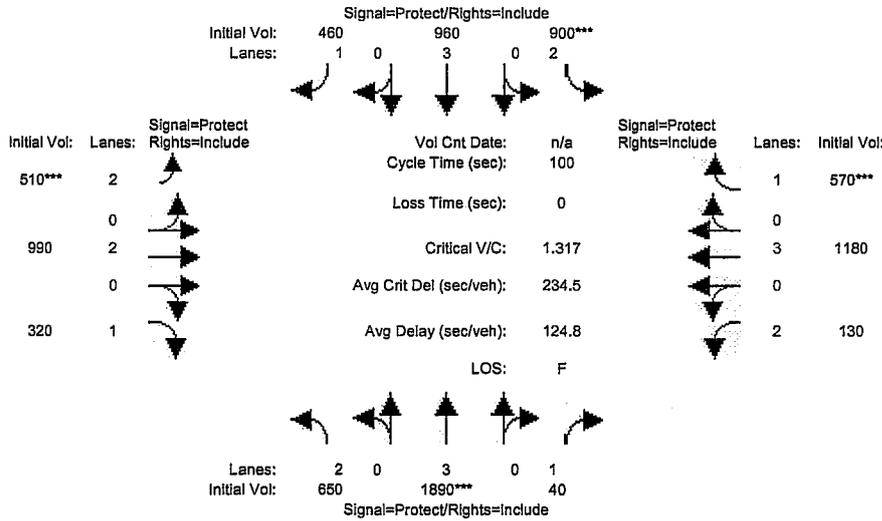


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1760	2550	0	850	770	0	0	0	700	0	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1760	2550	0	850	770	0	0	0	700	0	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1760	2550	0	850	770	0	0	0	700	0	340
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1760	0	0	850	0	0	0	0	700	0	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1760	0	0	850	0	0	0	0	700	0	340
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1760	0	0	850	0	0	0	0	770	0	340
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4950	1650	0	3300	1650	0	0	0	3300	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.23	0.00	0.21
Crit Vol:		587			0			0			385	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #118: Sunrise Boulevard/White Rock Road

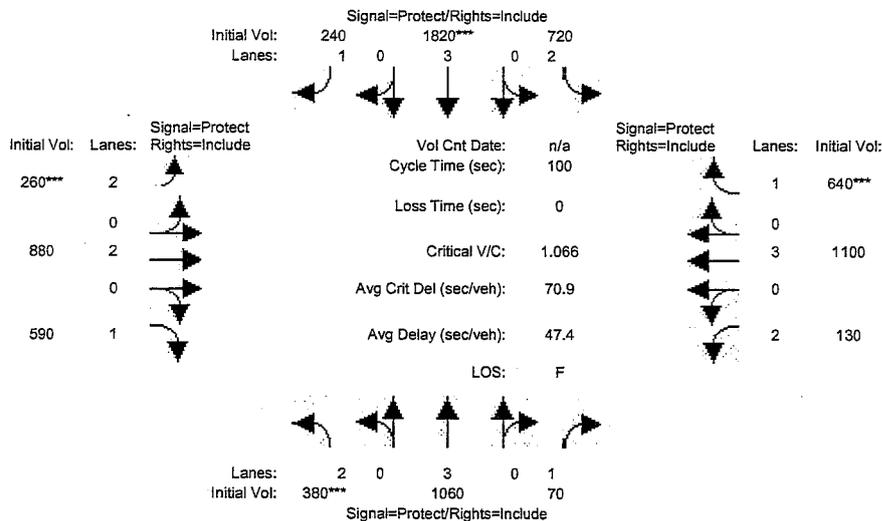


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	650	1890	40	900	960	460	510	990	320	130	1180	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	650	1890	40	900	960	460	510	990	320	130	1180	570
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	650	1890	40	900	960	460	510	990	320	130	1180	570
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:	650	1890	40	900	960	460	510	990	320	130	1180	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	650	1890	40	900	960	460	510	990	320	130	1180	570
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	715	1890	40	990	960	460	561	990	320	143	1180	570
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.24	0.42	0.03	0.33	0.21	0.31	0.19	0.33	0.21	0.05	0.26	0.38
Crit Vol:	630			495			281			570		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #118: Sunrise Boulevard/White Rock Road

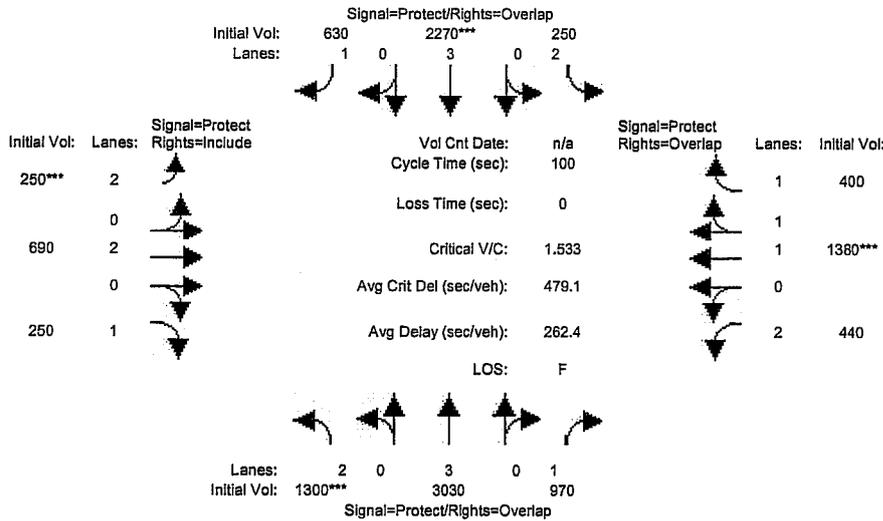


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	380	1060	70	720	1820	240	260	880	590	130	1100	640
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1060	70	720	1820	240	260	880	590	130	1100	640
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	1060	70	720	1820	240	260	880	590	130	1100	640
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:	380	1060	70	720	1820	240	260	880	590	130	1100	640
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1060	70	720	1820	240	260	880	590	130	1100	640
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	418	1060	70	792	1820	240	286	880	590	143	1100	640
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.05	0.26	0.40	0.16	0.10	0.29	0.39	0.05	0.24	0.43
Crit Vol:	209			607			143					640
Crit Moves:	****			****			****					****

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #119: Sunrise Boulevard/Folsom Boulevard

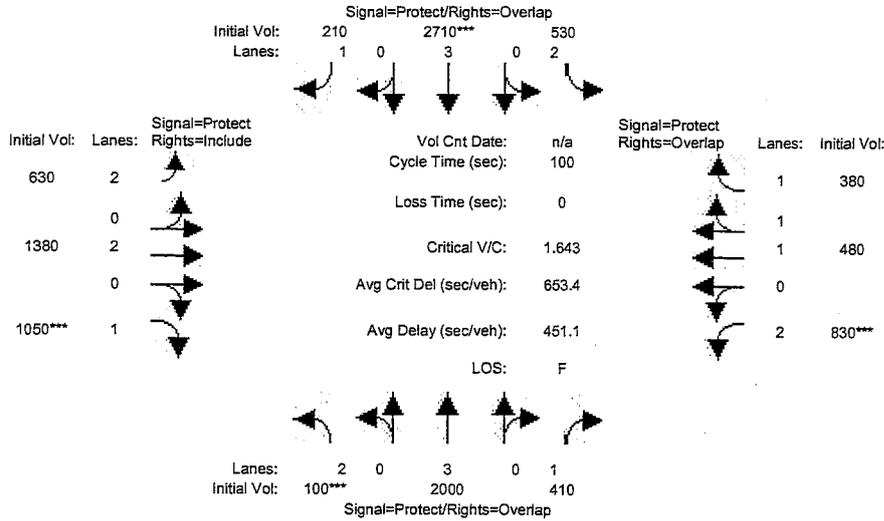


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1300	3030	970	250	2270	630	250	690	250	440	1380	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1300	3030	970	250	2270	630	250	690	250	440	1380	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1300	3030	970	250	2270	630	250	690	250	440	1380	400
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:	1300	3030	970	250	2270	630	250	690	250	440	1380	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1300	3030	970	250	2270	630	250	690	250	440	1380	400
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	1430	3030	970	275	2270	630	275	690	250	484	1380	440
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.48	0.67	0.65	0.09	0.50	0.42	0.09	0.23	0.17	0.16	0.46	0.29
Crit Vol:	715			757			138			690		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #119: Sunrise Boulevard/Folsom Boulevard

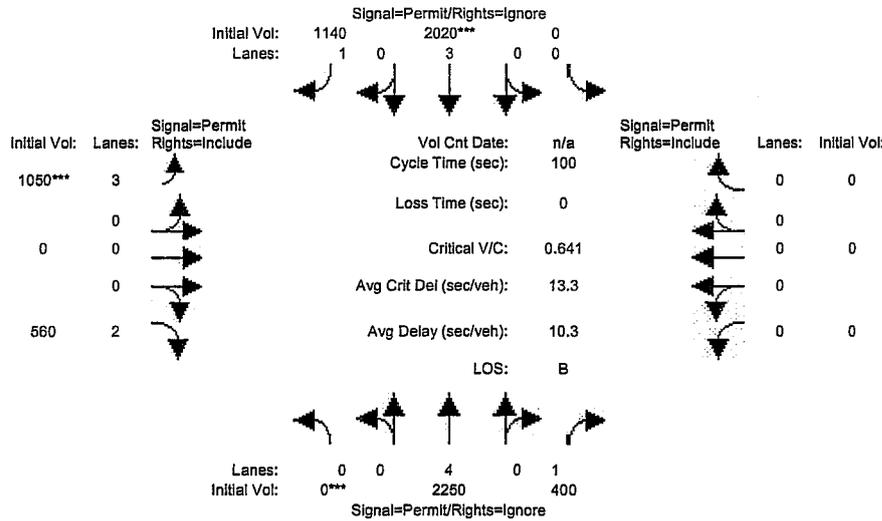


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	2000	410	530	2710	210	630	1380	1050	830	480	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2000	410	530	2710	210	630	1380	1050	830	480	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2000	410	530	2710	210	630	1380	1050	830	480	380
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:	100	2000	410	530	2710	210	630	1380	1050	830	480	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2000	410	530	2710	210	630	1380	1050	830	480	380
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	110	2000	410	583	2710	210	693	1380	1050	913	480	418
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.60	1.40
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	2405	2095
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.27	0.19	0.60	0.14	0.23	0.46	0.70	0.30	0.20	0.20
Crit Vol:	55			903			1050		457			
Crit Moves:	****			****			****		****	****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

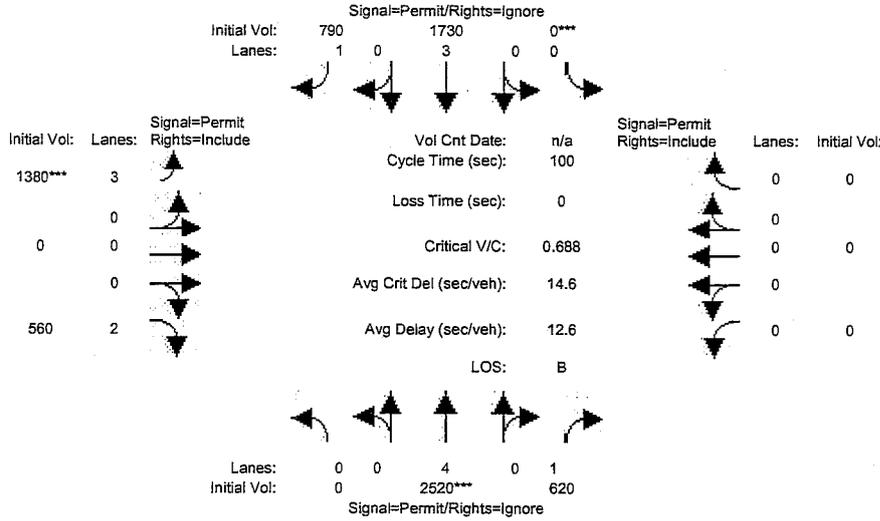


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2250	400	0	2020	1140	1050	0	560	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2250	400	0	2020	1140	1050	0	560	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2250	400	0	2020	1140	1050	0	560	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2250	0	0	2020	0	1050	0	560	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2250	0	0	2020	0	1050	0	560	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2250	0	0	2020	0	1155	0	616	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6600	1650	0	4950	1650	4950	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.41	0.00	0.23	0.00	0.19	0.00	0.00	0.00
Crit Vol:	0				673		385			0		
Crit Moves:	****				****		****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

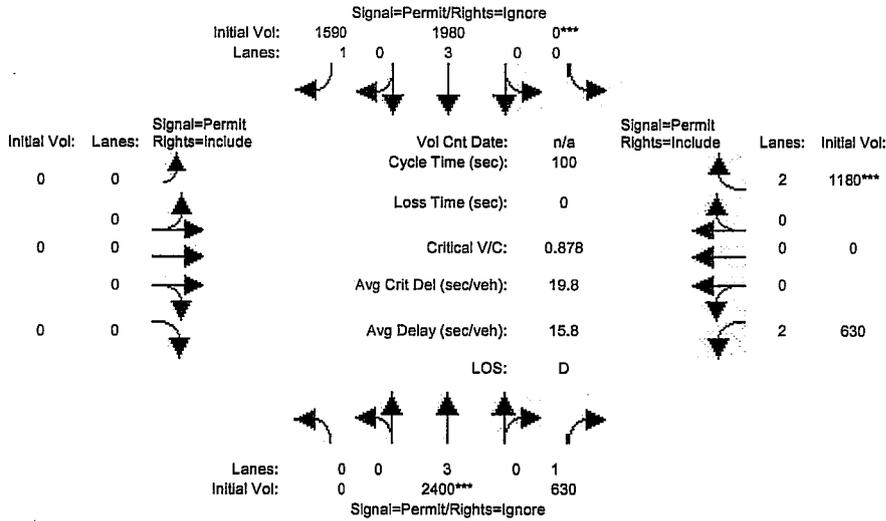


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2520	620	0	1730	790	1380	0	560	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2520	620	0	1730	790	1380	0	560	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2520	620	0	1730	790	1380	0	560	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2520	0	0	1730	0	1380	0	560	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2520	0	0	1730	0	1380	0	560	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2520	0	0	1730	0	1518	0	616	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6600	1650	0	4950	1650	4950	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.35	0.00	0.31	0.00	0.19	0.00	0.00	0.00
Crit Vol:		630			0			506			0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

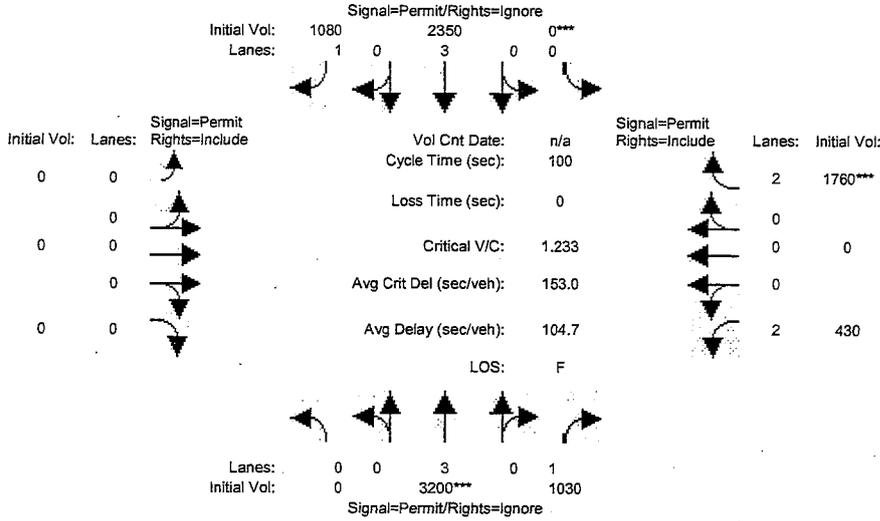


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2400	630	0	1980	1590	0	0	0	630	0	1180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2400	630	0	1980	1590	0	0	0	630	0	1180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2400	630	0	1980	1590	0	0	0	630	0	1180
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2400	0	0	1980	0	0	0	0	630	0	1180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2400	0	0	1980	0	0	0	0	630	0	1180
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	2400	0	0	1980	0	0	0	0	693	0	1298
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4950	1650	0	4950	1650	0	0	0	3300	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.21	0.00	0.39
Crit Vol:	800			0			0			649		
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

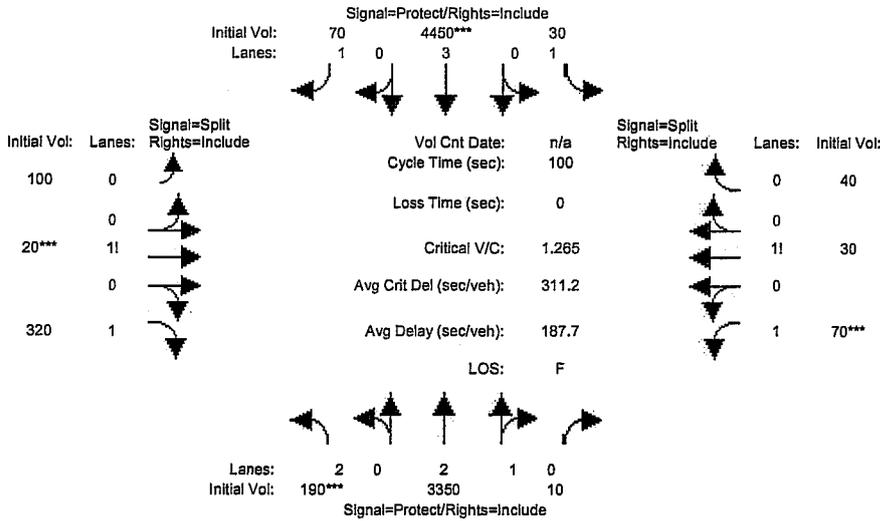


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3200	1030	0	2350	1080	0	0	0	430	0	1760
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3200	1030	0	2350	1080	0	0	0	430	0	1760
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3200	1030	0	2350	1080	0	0	0	430	0	1760
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3200	0	0	2350	0	0	0	0	430	0	1760
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3200	0	0	2350	0	0	0	0	430	0	1760
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	3200	0	0	2350	0	0	0	0	473	0	1936
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4950	1650	0	4950	1650	0	0	0	3300	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.14	0.00	0.59
Crit Vol:		1067			0			0				968
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #122: Sunrise Boulevard/Zinfandel Drive

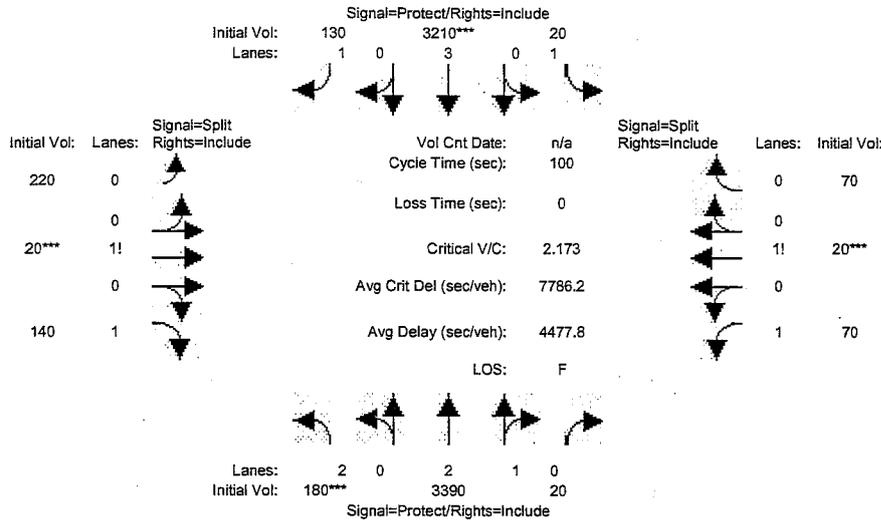


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	190	3350	10	30	4450	70	100	20	320	70	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	3350	10	30	4450	70	100	20	320	70	30	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	3350	10	30	4450	70	100	20	320	70	30	40
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:	190	3350	10	30	4450	70	100	20	320	70	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	3350	10	30	4450	70	100	20	320	70	30	40
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	209	3350	10	30	4450	70	100	20	352	77	30	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.99	0.01	1.00	3.00	1.00	0.42	0.08	1.50	1.05	0.41	0.54
Final Sat.:	3000	4487	13	1500	4500	1500	636	127	2237	1571	612	816
Capacity Analysis Module:												
Vol/Sat:	0.07	0.75	0.75	0.02	0.99	0.05	0.16	0.16	0.16	0.05	0.05	0.05
Crit Vol:	104			1483			236			74		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #122: Sunrise Boulevard/Zinfandel Drive

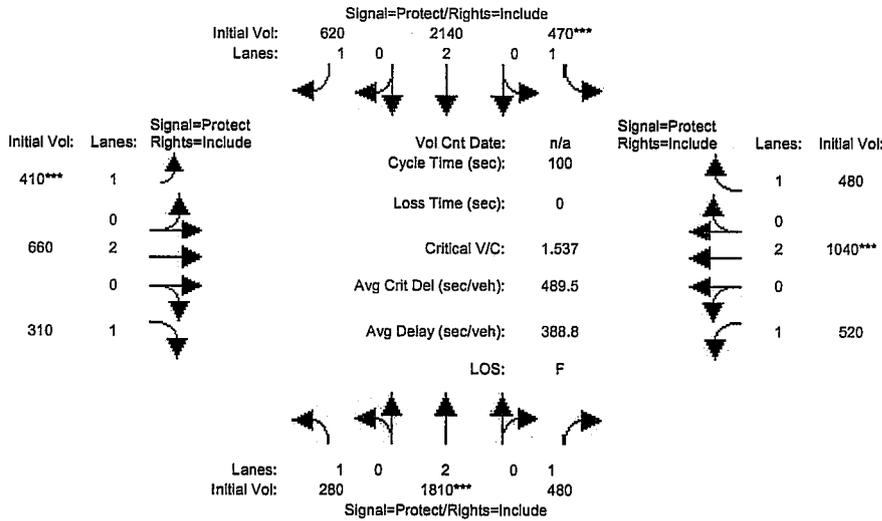


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	3390	20	20	3210	130	220	20	140	70	20	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	3390	20	20	3210	130	220	20	140	70	20	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	3390	20	20	3210	130	220	20	140	70	20	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:	180	3390	20	20	3210	130	220	20	140	70	20	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	3390	20	20	3210	130	220	20	140	70	20	70
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	198	3390	20	20	3210	130	220	20	154	77	20	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.98	0.02	1.00	3.00	1.00	0.99	0.01	1.00	1.00	0.22	0.78
Final Sat.:	3000	4474	26	1500	4500	1500	1485	15	1500	1500	333	1167
Capacity Analysis Module:												
Vol/Sat:	0.07	0.76	0.76	0.01	0.71	0.09	0.15	1.33	0.10	0.05	0.06	0.06
Crit Vol:	99				1070			2000			90	
Crit Moves:	****				****			****			****	

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #123: Hazel Avenue/Folsom Boulevard

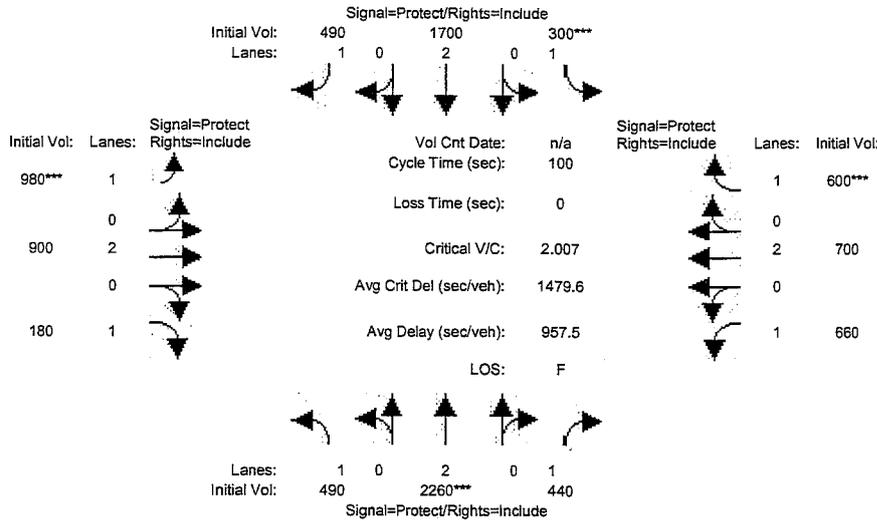


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	280	1810	480	470	2140	620	410	660	310	520	1040	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1810	480	470	2140	620	410	660	310	520	1040	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1810	480	470	2140	620	410	660	310	520	1040	480
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:	280	1810	480	470	2140	620	410	660	310	520	1040	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1810	480	470	2140	620	410	660	310	520	1040	480
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
Final Vol.:	280	1810	480	470	2140	620	410	660	310	520	1040	480
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.60	0.32	0.31	0.71	0.41	0.27	0.22	0.21	0.35	0.35	0.32
Crit Vol:	905			470			410			520		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project No Hazel

Intersection #123: Hazel Avenue/Folsom Boulevard

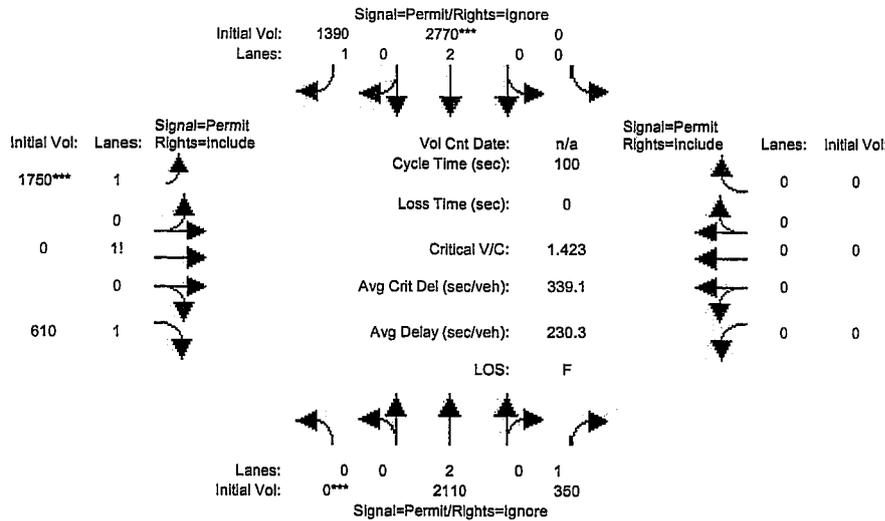


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	490	2260	440	300	1700	490	980	900	180	660	700	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	2260	440	300	1700	490	980	900	180	660	700	600
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	2260	440	300	1700	490	980	900	180	660	700	600
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:	490	2260	440	300	1700	490	980	900	180	660	700	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	2260	440	300	1700	490	980	900	180	660	700	600
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
Final Vol.:	490	2260	440	300	1700	490	980	900	180	660	700	600
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.33	0.75	0.29	0.20	0.57	0.33	0.65	0.30	0.12	0.44	0.23	0.40
Crit Vol:	1130			300			980			600		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

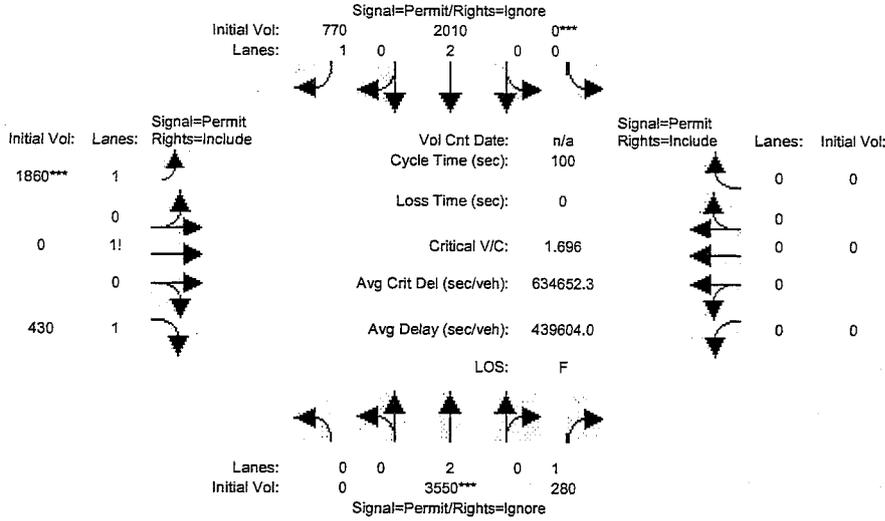


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2110	350	0	2770	1390	1750	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2110	350	0	2770	1390	1750	0	610	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2110	350	0	2770	1390	1750	0	610	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2110	0	0	2770	0	1750	0	610	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2110	0	0	2770	0	1750	0	610	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2110	0	0	2770	0	1925	0	671	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3300	1650	0	3300	1650	3300	0	1650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.00	0.00	0.84	0.00	0.58	0.00	0.41	0.00	0.00	0.00
Crit Vol:	0				1385		963			0		
Crit Moves:	****				****		****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

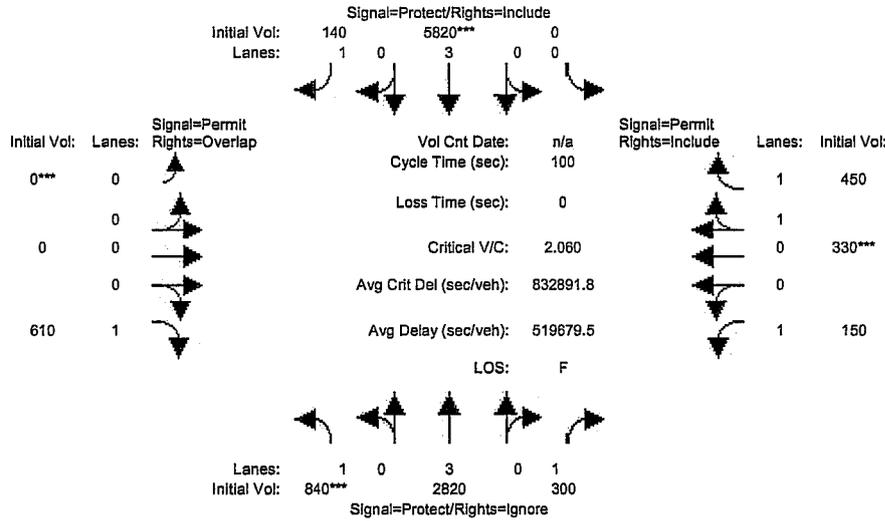


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3550	280	0	2010	770	1860	0	430	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3550	280	0	2010	770	1860	0	430	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3550	280	0	2010	770	1860	0	430	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3550	0	0	2010	0	1860	0	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3550	0	0	2010	0	1860	0	430	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	3550	0	0	2010	0	2046	0	473	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3300	1650	0	3300	1650	3300	0	1650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	1.08	0.00	0.00	0.61	0.00	0.62	0.00	0.29	0.00	0.00	0.00
Crit Vol:	1775			0			1023			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

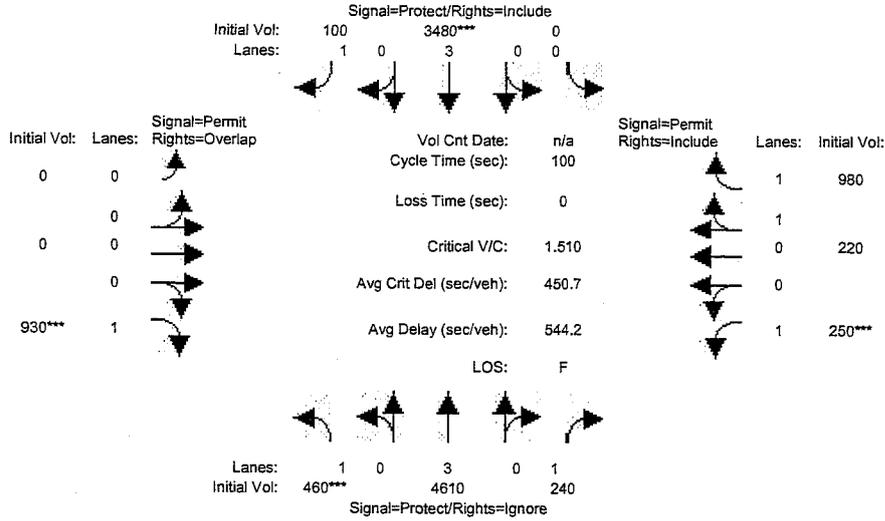


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	840	2820	300	0	5820	140	0	0	610	150	330	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	840	2820	300	0	5820	140	0	0	610	150	330	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	840	2820	300	0	5820	140	0	0	610	150	330	450
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	840	2820	0	0	5820	140	0	0	610	150	330	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	840	2820	0	0	5820	140	0	0	610	150	330	450
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	840	2820	0	0	5820	140	0	0	610	150	330	495
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.80	1.20
Final Sat.:	1550	4650	1550	0	4650	1550	0	0	1550	1550	1240	1860
Capacity Analysis Module:												
Vol/Sat:	0.54	0.61	0.00	0.00	1.25	0.09	0.00	0.00	0.39	0.10	0.27	0.27
Crit Vol:	840				1940		0				413	
Crit Moves:	****				****		****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

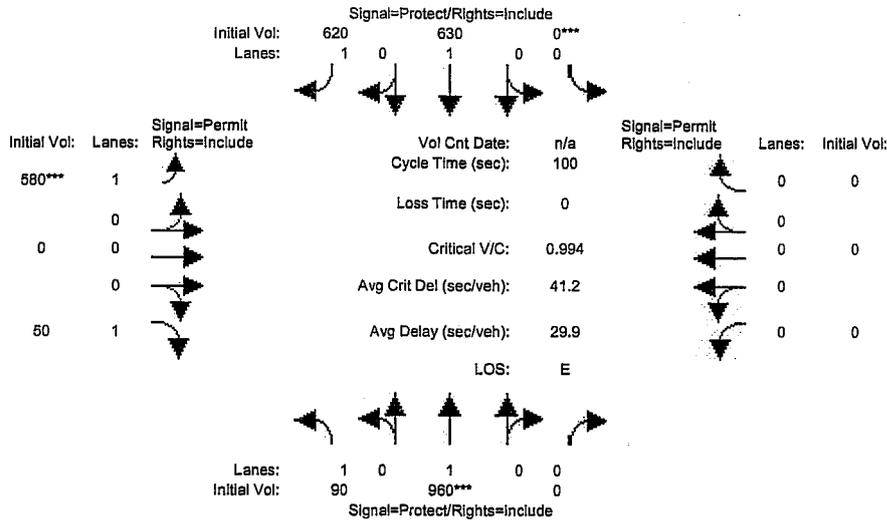


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	460	4610	240	0	3480	100	0	0	930	250	220	980
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	4610	240	0	3480	100	0	0	930	250	220	980
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	4610	240	0	3480	100	0	0	930	250	220	980
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	460	4610	0	0	3480	100	0	0	930	250	220	980
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	4610	0	0	3480	100	0	0	930	250	220	980
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	460	4610	0	0	3480	100	0	0	930	250	220	1078
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.34	1.66
Final Sat.:	1550	4650	1550	0	4650	1550	0	0	1550	1550	525	2575
Capacity Analysis Module:												
Vol/Sat:	0.30	0.99	0.00	0.00	0.75	0.06	0.00	0.00	0.60	0.16	0.42	0.42
Crit Vol:	0			1160			930	250				
Crit Moves:	****			****			****	****				

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #126: Grant Line/White Rock Road

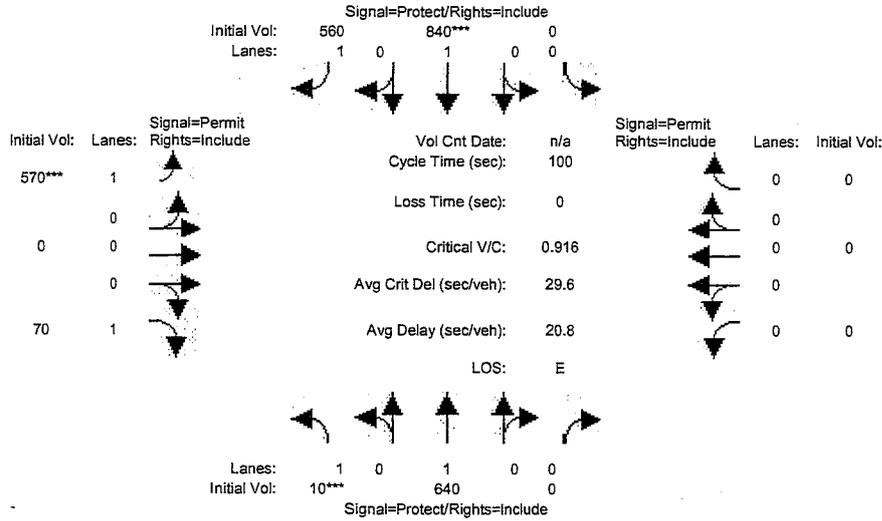


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	90	960	0	0	630	620	580	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	960	0	0	630	620	580	0	50	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	960	0	0	630	620	580	0	50	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:	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:	90	960	0	0	630	620	580	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	960	0	0	630	620	580	0	50	0	0	0
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
Final Vol.:	90	960	0	0	630	620	580	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	1550	0	0	1550	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.62	0.00	0.00	0.41	0.40	0.37	0.00	0.03	0.00	0.00	0.00
Crit Vol:	960			0			580			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #126: Grant Line/White Rock Road

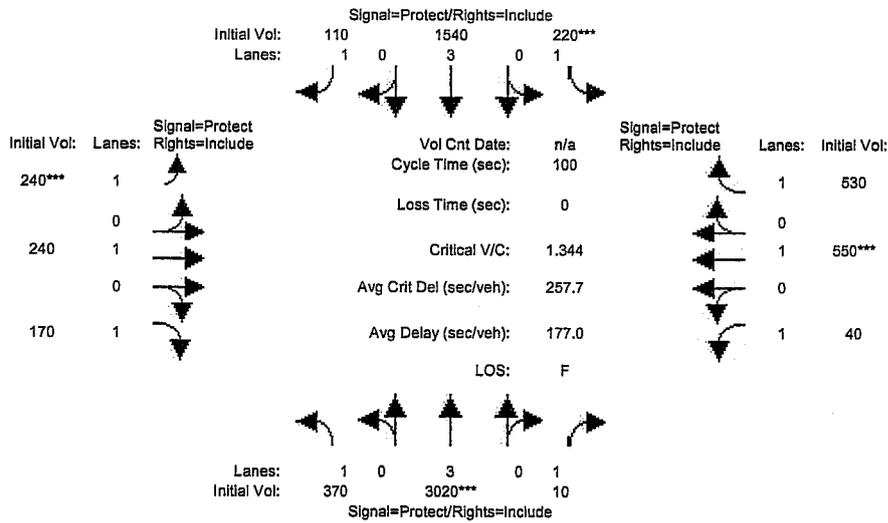


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	640	0	0	840	560	570	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	640	0	0	840	560	570	0	70	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	640	0	0	840	560	570	0	70	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:	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:	10	640	0	0	840	560	570	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	640	0	0	840	560	570	0	70	0	0	0
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
Final Vol.:	10	640	0	0	840	560	570	0	70	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	1550	0	0	1550	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.00	0.00	0.54	0.36	0.37	0.00	0.05	0.00	0.00	0.00
Crit Vol:	10				840		570				0	
Crit Moves:	****				****		****					

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #127: Sunrise Blvd/Kiefer Blvd

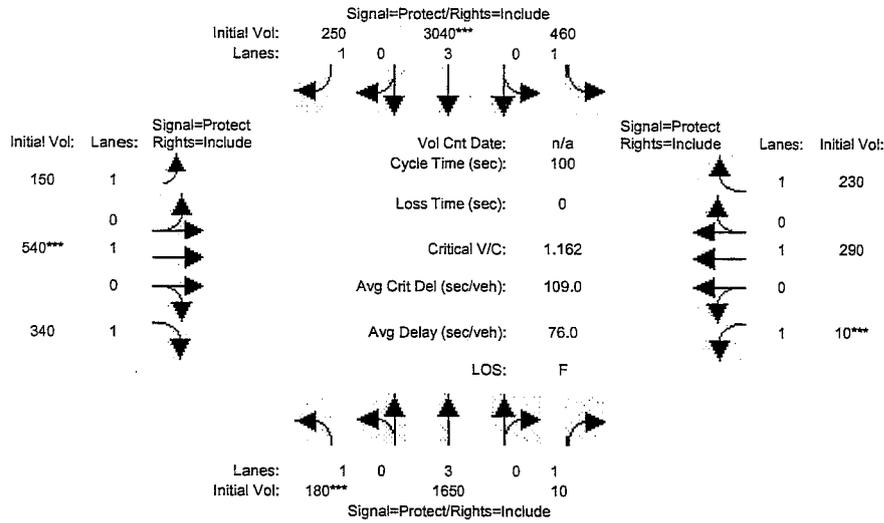


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	370	3020	10	220	1540	110	240	240	170	40	550	530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	3020	10	220	1540	110	240	240	170	40	550	530
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	3020	10	220	1540	110	240	240	170	40	550	530
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:	370	3020	10	220	1540	110	240	240	170	40	550	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	3020	10	220	1540	110	240	240	170	40	550	530
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
Final Vol.:	370	3020	10	220	1540	110	240	240	170	40	550	530
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.25	0.67	0.01	0.15	0.34	0.07	0.16	0.16	0.11	0.03	0.37	0.35
Crit Vol:	1007			220			240			550		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project No Hazel

Intersection #127: Sunrise Blvd/Kiefer Blvd

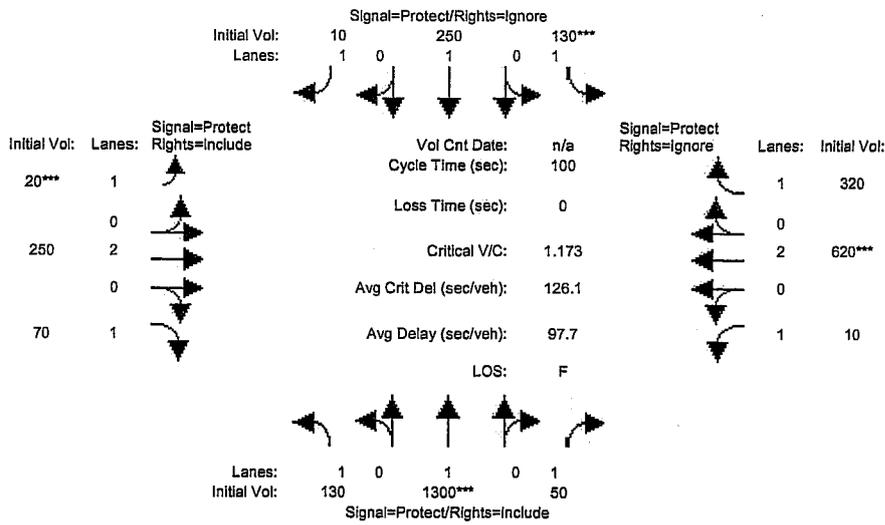


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	1650	10	460	3040	250	150	540	340	10	290	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1650	10	460	3040	250	150	540	340	10	290	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1650	10	460	3040	250	150	540	340	10	290	230
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:	180	1650	10	460	3040	250	150	540	340	10	290	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1650	10	460	3040	250	150	540	340	10	290	230
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
Final Vol.:	180	1650	10	460	3040	250	150	540	340	10	290	230
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.01	0.31	0.68	0.17	0.10	0.36	0.23	0.01	0.19	0.15
Crit Vol:	180			1013			540			10		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #128: Eagles Nest/Kiefer

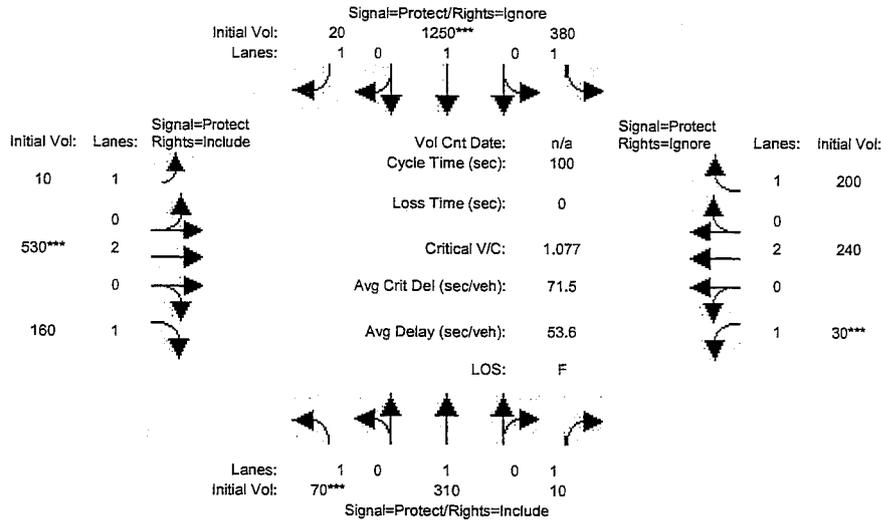


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	130	1300	50	130	250	10	20	250	70	10	620	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1300	50	130	250	10	20	250	70	10	620	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1300	50	130	250	10	20	250	70	10	620	320
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	1300	50	130	250	0	20	250	70	10	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1300	50	130	250	0	20	250	70	10	620	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	130	1300	50	130	250	0	20	250	70	10	620	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.87	0.03	0.09	0.17	0.00	0.01	0.08	0.05	0.01	0.21	0.00
Crit Vol:	1300			130			20			310		
Crit Moves:	***			***			***			***		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #128: Eagles Nest/Kiefer

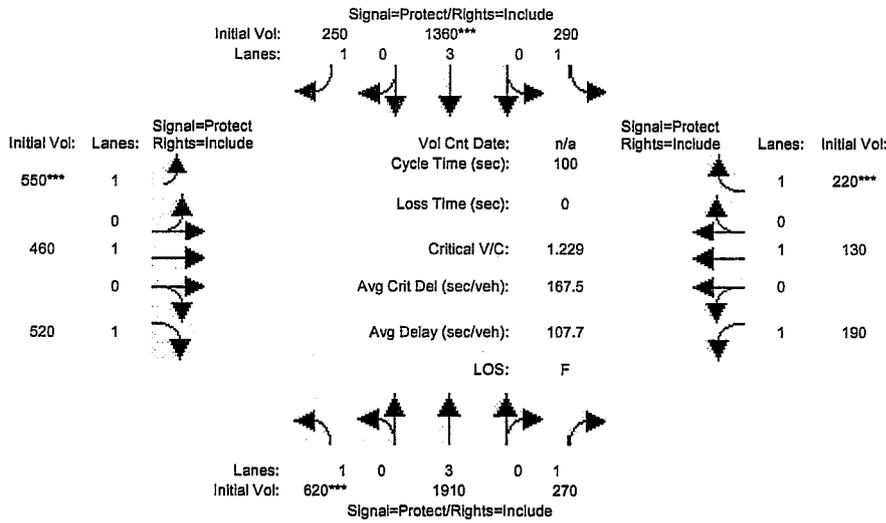


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	70	310	10	380	1250	20	10	530	160	30	240	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	310	10	380	1250	20	10	530	160	30	240	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	310	10	380	1250	20	10	530	160	30	240	200
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	310	10	380	1250	0	10	530	160	30	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	310	10	380	1250	0	10	530	160	30	240	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	70	310	10	380	1250	0	10	530	160	30	240	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.01	0.25	0.83	0.00	0.01	0.18	0.11	0.02	0.08	0.00
Crit Vol:	70			1250			265			30		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #129: Sunrise/International

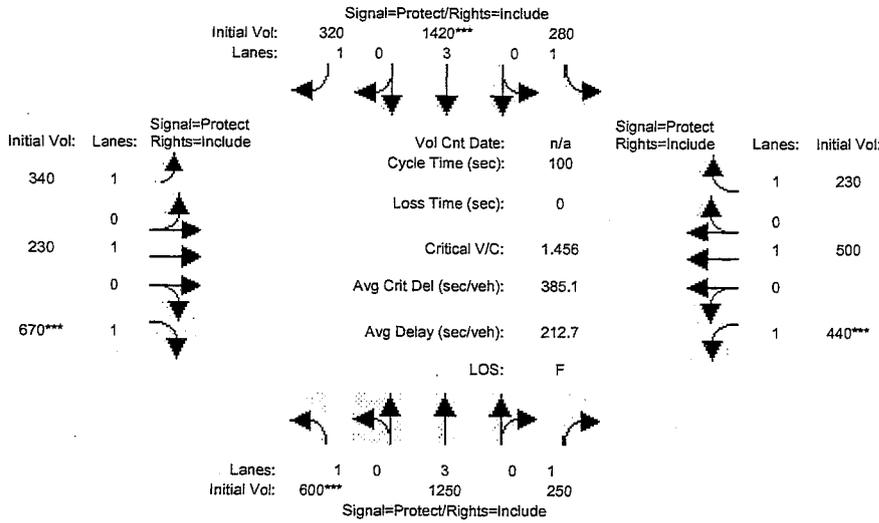


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	620	1910	270	290	1360	250	550	460	520	190	130	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	620	1910	270	290	1360	250	550	460	520	190	130	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	1910	270	290	1360	250	550	460	520	190	130	220
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:	620	1910	270	290	1360	250	550	460	520	190	130	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	1910	270	290	1360	250	550	460	520	190	130	220
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
Final Vol.:	620	1910	270	290	1360	250	550	460	520	190	130	220
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.41	0.42	0.18	0.19	0.30	0.17	0.37	0.31	0.35	0.13	0.09	0.15
Crit Vol:	620			453			550			220		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #129: Sunrise/International

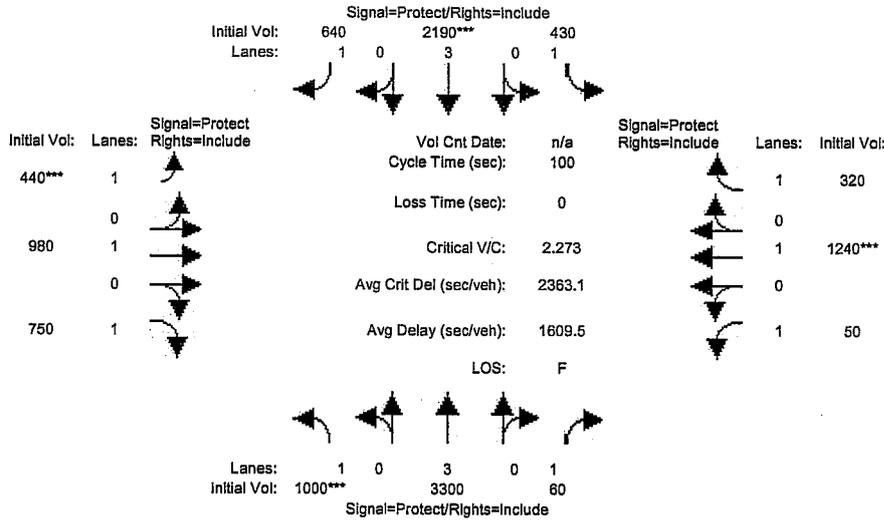


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	600	1250	250	280	1420	320	340	230	670	440	500	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	1250	250	280	1420	320	340	230	670	440	500	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	1250	250	280	1420	320	340	230	670	440	500	230
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:	600	1250	250	280	1420	320	340	230	670	440	500	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	1250	250	280	1420	320	340	230	670	440	500	230
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
Final Vol.:	600	1250	250	280	1420	320	340	230	670	440	500	230
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.40	0.28	0.17	0.19	0.32	0.21	0.23	0.15	0.45	0.29	0.33	0.15
Crit Vol:	600				473				670	440		
Crit Moves:	****				****				****	****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #130: Jaeger/White Rock

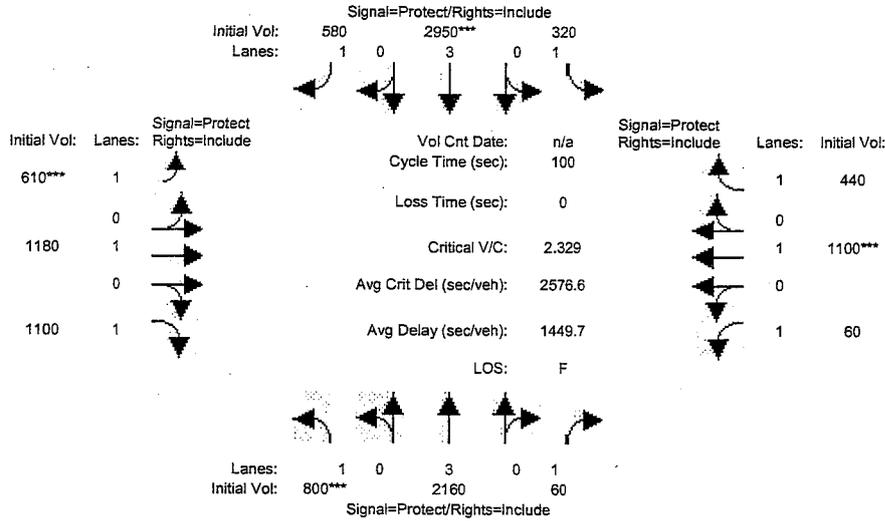


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1000	3300	60	430	2190	640	440	980	750	50	1240	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1000	3300	60	430	2190	640	440	980	750	50	1240	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1000	3300	60	430	2190	640	440	980	750	50	1240	320
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:	1000	3300	60	430	2190	640	440	980	750	50	1240	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1000	3300	60	430	2190	640	440	980	750	50	1240	320
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
Final Vol.:	1000	3300	60	430	2190	640	440	980	750	50	1240	320
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.67	0.73	0.04	0.29	0.49	0.43	0.29	0.65	0.50	0.03	0.83	0.21
Crit Vol:	1000			730			440			1240		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #130: Jaeger/White Rock

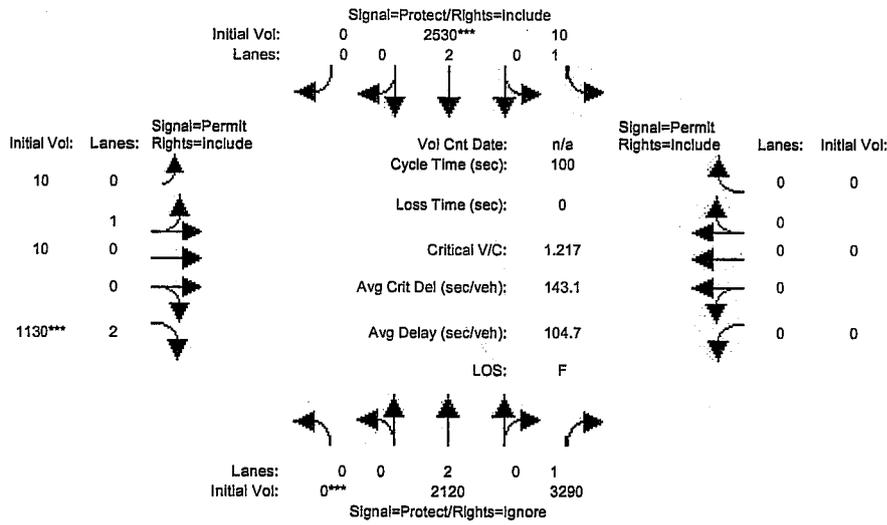


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	800	2160	60	320	2950	580	610	1180	1100	60	1100	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	800	2160	60	320	2950	580	610	1180	1100	60	1100	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	800	2160	60	320	2950	580	610	1180	1100	60	1100	440
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:	800	2160	60	320	2950	580	610	1180	1100	60	1100	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	800	2160	60	320	2950	580	610	1180	1100	60	1100	440
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
Final Vol.:	800	2160	60	320	2950	580	610	1180	1100	60	1100	440
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.53	0.48	0.04	0.21	0.66	0.39	0.41	0.79	0.73	0.04	0.73	0.29
Crit Vol:	800			983			610			1100		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #131: Sunrise Reliever/50EB

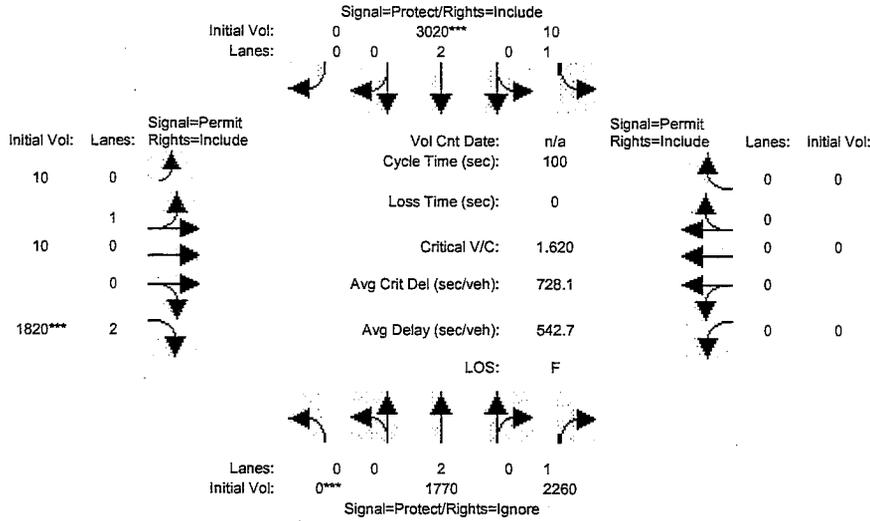


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2120	3290	10	2530	0	10	10	1130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2120	3290	10	2530	0	10	10	1130	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2120	3290	10	2530	0	10	10	1130	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2120	0	10	2530	0	10	10	1130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2120	0	10	2530	0	10	10	1130	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2120	0	10	2530	0	10	10	1243	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	2.00	1.00	1.00	2.00	0.00	0.50	0.50	2.00	0.00	0.00	0.00
Final Sat.:	0	3100	1550	1550	3100	0	775	775	3100	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.68	0.00	0.01	0.82	0.00	0.01	0.01	0.40	0.00	0.00	0.00
Crit Vol:	0			1265			622			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project No Hazel

Intersection #131: Sunrise Reliever/50EB

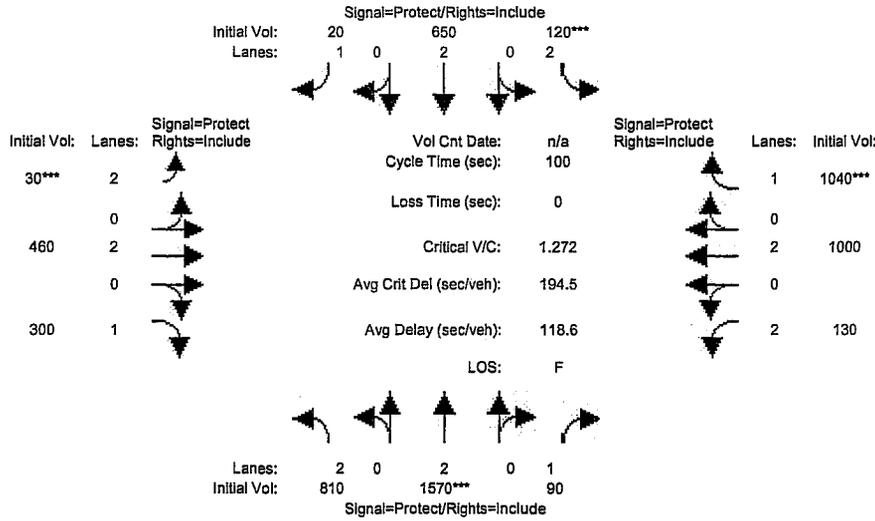


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1770	2260	10	3020	0	10	10	1820	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1770	2260	10	3020	0	10	10	1820	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1770	2260	10	3020	0	10	10	1820	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1770	0	10	3020	0	10	10	1820	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1770	0	10	3020	0	10	10	1820	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1770	0	10	3020	0	10	10	2002	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	2.00	1.00	1.00	2.00	0.00	0.50	0.50	2.00	0.00	0.00	0.00
Final Sat.:	0	3100	1550	1550	3100	0	775	775	3100	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.00	0.01	0.97	0.00	0.01	0.01	0.65	0.00	0.00	0.00
Crit Vol:	0			1510			1001			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #133: Jaeger/Douglas

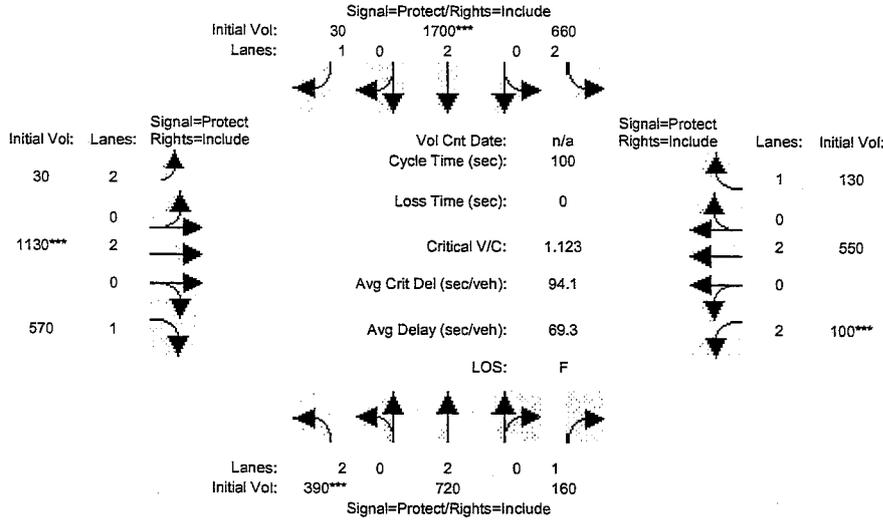


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	810	1570	90	120	650	20	30	460	300	130	1000	1040
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	810	1570	90	120	650	20	30	460	300	130	1000	1040
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	810	1570	90	120	650	20	30	460	300	130	1000	1040
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:	810	1570	90	120	650	20	30	460	300	130	1000	1040
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	810	1570	90	120	650	20	30	460	300	130	1000	1040
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	891	1570	90	132	650	20	33	460	300	143	1000	1040
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.30	0.52	0.06	0.04	0.22	0.01	0.01	0.15	0.20	0.05	0.33	0.69
Crit Vol:		785		66			17					1040
Crit Moves:		***		***			***					***

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #133: Jaeger/Douglas

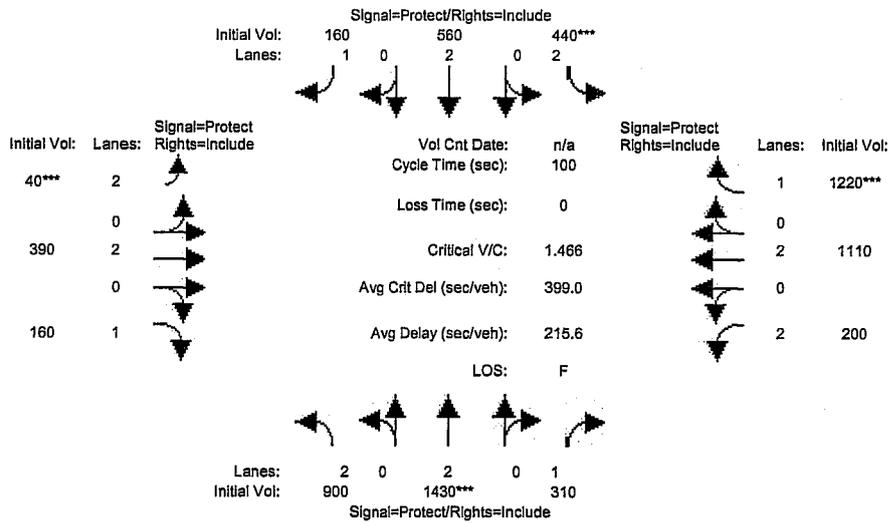


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	390	720	160	660	1700	30	30	1130	570	100	550	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	720	160	660	1700	30	30	1130	570	100	550	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	720	160	660	1700	30	30	1130	570	100	550	130
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:	390	720	160	660	1700	30	30	1130	570	100	550	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	720	160	660	1700	30	30	1130	570	100	550	130
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	429	720	160	726	1700	30	33	1130	570	110	550	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.11	0.24	0.57	0.02	0.01	0.38	0.38	0.04	0.18	0.09
Crit Vol:	214			850			565			55		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #134: Americanos/Douglas

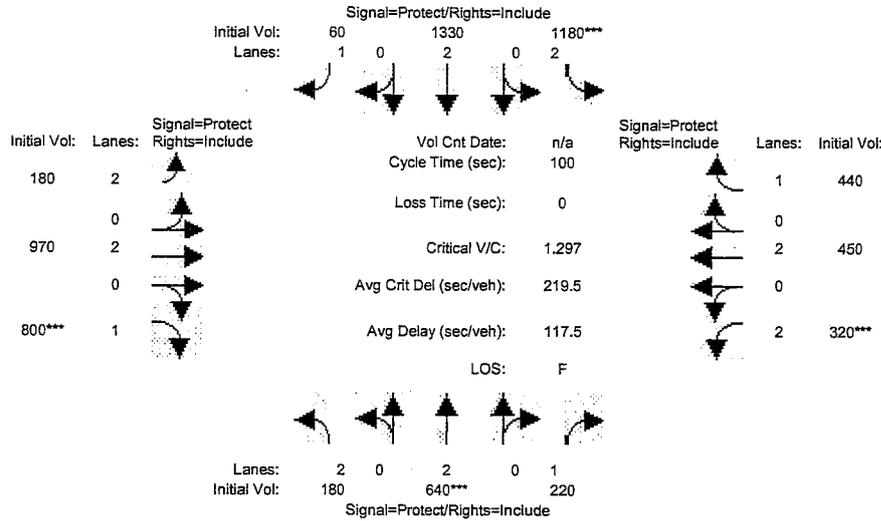


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	900	1430	310	440	560	160	40	390	160	200	1110	1220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	900	1430	310	440	560	160	40	390	160	200	1110	1220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	900	1430	310	440	560	160	40	390	160	200	1110	1220
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:	900	1430	310	440	560	160	40	390	160	200	1110	1220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	900	1430	310	440	560	160	40	390	160	200	1110	1220
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	990	1430	310	484	560	160	44	390	160	220	1110	1220
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.33	0.48	0.21	0.16	0.19	0.11	0.01	0.13	0.11	0.07	0.37	0.81
Crit Vol:		715			242			22				1220
Crit Moves:	****			****			****					****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #134: Americanos/Douglas

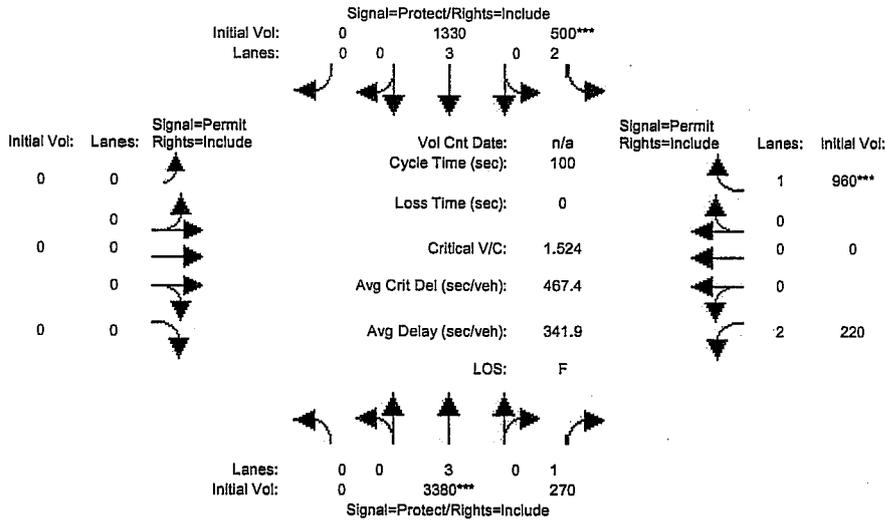


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	640	220	1180	1330	60	180	970	800	320	450	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	640	220	1180	1330	60	180	970	800	320	450	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	640	220	1180	1330	60	180	970	800	320	450	440
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:	180	640	220	1180	1330	60	180	970	800	320	450	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	640	220	1180	1330	60	180	970	800	320	450	440
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	198	640	220	1298	1330	60	198	970	800	352	450	440
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.15	0.43	0.44	0.04	0.07	0.32	0.53	0.12	0.15	0.29
Crit Vol:	320			649			800			176		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #135: Sunrise/Chrysanthy Blvd

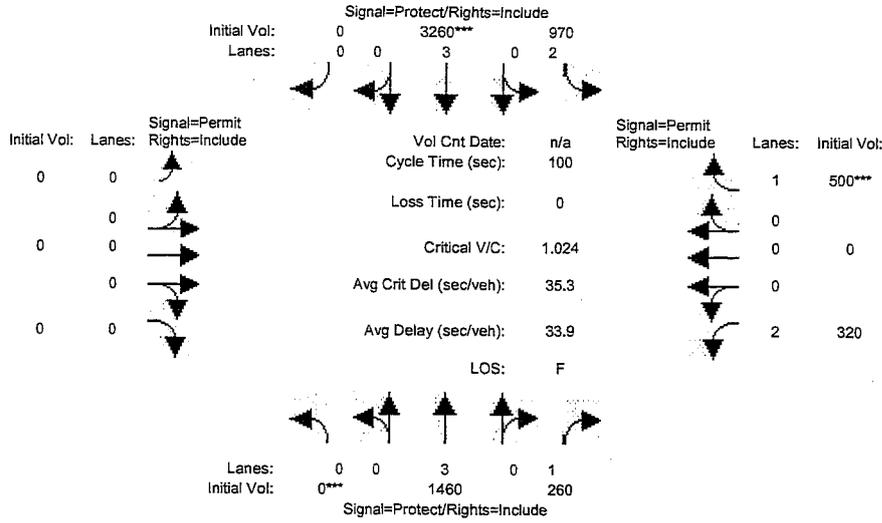


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3380	270	500	1330	0	0	0	0	220	0	960
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3380	270	500	1330	0	0	0	0	220	0	960
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3380	270	500	1330	0	0	0	0	220	0	960
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	3380	270	500	1330	0	0	0	0	220	0	960
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3380	270	500	1330	0	0	0	0	220	0	960
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	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	3380	270	550	1330	0	0	0	0	242	0	960
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4650	1550	3100	4650	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.73	0.17	0.18	0.29	0.00	0.00	0.00	0.00	0.08	0.00	0.62
Crit Vol:		1127		275			0					960
Crit Moves:	****			****								****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #135: Sunrise/Chrysanthy Blvd

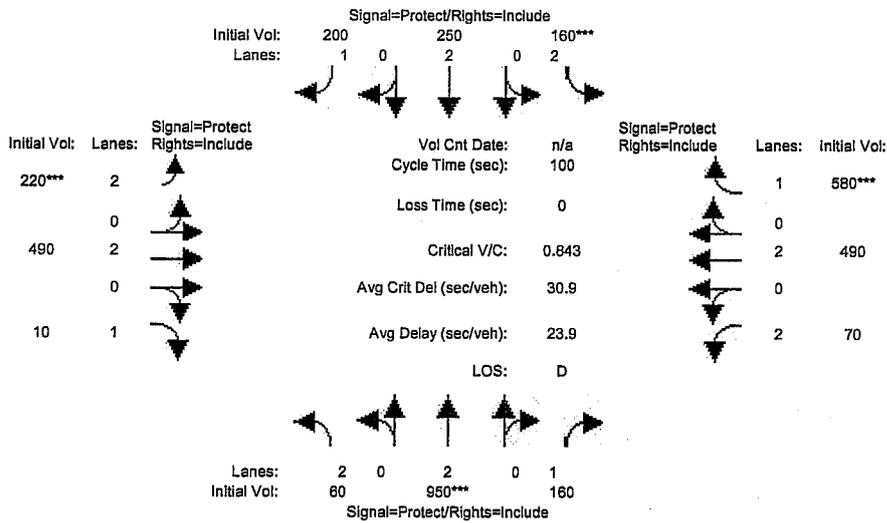


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1460	260	970	3260	0	0	0	0	320	0	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1460	260	970	3260	0	0	0	0	320	0	500
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1460	260	970	3260	0	0	0	0	320	0	500
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	1460	260	970	3260	0	0	0	0	320	0	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1460	260	970	3260	0	0	0	0	320	0	500
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	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1460	260	1067	3260	0	0	0	0	352	0	500
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4650	1550	3100	4650	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.17	0.34	0.70	0.00	0.00	0.00	0.00	0.11	0.00	0.32
Crit Vol:	0			1087			0					500
Crit Moves:	****			****								****

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project No Hazel

Intersection #136: Jaeger Rd/Chrysanthy Blvd

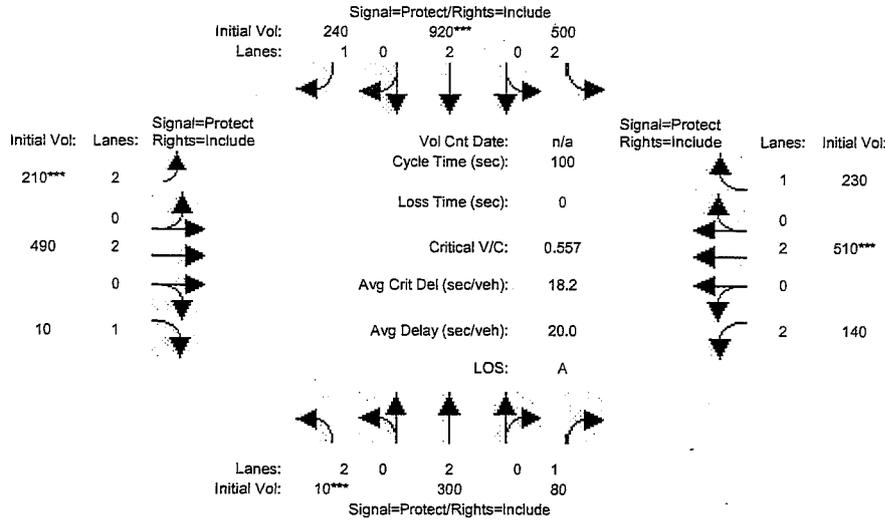


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	950	160	160	250	200	220	490	10	70	490	580
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	950	160	160	250	200	220	490	10	70	490	580
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	950	160	160	250	200	220	490	10	70	490	580
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:	60	950	160	160	250	200	220	490	10	70	490	580
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	950	160	160	250	200	220	490	10	70	490	580
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	66	950	160	176	250	200	242	490	10	77	490	580
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.11	0.06	0.08	0.13	0.08	0.16	0.01	0.03	0.16	0.39
Crit Vol:	475			88			121			580		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project No Hazel

Intersection #136: Jaeger Rd/Chrysanthy Blvd

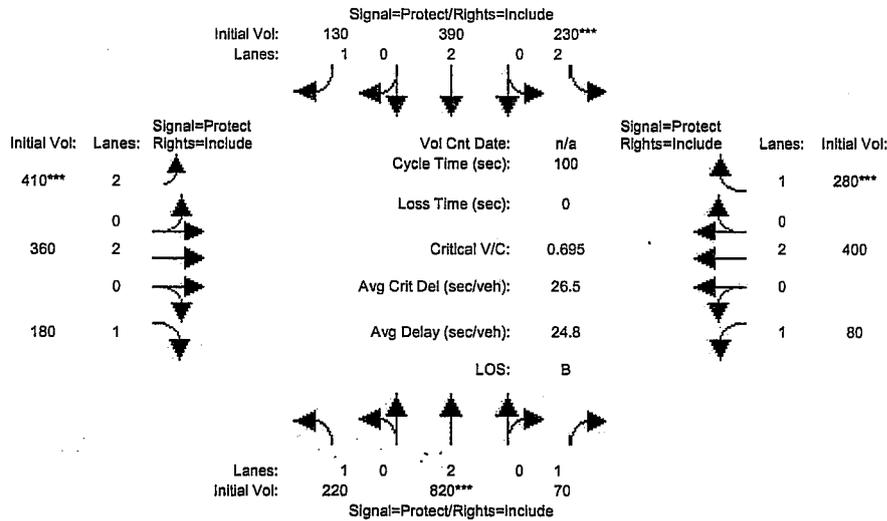


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	300	80	500	920	240	210	490	10	140	510	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	300	80	500	920	240	210	490	10	140	510	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	300	80	500	920	240	210	490	10	140	510	230
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:	10	300	80	500	920	240	210	490	10	140	510	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	300	80	500	920	240	210	490	10	140	510	230
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	11	300	80	550	920	240	231	490	10	154	510	230
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.05	0.18	0.31	0.16	0.08	0.16	0.01	0.05	0.17	0.15
Crit Vol:	6			460			116			255		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Protect No Hazel

Intersection #137: Americanos/Chrysanthy

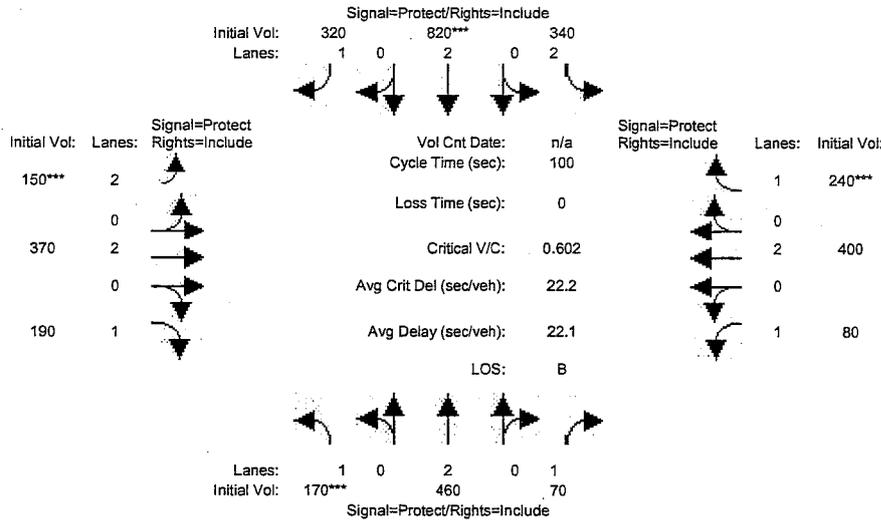


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	220	820	70	230	390	130	410	360	180	80	400	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	820	70	230	390	130	410	360	180	80	400	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	820	70	230	390	130	410	360	180	80	400	280
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:	220	820	70	230	390	130	410	360	180	80	400	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	820	70	230	390	130	410	360	180	80	400	280
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	220	820	70	253	390	130	451	360	180	80	400	280
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	3000	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.27	0.05	0.08	0.13	0.09	0.15	0.12	0.12	0.05	0.13	0.19
Crit Vol:		410			127			226			280	
Crit Moves:		****			****			****			****	

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project No Hazel

Intersection #137: Americanos/Chrysanthy

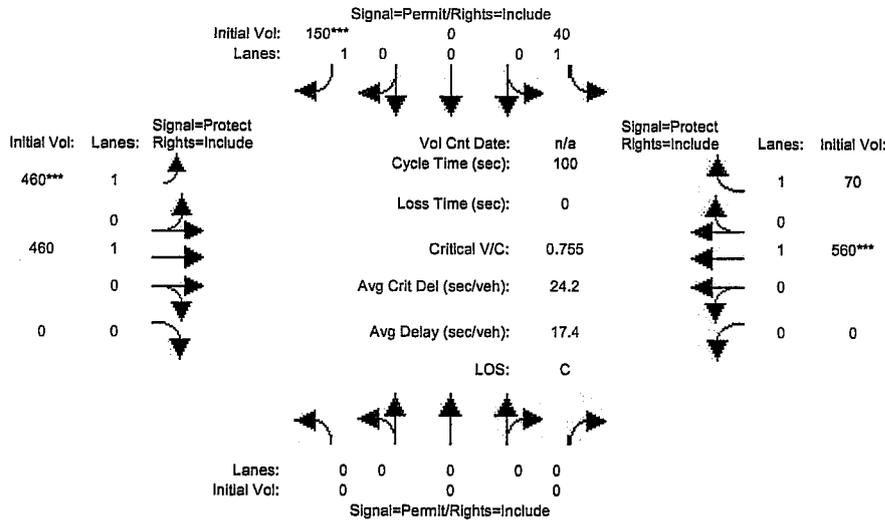


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	170	460	70	340	820	320	150	370	190	80	400	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	460	70	340	820	320	150	370	190	80	400	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	460	70	340	820	320	150	370	190	80	400	240
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:	170	460	70	340	820	320	150	370	190	80	400	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	460	70	340	820	320	150	370	190	80	400	240
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	460	70	374	820	320	165	370	190	80	400	240
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	3000	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.05	0.12	0.27	0.21	0.06	0.12	0.13	0.05	0.13	0.16
Crit Vol:	170			410			83			240		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #138: Jaeger/Kiefer

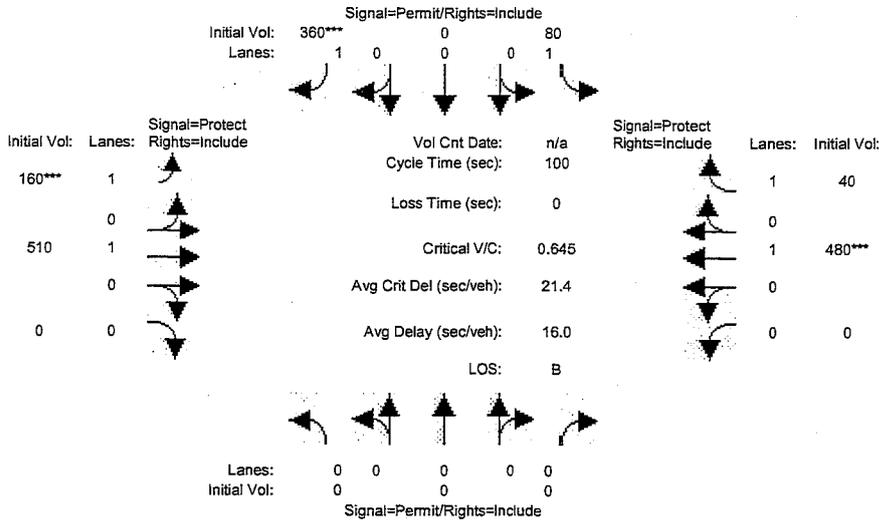


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	40	0	150	460	460	0	0	560	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	150	460	460	0	0	560	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	150	460	460	0	0	560	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	0	0	40	0	150	460	460	0	0	560	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	150	460	460	0	0	560	70
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
Final Vol.:	0	0	0	40	0	150	460	460	0	0	560	70
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1550	0	1550	1550	1550	0	0	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.10	0.30	0.30	0.00	0.00	0.36	0.05
Crit Vol:	0					150	460				560	
Crit Moves:						****	****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #138: Jaeger/Kiefer

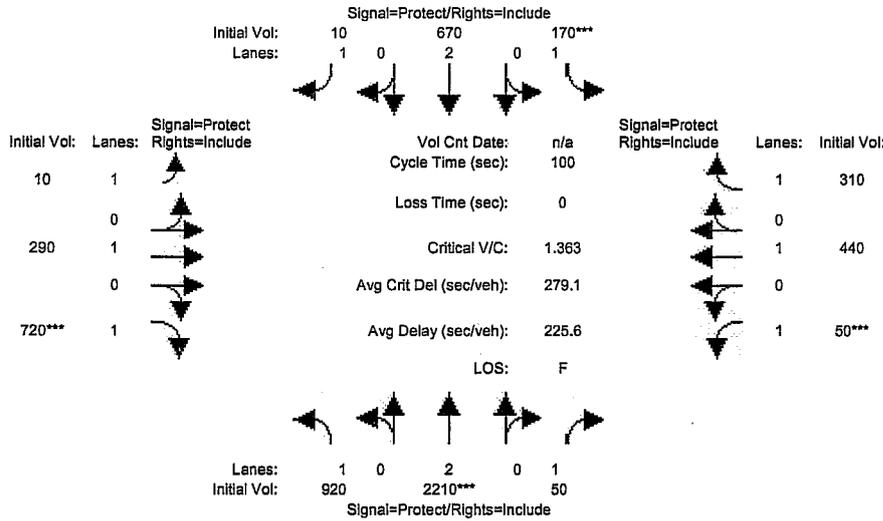


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	80	0	360	160	510	0	0	480	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	0	360	160	510	0	0	480	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	360	160	510	0	0	480	40
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	0	0	80	0	360	160	510	0	0	480	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	360	160	510	0	0	480	40
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
Final Vol.:	0	0	0	80	0	360	160	510	0	0	480	40
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1550	0	1550	1550	1550	0	0	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.23	0.10	0.33	0.00	0.00	0.31	0.03
Crit Vol:	0					360	160			480		
Crit Moves:						****	****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project No Hazel

Intersection #139: Americano/White Rock

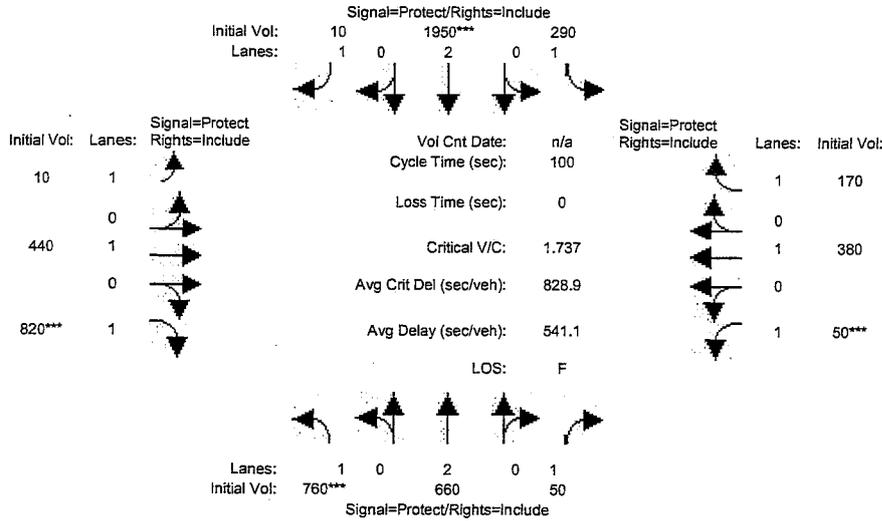


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	920	2210	50	170	670	10	10	290	720	50	440	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	920	2210	50	170	670	10	10	290	720	50	440	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	920	2210	50	170	670	10	10	290	720	50	440	310
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:	920	2210	50	170	670	10	10	290	720	50	440	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	920	2210	50	170	670	10	10	290	720	50	440	310
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
Final Vol.:	920	2210	50	170	670	10	10	290	720	50	440	310
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.61	0.74	0.03	0.11	0.22	0.01	0.01	0.19	0.48	0.03	0.29	0.21
Crit Vol:	1105			170			720			50		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project No Hazel

Intersection #139: Americano/White Rock



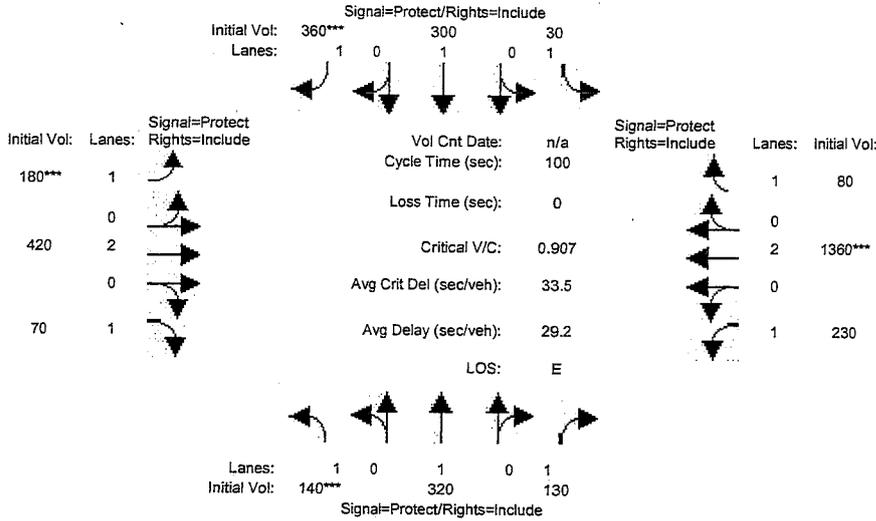
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	760	660	50	290	1950	10	10	440	820	50	380	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	760	660	50	290	1950	10	10	440	820	50	380	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	760	660	50	290	1950	10	10	440	820	50	380	170
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:	760	660	50	290	1950	10	10	440	820	50	380	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	760	660	50	290	1950	10	10	440	820	50	380	170
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
Final Vol.:	760	660	50	290	1950	10	10	440	820	50	380	170
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.51	0.22	0.03	0.19	0.65	0.01	0.01	0.29	0.55	0.03	0.25	0.11
Crit Vol:	760				975			820		50		
Crit Moves:	****				****			****		****		



Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #101: Excelsior Road/Jackson Road/SR 16

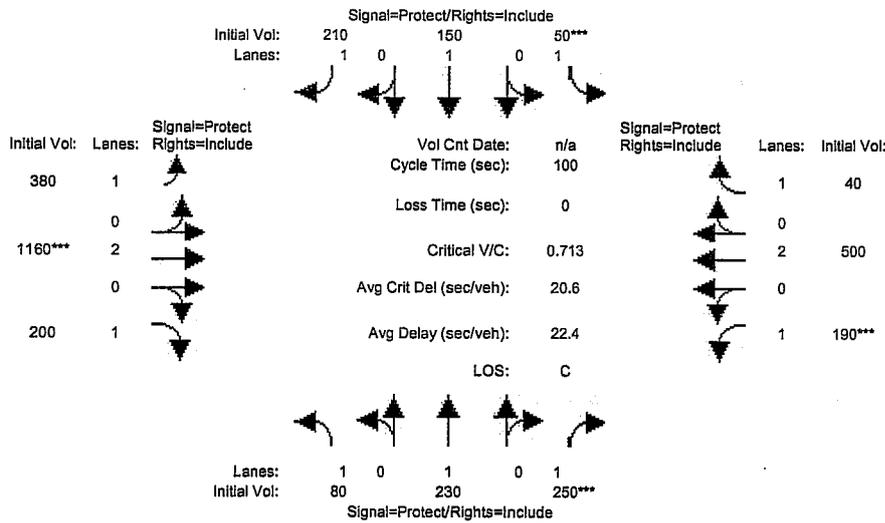


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	140	320	130	30	300	360	180	420	70	230	1360	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	320	130	30	300	360	180	420	70	230	1360	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	320	130	30	300	360	180	420	70	230	1360	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:	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:	140	320	130	30	300	360	180	420	70	230	1360	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	320	130	30	300	360	180	420	70	230	1360	80
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
Final Vol.:	140	320	130	30	300	360	180	420	70	230	1360	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.09	0.02	0.20	0.24	0.12	0.14	0.05	0.15	0.45	0.05
Crit Vol:	140					360	180			680		
Crit Moves:	****					****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #101: Excelsior Road/Jackson Road/SR 16

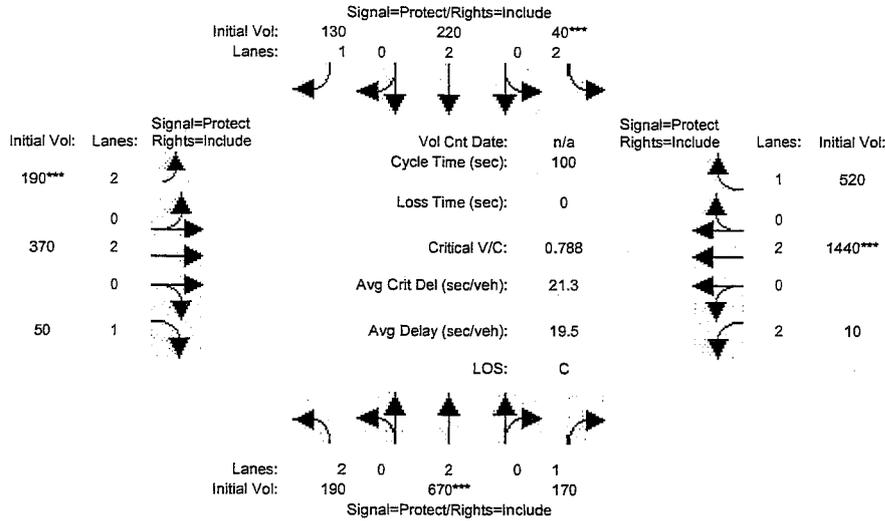


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	80	230	250	50	150	210	380	1160	200	190	500	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	230	250	50	150	210	380	1160	200	190	500	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	230	250	50	150	210	380	1160	200	190	500	40
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:	80	230	250	50	150	210	380	1160	200	190	500	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	230	250	50	150	210	380	1160	200	190	500	40
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
Final Vol.:	80	230	250	50	150	210	380	1160	200	190	500	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.17	0.03	0.10	0.14	0.25	0.39	0.13	0.13	0.17	0.03
Crit Vol:			250			50			580			190
Crit Moves:			***			***			***			***

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project No Hazel

Intersection #102: Eagles Nest Road/Jackson Road/SR 16

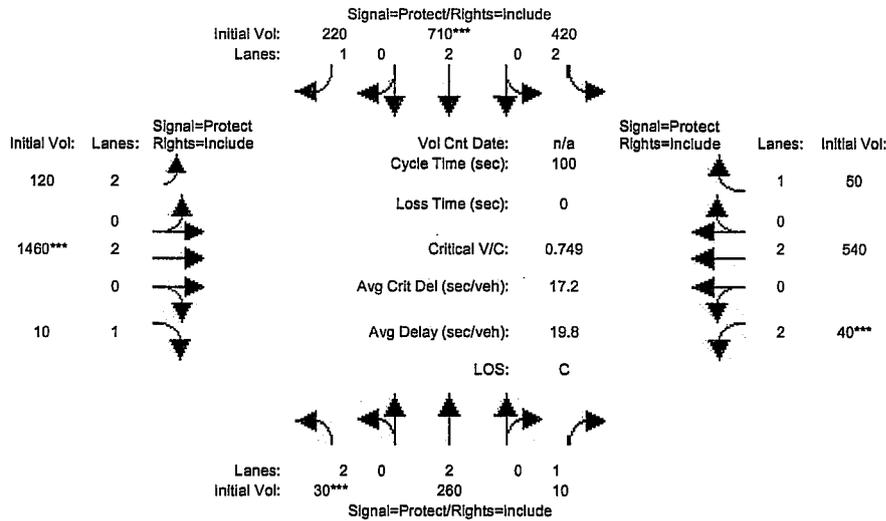


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	190	670	170	40	220	130	190	370	50	10	1440	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	670	170	40	220	130	190	370	50	10	1440	520
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	670	170	40	220	130	190	370	50	10	1440	520
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:	190	670	170	40	220	130	190	370	50	10	1440	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	670	170	40	220	130	190	370	50	10	1440	520
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	209	670	170	44	220	130	209	370	50	11	1440	520
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.11	0.01	0.07	0.09	0.07	0.12	0.03	0.00	0.48	0.35
Crit Vol:		335			22			104			720	
Crit Moves:		****			****			****			****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #102: Eagles Nest Road/Jackson Road/SR 16

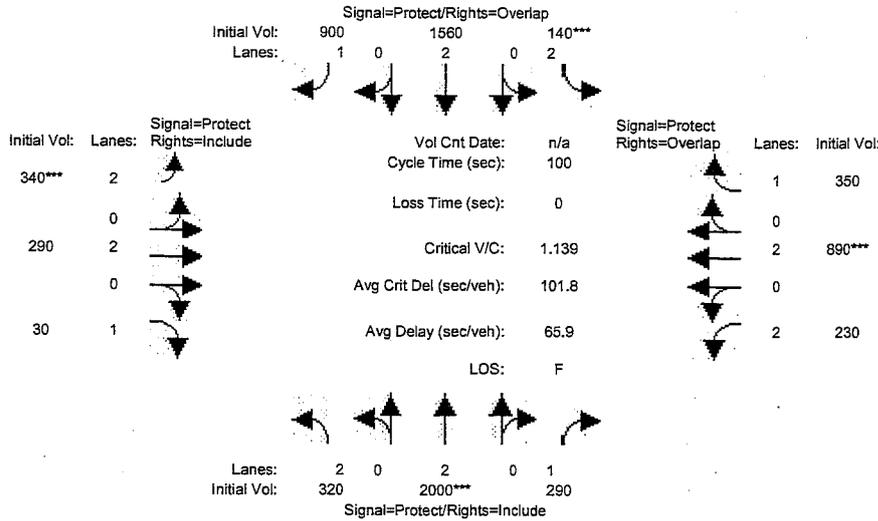


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	260	10	420	710	220	120	1460	10	40	540	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	260	10	420	710	220	120	1460	10	40	540	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	260	10	420	710	220	120	1460	10	40	540	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:	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:	30	260	10	420	710	220	120	1460	10	40	540	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	260	10	420	710	220	120	1460	10	40	540	50
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	33	260	10	462	710	220	132	1460	10	44	540	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.01	0.15	0.24	0.15	0.04	0.49	0.01	0.01	0.18	0.03
Crit Vol:	17			355			730			22		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

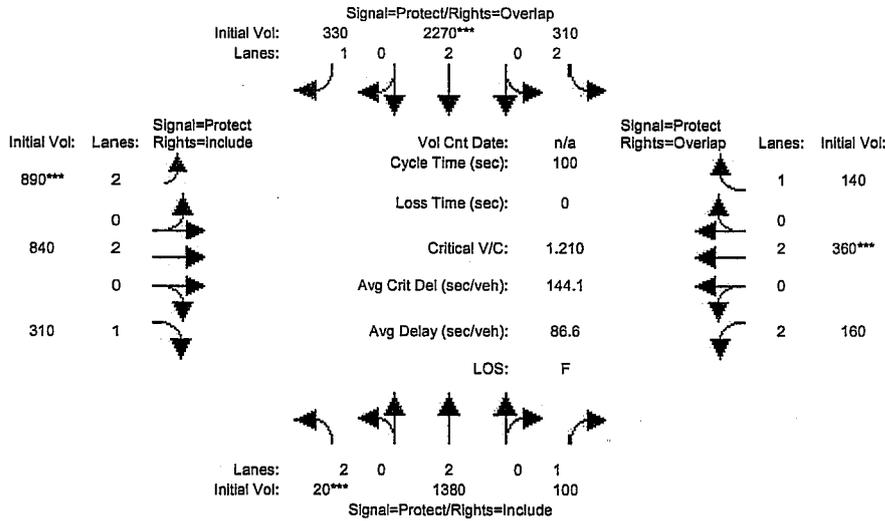


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	320	2000	290	140	1560	900	340	290	30	230	890	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	2000	290	140	1560	900	340	290	30	230	890	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	2000	290	140	1560	900	340	290	30	230	890	350
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:	320	2000	290	140	1560	900	340	290	30	230	890	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2000	290	140	1560	900	340	290	30	230	890	350
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	352	2000	290	154	1560	900	374	290	30	253	890	350
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.67	0.19	0.05	0.52	0.60	0.12	0.10	0.02	0.08	0.30	0.23
Crit Vol:		1000			77			187			445	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project No Hazel

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

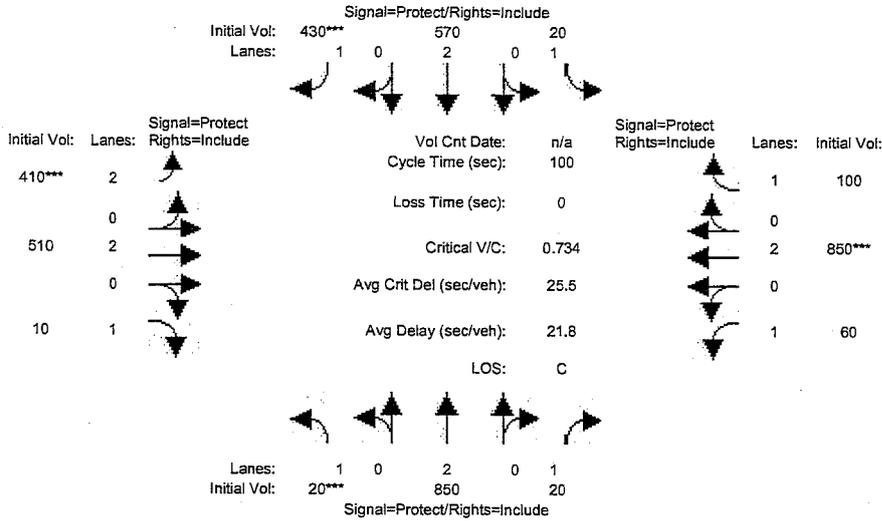


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	1380	100	310	2270	330	890	840	310	160	360	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1380	100	310	2270	330	890	840	310	160	360	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1380	100	310	2270	330	890	840	310	160	360	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:	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:	20	1380	100	310	2270	330	890	840	310	160	360	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1380	100	310	2270	330	890	840	310	160	360	140
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	22	1380	100	341	2270	330	979	840	310	176	360	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.07	0.11	0.76	0.22	0.33	0.28	0.21	0.06	0.12	0.09
Crit Vol:	11			1135			489			180		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #104: Grant Line Road/Jackson Road/SR 16

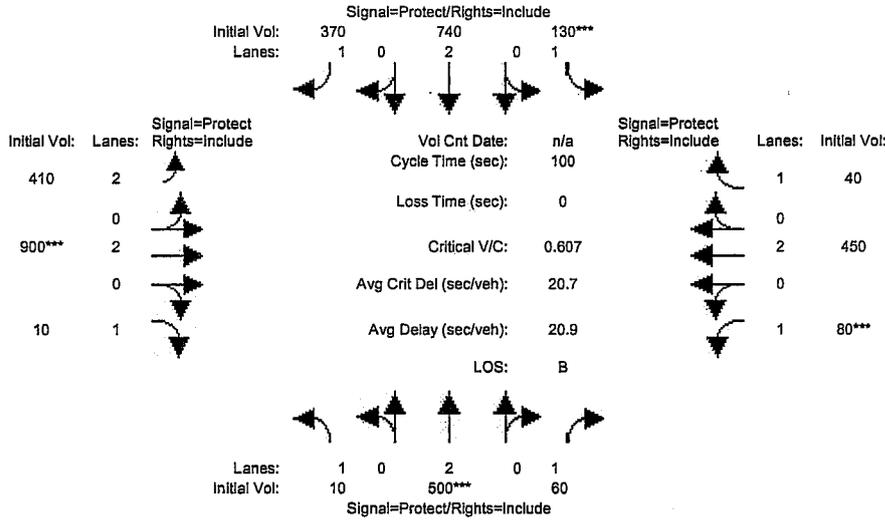


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	850	20	20	570	430	410	510	10	60	850	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	850	20	20	570	430	410	510	10	60	850	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	850	20	20	570	430	410	510	10	60	850	100
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:	20	850	20	20	570	430	410	510	10	60	850	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	850	20	20	570	430	410	510	10	60	850	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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	850	20	20	570	430	451	510	10	60	850	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.01	0.01	0.19	0.29	0.15	0.17	0.01	0.04	0.28	0.07
Crit Vol:	20					430	226			425		
Crit Moves:	****					****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #104: Grant Line Road/Jackson Road/SR 16

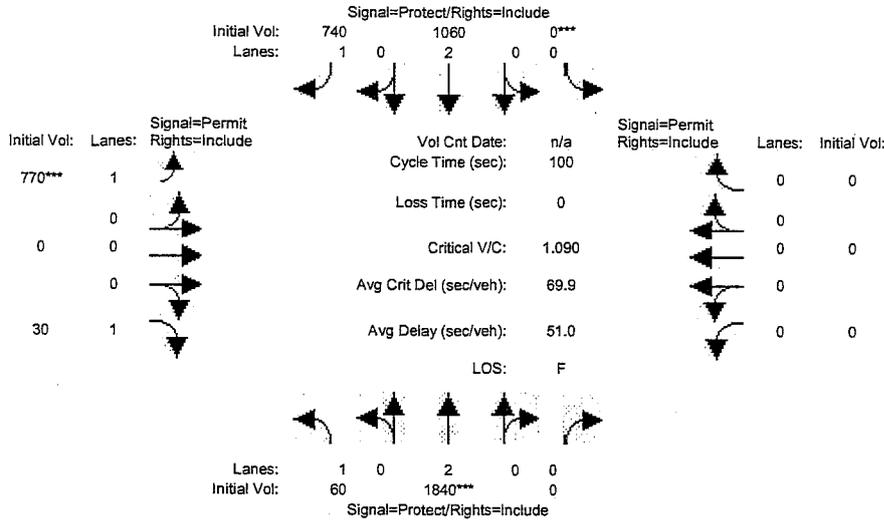


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	500	60	130	740	370	410	900	10	80	450	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	500	60	130	740	370	410	900	10	80	450	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	500	60	130	740	370	410	900	10	80	450	40
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:	10	500	60	130	740	370	410	900	10	80	450	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	500	60	130	740	370	410	900	10	80	450	40
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	500	60	130	740	370	451	900	10	80	450	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.04	0.09	0.25	0.25	0.15	0.30	0.01	0.05	0.15	0.03
Crit Vol:		250			130			450			80	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project No Hazel

Intersection #105: Sunrise Boulevard/Florin Road

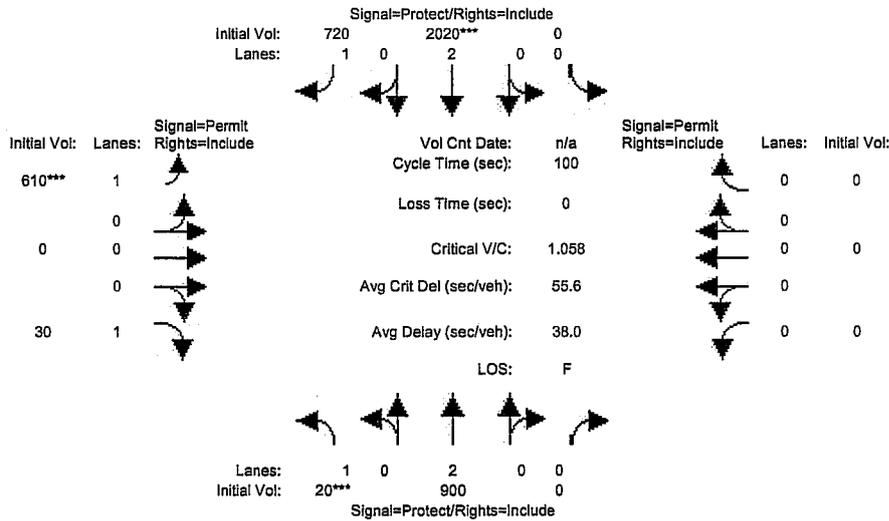


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	1840	0	0	1060	740	770	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1840	0	0	1060	740	770	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1840	0	0	1060	740	770	0	30	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:	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:	60	1840	0	0	1060	740	770	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1840	0	0	1060	740	770	0	30	0	0	0
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
Final Vol.:	60	1840	0	0	1060	740	770	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	3100	0	0	3100	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.59	0.00	0.00	0.34	0.48	0.50	0.00	0.02	0.00	0.00	0.00
Crit Vol:		920			0			770			0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #105: Sunrise Boulevard/Florin Road

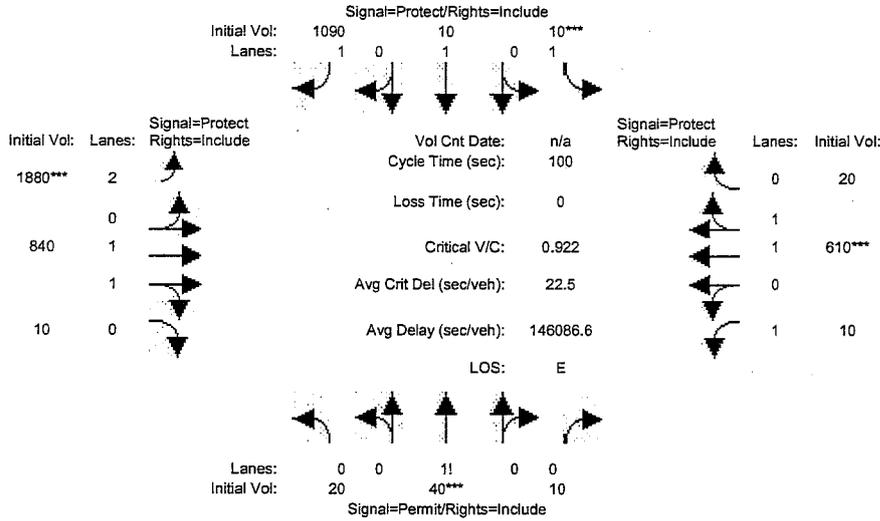


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	900	0	0	2020	720	610	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	900	0	0	2020	720	610	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	900	0	0	2020	720	610	0	30	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:	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:	20	900	0	0	2020	720	610	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	900	0	0	2020	720	610	0	30	0	0	0
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
Final Vol.:	20	900	0	0	2020	720	610	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	3100	0	0	3100	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.00	0.00	0.65	0.46	0.39	0.00	0.02	0.00	0.00	0.00
Crit Vol:	20				1010		610			0		
Crit Moves:	***				***		***					

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project No Hazel

Intersection #106: Sunrise Boulevard/Grant Line Road

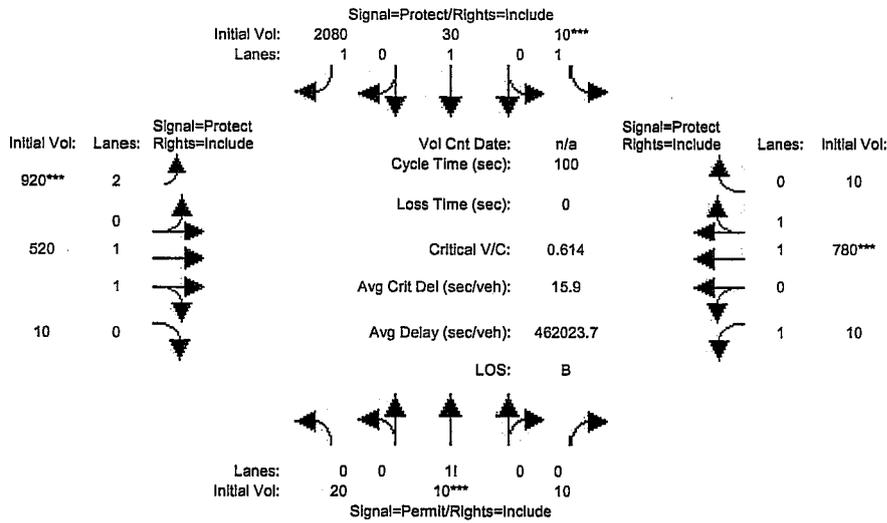


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	40	10	10	10	1090	1880	840	10	10	610	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	40	10	10	10	1090	1880	840	10	10	610	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	40	10	10	10	1090	1880	840	10	10	610	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:	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:	20	40	10	10	10	1090	1880	840	10	10	610	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	40	10	10	10	1090	1880	840	10	10	610	20
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	40	10	10	10	1090	2068	840	10	10	610	20
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.29	0.57	0.14	1.00	1.00	1.00	2.00	1.98	0.02	1.00	1.94	0.06
Final Sat.:	443	886	221	1550	1550	1550	3100	3064	36	1550	3002	98
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.01	0.01	0.70	0.67	0.27	0.27	0.01	0.20	0.20
Crit Vol:		70		10			1034			315		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #106: Sunrise Boulevard/Grant Line Road

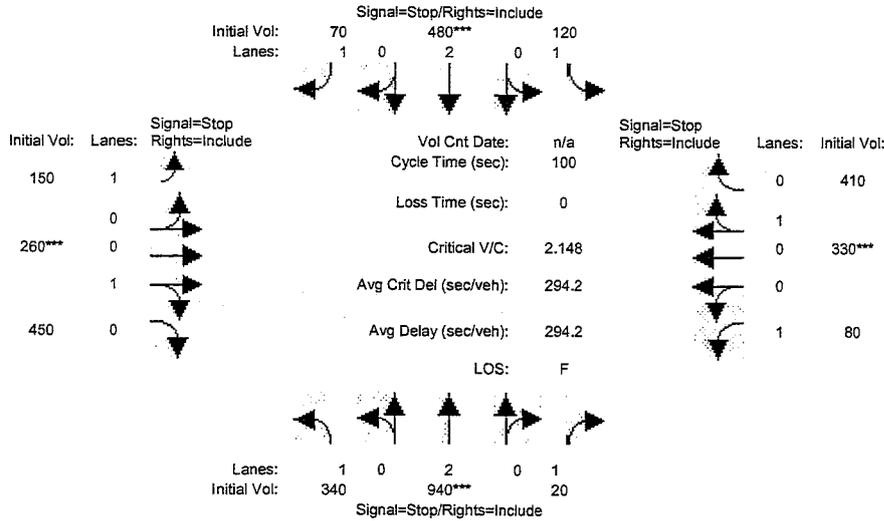


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	10	10	10	30	2080	920	520	10	10	780	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	10	10	30	2080	920	520	10	10	780	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	10	10	30	2080	920	520	10	10	780	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:	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:	20	10	10	10	30	2080	920	520	10	10	780	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	10	30	2080	920	520	10	10	780	10
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	10	10	10	30	2080	1012	520	10	10	780	10
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.50	0.25	0.25	1.00	1.00	1.00	2.00	1.96	0.04	1.00	1.97	0.03
Final Sat.:	775	388	388	1550	1550	1550	3100	3042	58	1550	3061	39
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.02	1.34	0.33	0.17	0.17	0.01	0.25	0.25
Crit Vol:		40			10			506			395	
Crit Moves:	***			***			***			***		

Preserve at Sunridge

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 AM Cumulative + Project No Hazel

Intersection #107: Grant Line Road/Kiefer Boulevard

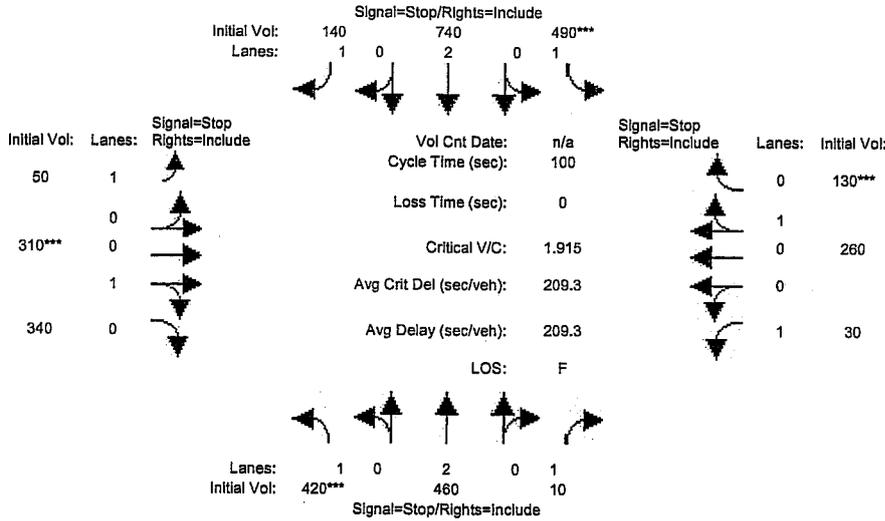


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	340	940	20	120	480	70	150	260	450	80	330	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	940	20	120	480	70	150	260	450	80	330	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	340	940	20	120	480	70	150	260	450	80	330	410
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:	340	940	20	120	480	70	150	260	450	80	330	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	940	20	120	480	70	150	260	450	80	330	410
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
Final Vol.:	340	940	20	120	480	70	150	260	450	80	330	410
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.37	0.63	1.00	0.45	0.55
Final Sat.:	307	642	338	286	598	317	317	127	221	316	154	191
Capacity Analysis Module:												
Vol/Sat:	1.11	1.47	0.06	0.42	0.80	0.22	0.47	2.04	2.04	0.25	2.15	2.15
Crit Moves:	****			****			****			****		
Delay/Veh:	118.6	254	13.9	24.0	49.9	17.2	23.6	501	500.5	17.8	549	548.6
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:	118.6	254	13.9	24.0	49.9	17.2	23.6	501	500.5	17.8	549	548.6
LOS by Move:	F	F	B	C	E	C	C	F	F	C	F	F
ApproachDel:	214.9			41.8			417.3			496.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	214.9			41.8			417.3			496.8		
LOS by Appr:	F			E			F			F		

Preserve at Sunridge

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 PM Cumulative + Project No Hazel

Intersection #107: Grant Line Road/Kiefer Boulevard

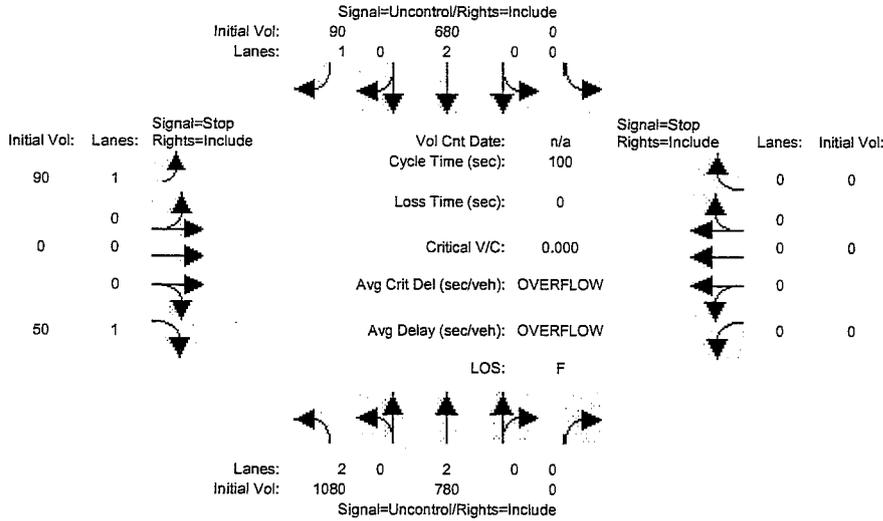


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	420	460	10	490	740	140	50	310	340	30	260	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	460	10	490	740	140	50	310	340	30	260	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	460	10	490	740	140	50	310	340	30	260	130
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:	420	460	10	490	740	140	50	310	340	30	260	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	460	10	490	740	140	50	310	340	30	260	130
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
Final Vol.:	420	460	10	490	740	140	50	310	340	30	260	130
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.48	0.52	1.00	0.67	0.33
Final Sat.:	290	606	320	312	653	346	314	162	178	314	223	112
Capacity Analysis Module:												
Vol/Sat:	1.45	0.76	0.03	1.57	1.13	0.40	0.16	1.91	1.91	0.10	1.16	1.16
Crit Moves:	****			****			****			****		
Delay/Veh:	249.6	44.0	14.2	297.7	124	19.7	16.3	444	444.4	15.4	133	132.9
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:	249.6	44.0	14.2	297.7	124	19.7	16.3	444	444.4	15.4	133	132.9
LOS by Move:	F	E	B	F	F	C	C	F	F	C	F	F
ApproachDel:	140.7			175.3			413.8			124.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	140.7			175.3			413.8			124.5		
LOS by Appr:	F			F			F			F		

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #108: Grant Line Road/Douglas Road

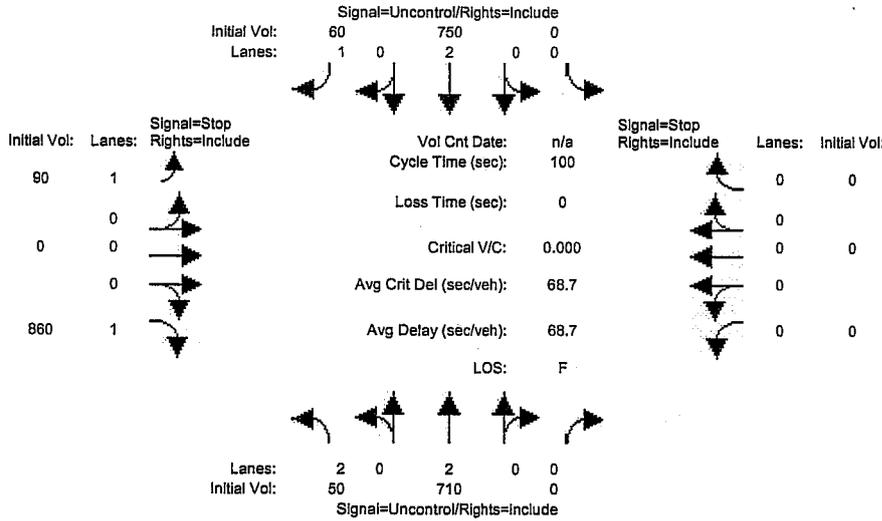


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1080	780	0	0	680	90	90	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1080	780	0	0	680	90	90	0	50	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1080	780	0	0	680	90	90	0	50	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:	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:	1080	780	0	0	680	90	90	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1080	780	0	0	680	90	90	0	50	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	770	xxxx	xxxxx	xxxx	xxxx	xxxxx	3230	xxxx	340	xxxx	xxxx	xxxxx
Potent Cap.:	854	xxxx	xxxxx	xxxx	xxxx	xxxxx	8	xxxx	662	xxxx	xxxx	xxxxx
Move Cap.:	854	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	662	xxxx	xxxx	xxxxx
Volume/Cap:	1.27	xxxx	0.08	xxxx	xxxx	xxxx						
Level Of Service Module:												
Queue:	38.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx
Stopped Del:	146.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.9	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	B	*	*	*
Movement:	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 StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx											
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	*	*

Preserve at Sunridge

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #108: Grant Line Road/Douglas Road

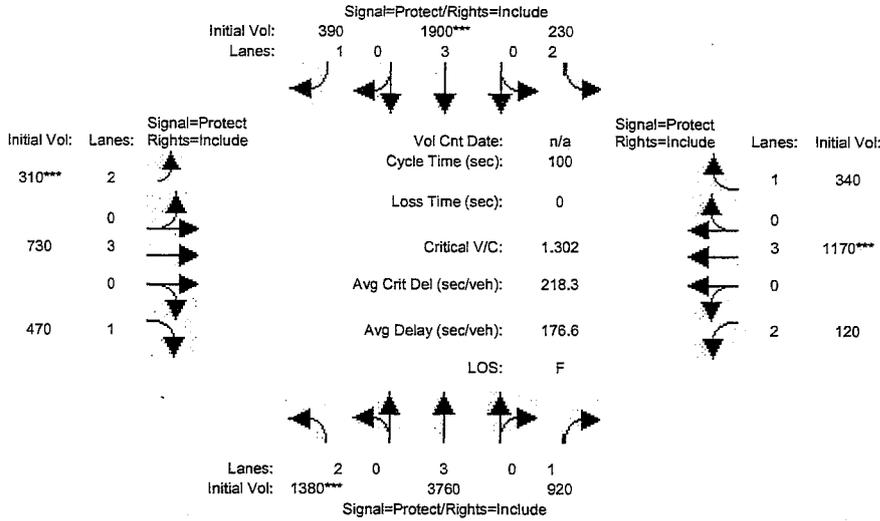


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	50	710	0	0	750	60	90	0	860	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	710	0	0	750	60	90	0	860	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	710	0	0	750	60	90	0	860	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:	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:	50	710	0	0	750	60	90	0	860	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	50	710	0	0	750	60	90	0	860	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	810	xxxx	xxxxx	xxxx	xxxx	xxxxx	1205	xxxx	375	xxxx	xxxx	xxxxx
Potent Cap.:	825	xxxx	xxxxx	xxxx	xxxx	xxxxx	179	xxxx	628	xxxx	xxxx	xxxxx
Move Cap.:	825	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	xxxx	628	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.53	xxxx	1.37	xxxx	xxxx	xxxx
Level of Service Module:												
Queue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.6	xxxx	37.6	xxxxx	xxxx	xxxxx
Stopped Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	47.3	xxxx	195.8	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	E	*	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	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			181.7			xxxxxxx		
ApproachLOS:	*			*			F			*		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #109: Sunrise Boulevard/Douglas Road

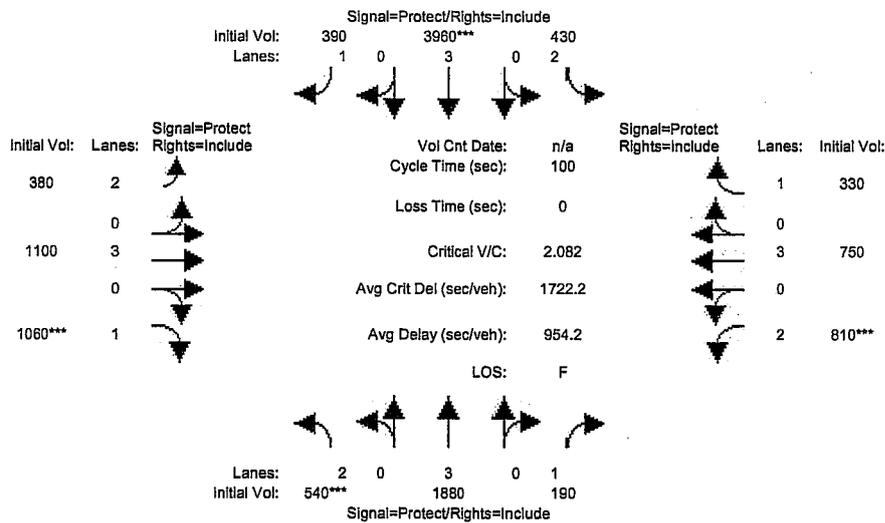


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1380	3760	920	230	1900	390	310	730	470	120	1170	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1380	3760	920	230	1900	390	310	730	470	120	1170	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1380	3760	920	230	1900	390	310	730	470	120	1170	340
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:	1380	3760	920	230	1900	390	310	730	470	120	1170	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1380	3760	920	230	1900	390	310	730	470	120	1170	340
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	1518	3760	920	253	1900	390	341	730	470	132	1170	340
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.51	0.84	0.61	0.08	0.42	0.26	0.11	0.16	0.31	0.04	0.26	0.23
Crit Vol:	759			633			171			390		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #109: Sunrise Boulevard/Douglas Road

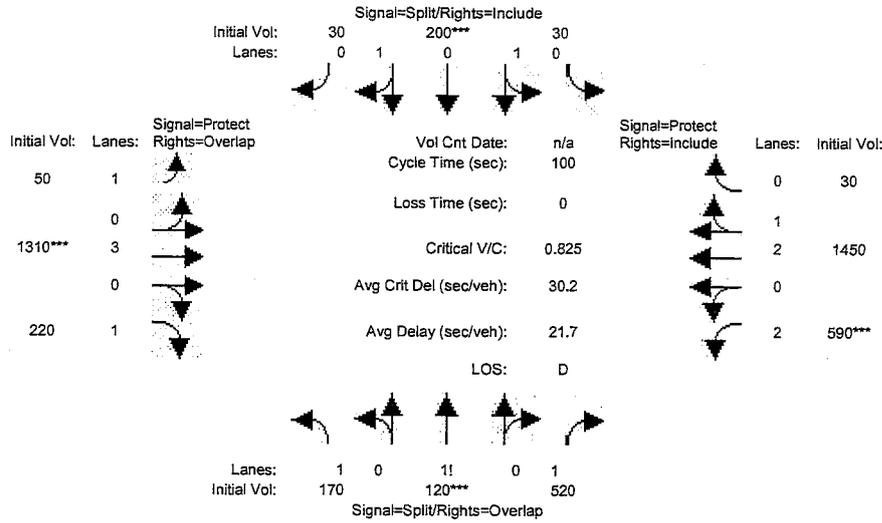


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	540	1880	190	430	3960	390	380	1100	1060	810	750	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	540	1880	190	430	3960	390	380	1100	1060	810	750	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	540	1880	190	430	3960	390	380	1100	1060	810	750	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:	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:	540	1880	190	430	3960	390	380	1100	1060	810	750	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	1880	190	430	3960	390	380	1100	1060	810	750	330
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	594	1880	190	473	3960	390	418	1100	1060	891	750	330
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.20	0.42	0.13	0.16	0.88	0.26	0.14	0.24	0.71	0.30	0.17	0.22
Crit Vol:	297			1320			1060		446			
Crit Moves:	****			****			****		****	****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #110: Mather Field Rd/Folsom Boulevard

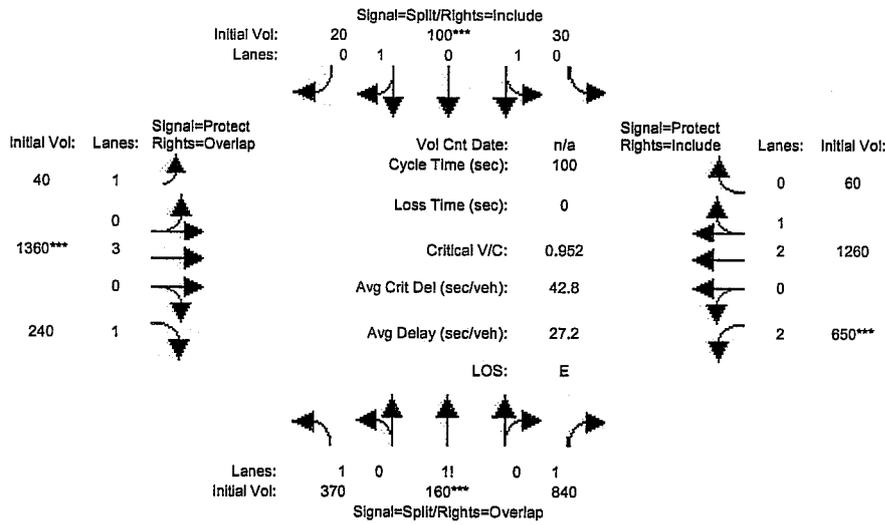


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	170	120	520	30	200	30	50	1310	220	590	1450	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	120	520	30	200	30	50	1310	220	590	1450	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	120	520	30	200	30	50	1310	220	590	1450	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:	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:	170	120	520	30	200	30	50	1310	220	590	1450	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	120	520	30	200	30	50	1310	220	590	1450	30
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	187	120	572	30	200	30	50	1310	220	649	1450	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.35	1.65	0.23	1.54	0.23	1.00	3.00	1.00	2.00	2.94	0.06
Final Sat.:	1500	520	2480	346	2308	346	1500	4500	1500	3000	4409	91
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.09	0.09	0.09	0.03	0.29	0.15	0.22	0.33	0.33
Crit Vol:		346			130			437			325	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #110: Mather Field Rd/Folsom Boulevard

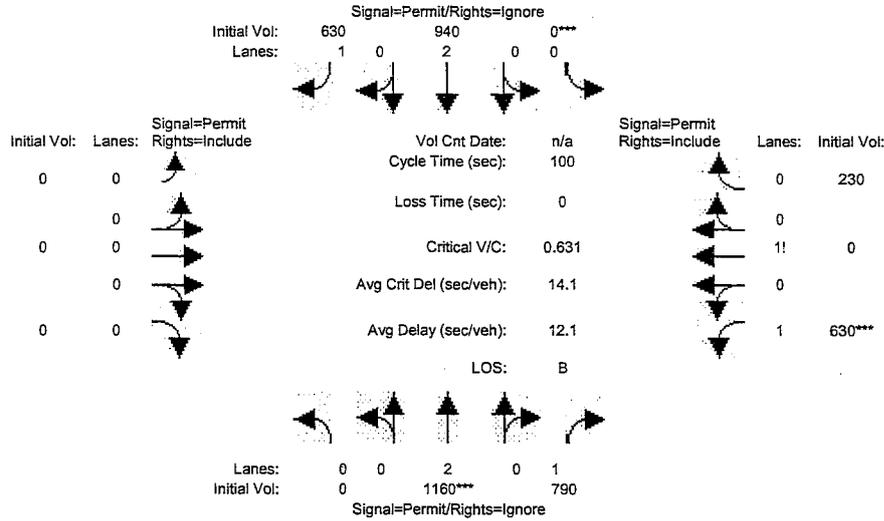


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	370	160	840	30	100	20	40	1360	240	650	1260	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	160	840	30	100	20	40	1360	240	650	1260	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	160	840	30	100	20	40	1360	240	650	1260	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:	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:	370	160	840	30	100	20	40	1360	240	650	1260	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	160	840	30	100	20	40	1360	240	650	1260	60
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	407	160	924	30	100	20	40	1360	240	715	1260	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.30	1.70	0.40	1.33	0.27	1.00	3.00	1.00	2.00	2.86	0.14
Final Sat.:	1500	443	2557	600	2000	400	1500	4500	1500	3000	4295	205
Capacity Analysis Module:												
Vol/Sat:	0.27	0.36	0.36	0.05	0.05	0.05	0.03	0.30	0.16	0.24	0.29	0.29
Crit Vol:		542			75			453			358	
Crit Moves:	***			****			***			***		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

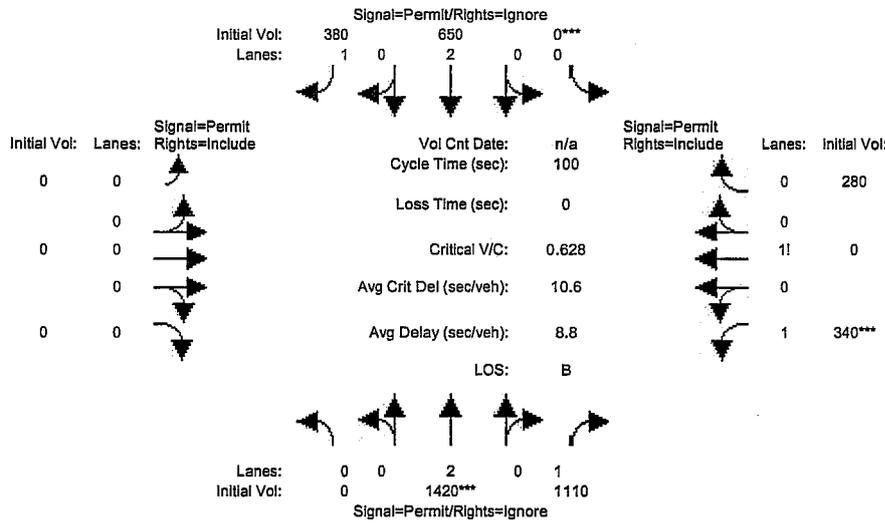


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1160	790	0	940	630	0	0	0	630	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1160	790	0	940	630	0	0	0	630	0	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1160	790	0	940	630	0	0	0	630	0	230
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1160	0	0	940	0	0	0	0	630	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1160	0	0	940	0	0	0	0	630	0	230
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1160	0	0	940	0	0	0	0	693	0	230
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.50	0.00	0.50
Final Sat.:	0.3300	1650	0	0.3300	1650	0	0	0	0	2478	0	822
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Crit Vol:	580			0			0			462		
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project No Hazel

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

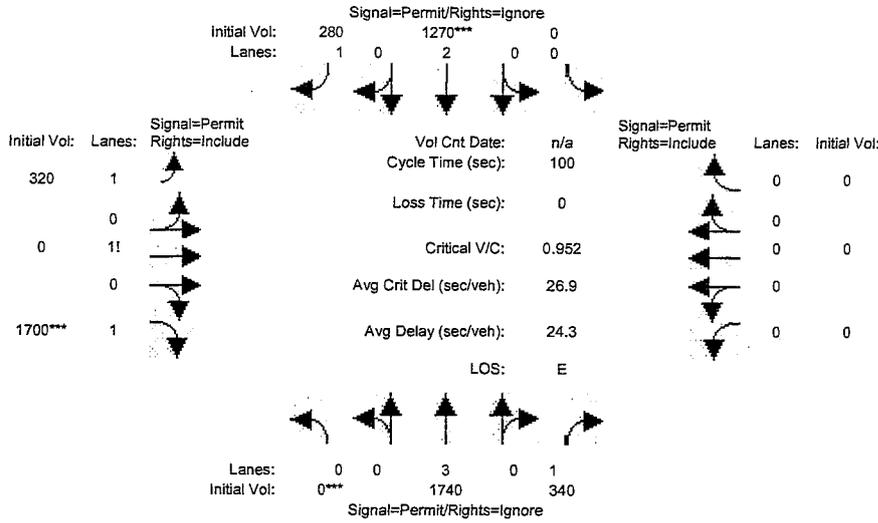


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1420	1110	0	650	380	0	0	0	340	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1420	1110	0	650	380	0	0	0	340	0	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1420	1110	0	650	380	0	0	0	340	0	280
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	0	0	650	0	0	0	0	340	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	0	650	0	0	0	0	340	0	280
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1420	0	0	650	0	0	0	0	374	0	280
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.14	0.00	0.86
Final Sat.:	0	3300	1650	0	3300	1650	0	0	0	1887	0	1413
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Crit Vol:		710			0			0			327	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

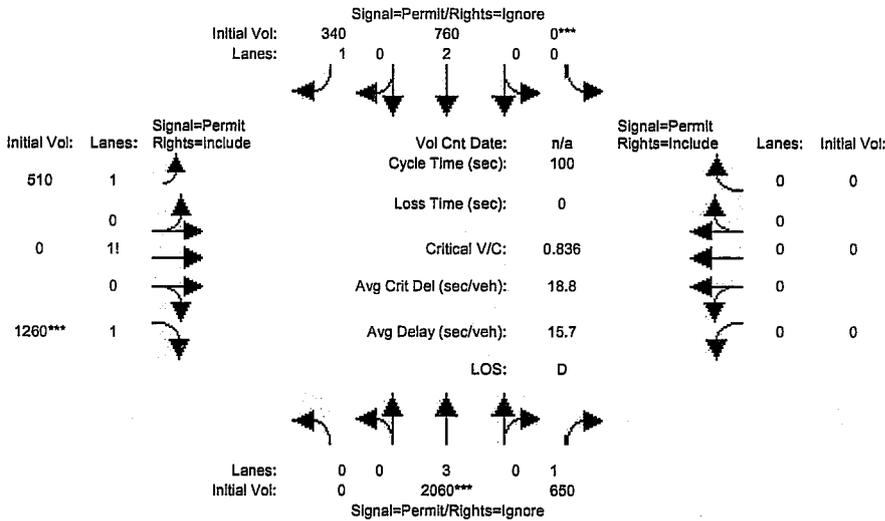


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1740	340	0	1270	280	320	0	1700	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1740	340	0	1270	280	320	0	1700	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1740	340	0	1270	280	320	0	1700	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1740	0	0	1270	0	320	0	1700	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1740	0	0	1270	0	320	0	1700	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1740	0	0	1270	0	352	0	1870	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4950	1650	0	3300	1650	1650	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.38	0.00	0.21	0.00	0.57	0.00	0.00	0.00
Crit Vol:	0			635			935			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

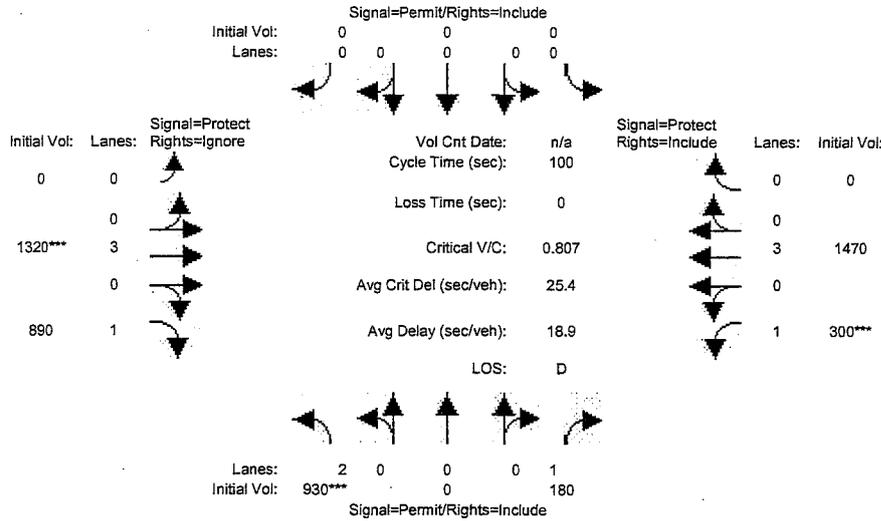


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2060	650	0	760	340	510	0	1260	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2060	650	0	760	340	510	0	1260	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2060	650	0	760	340	510	0	1260	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2060	0	0	760	0	510	0	1260	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2060	0	0	760	0	510	0	1260	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2060	0	0	760	0	561	0	1386	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4950	1650	0	3300	1650	1650	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.23	0.00	0.34	0.00	0.42	0.00	0.00	0.00
Crit Vol:		687			0				693		0	
Crit Moves:		****			****				****			

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project No Hazel

Intersection #113: Mather Field Rd/International Drive

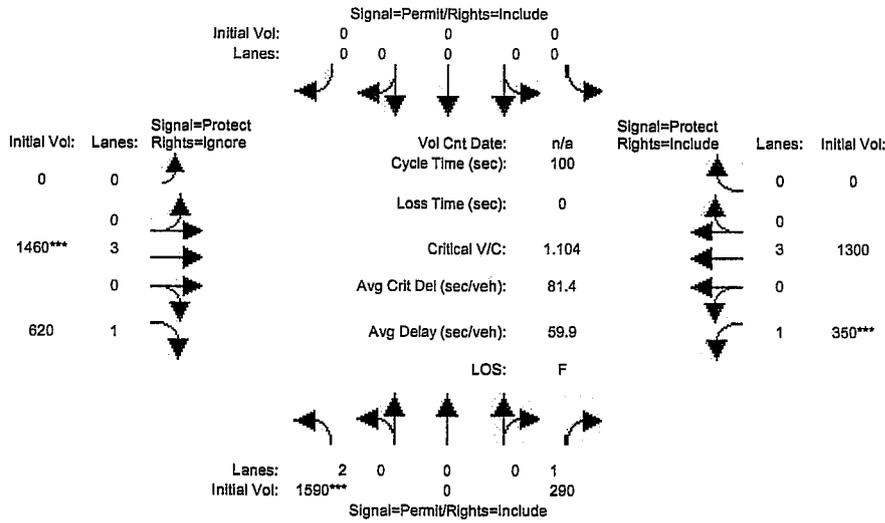


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	930	0	180	0	0	0	0	1320	890	300	1470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	930	0	180	0	0	0	0	1320	890	300	1470	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	930	0	180	0	0	0	0	1320	890	300	1470	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	930	0	180	0	0	0	0	1320	0	300	1470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	930	0	180	0	0	0	0	1320	0	300	1470	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1023	0	180	0	0	0	0	1320	0	300	1470	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3100	0	1550	0	0	0	0	4650	1550	1550	4650	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.12	0.00	0.00	0.00	0.00	0.28	0.00	0.19	0.32	0.00
Crit Vol:	512				0			440		300		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project No Hazel

Intersection #113: Mather Field Rd/International Drive

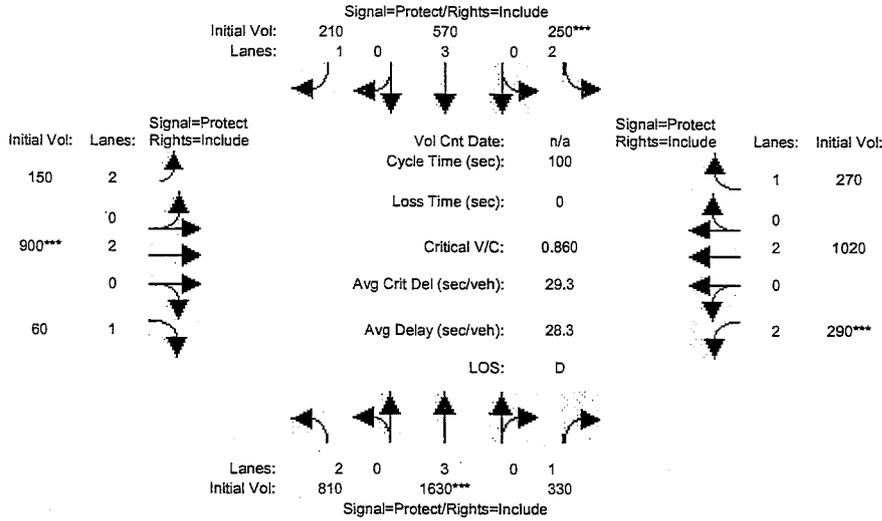


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1590	0	290	0	0	0	0	1460	620	350	1300	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1590	0	290	0	0	0	0	1460	620	350	1300	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1590	0	290	0	0	0	0	1460	620	350	1300	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1590	0	290	0	0	0	0	1460	0	350	1300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1590	0	290	0	0	0	0	1460	0	350	1300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1749	0	290	0	0	0	0	1460	0	350	1300	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3100	0	1550	0	0	0	0	4650	1550	1550	4650	0
Capacity Analysis Module:												
Vol/Sat:	0.56	0.00	0.19	0.00	0.00	0.00	0.00	0.31	0.00	0.23	0.28	0.00
Crit Vol:	874			0			487			350		
Crit Moves:	****						****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #114: Zinfandel Drive/International Drive

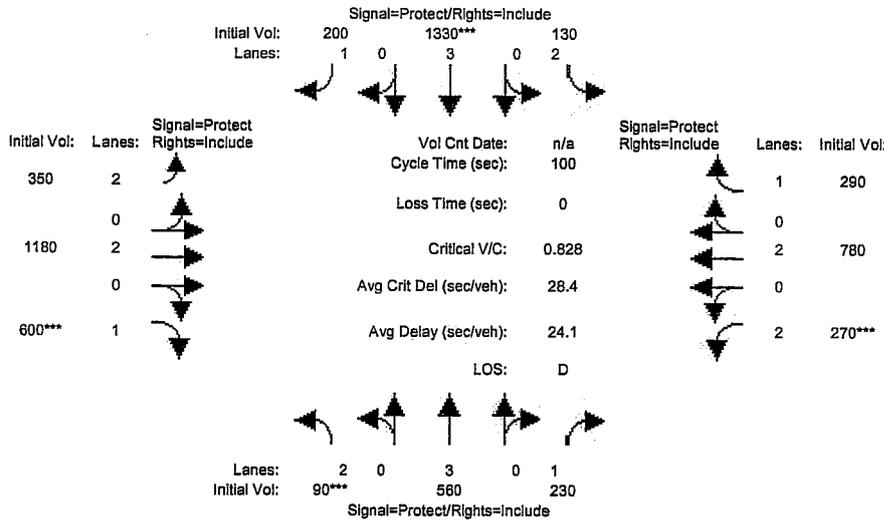


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	810	1630	330	250	570	210	150	900	60	290	1020	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	810	1630	330	250	570	210	150	900	60	290	1020	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	810	1630	330	250	570	210	150	900	60	290	1020	270
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:	810	1630	330	250	570	210	150	900	60	290	1020	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	810	1630	330	250	570	210	150	900	60	290	1020	270
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	891	1630	330	275	570	210	165	900	60	319	1020	270
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.30	0.36	0.22	0.09	0.13	0.14	0.06	0.30	0.04	0.11	0.34	0.18
Crit Vol:	543			138			450			160		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #114: Zinfandel Drive/International Drive

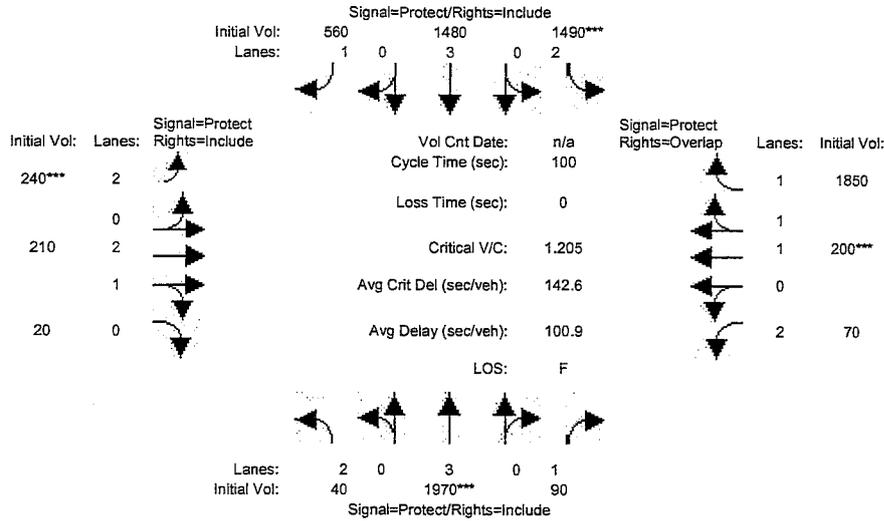


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	90	560	230	130	1330	200	350	1180	600	270	780	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	560	230	130	1330	200	350	1180	600	270	780	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	560	230	130	1330	200	350	1180	600	270	780	290
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:	90	560	230	130	1330	200	350	1180	600	270	780	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	560	230	130	1330	200	350	1180	600	270	780	290
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	99	560	230	143	1330	200	385	1180	600	297	780	290
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.15	0.05	0.30	0.13	0.13	0.39	0.40	0.10	0.26	0.19
Crit Vol:	50			443			600			149		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #115: Zinfandel Drive/White Rock Road

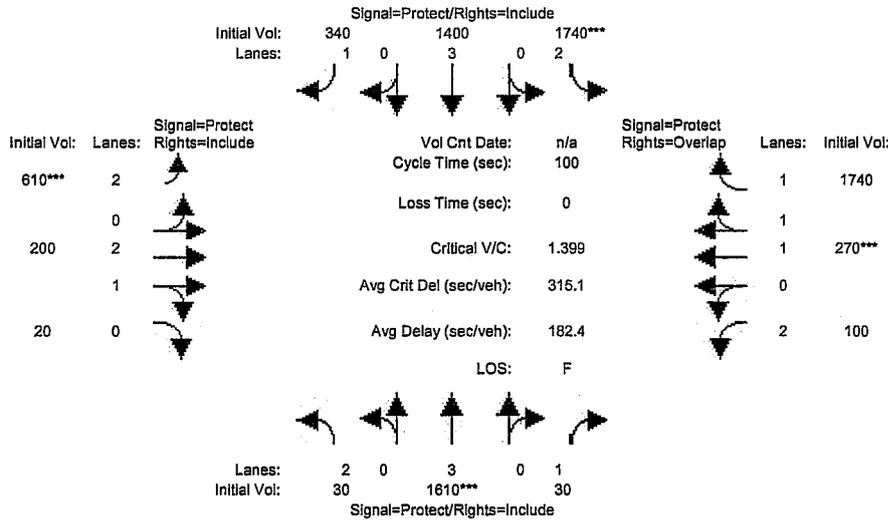


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	40	1970	90	1490	1480	560	240	210	20	70	200	1850
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1970	90	1490	1480	560	240	210	20	70	200	1850
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1970	90	1490	1480	560	240	210	20	70	200	1850
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:	40	1970	90	1490	1480	560	240	210	20	70	200	1850
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1970	90	1490	1480	560	240	210	20	70	200	1850
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	44	1970	90	1639	1480	560	264	210	20	77	200	2035
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.74	0.26	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4109	391	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.06	0.55	0.33	0.37	0.09	0.05	0.05	0.03	0.13	0.68
Crit Vol:	657			820			132			200		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #115: Zinfandel Drive/White Rock Road

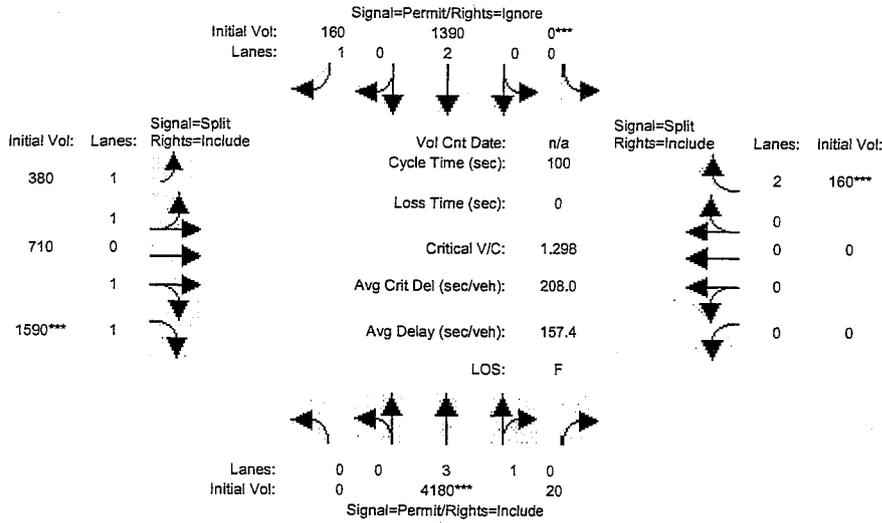


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	1610	30	1740	1400	340	610	200	20	100	270	1740
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1610	30	1740	1400	340	610	200	20	100	270	1740
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1610	30	1740	1400	340	610	200	20	100	270	1740
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:	30	1610	30	1740	1400	340	610	200	20	100	270	1740
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1610	30	1740	1400	340	610	200	20	100	270	1740
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	33	1610	30	1914	1400	340	671	200	20	110	270	1914
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.73	0.27	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4091	409	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.02	0.64	0.31	0.23	0.22	0.05	0.05	0.04	0.18	0.64
Crit Vol:	537			957			336			270		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

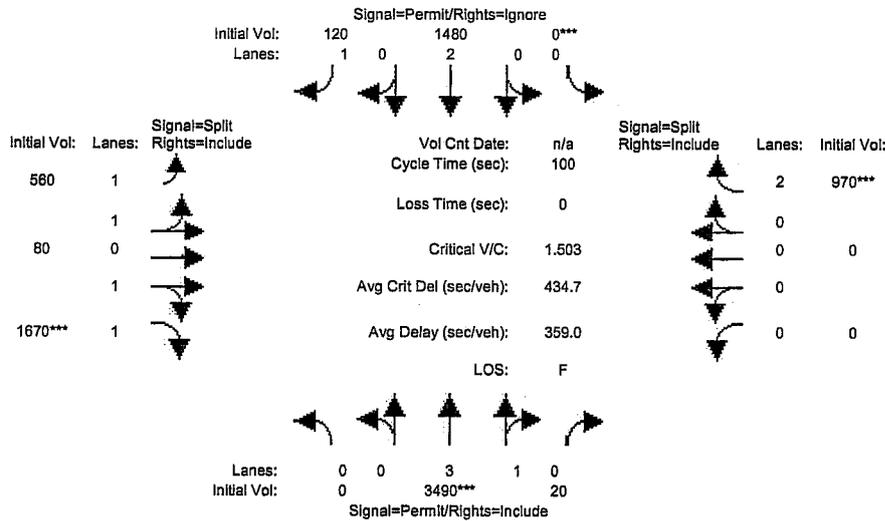


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	4180	20	0	1390	160	380	710	1590	0	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	4180	20	0	1390	160	380	710	1590	0	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4180	20	0	1390	160	380	710	1590	0	0	160
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4180	20	0	1390	0	380	710	1590	0	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4180	20	0	1390	0	380	710	1590	0	0	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	0	4180	20	0	1390	0	418	710	1749	0	0	176
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.98	0.02	0.00	2.00	1.00	1.00	1.00	2.00	0.00	0.00	2.00
Final Sat.:	0	6170	30	0	3100	1550	1550	1550	3100	0	0	3100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.68	0.68	0.00	0.45	0.00	0.27	0.46	0.56	0.00	0.00	0.06
Crit Vol:		1050			0				874			88
Crit Moves:	****			****					****			****

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

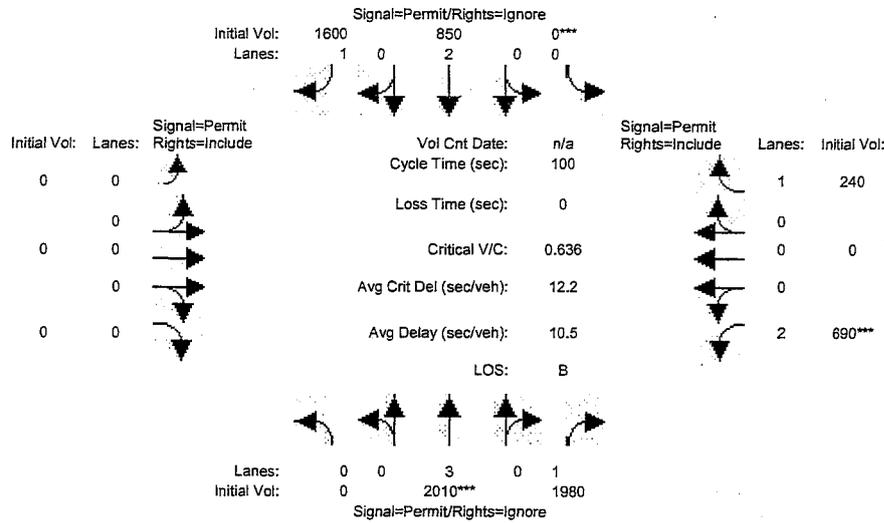


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3490	20	0	1480	120	560	80	1670	0	0	970
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3490	20	0	1480	120	560	80	1670	0	0	970
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3490	20	0	1480	120	560	80	1670	0	0	970
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3490	20	0	1480	0	560	80	1670	0	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3490	20	0	1480	0	560	80	1670	0	0	970
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	0	3490	20	0	1480	0	616	80	1837	0	0	1067
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.98	0.02	0.00	2.00	1.00	1.77	0.23	2.00	0.00	0.00	2.00
Final Sat.:	0	6165	35	0	3100	1550	2744	356	3100	0	0	3100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.57	0.00	0.48	0.00	0.22	0.22	0.59	0.00	0.00	0.34
Crit Vol:		878			0				918			534
Crit Moves:		****			****				****			****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

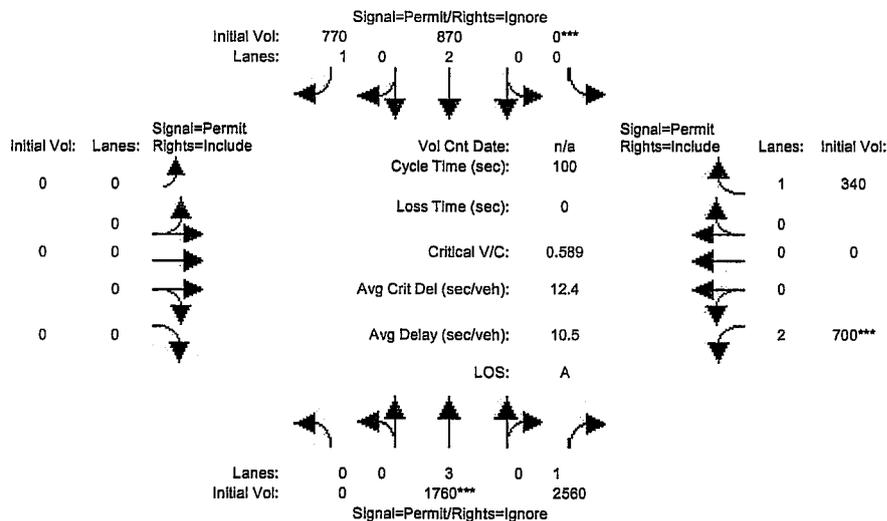


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2010	1980	0	850	1600	0	0	0	690	0	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2010	1980	0	850	1600	0	0	0	690	0	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2010	1980	0	850	1600	0	0	0	690	0	240
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2010	0	0	850	0	0	0	0	690	0	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2010	0	0	850	0	0	0	0	690	0	240
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	2010	0	0	850	0	0	0	0	759	0	240
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4950	1650	0	3300	1650	0	0	0	3300	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.23	0.00	0.15
Crit Vol:	670			0			0			380		
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project No Hazel

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

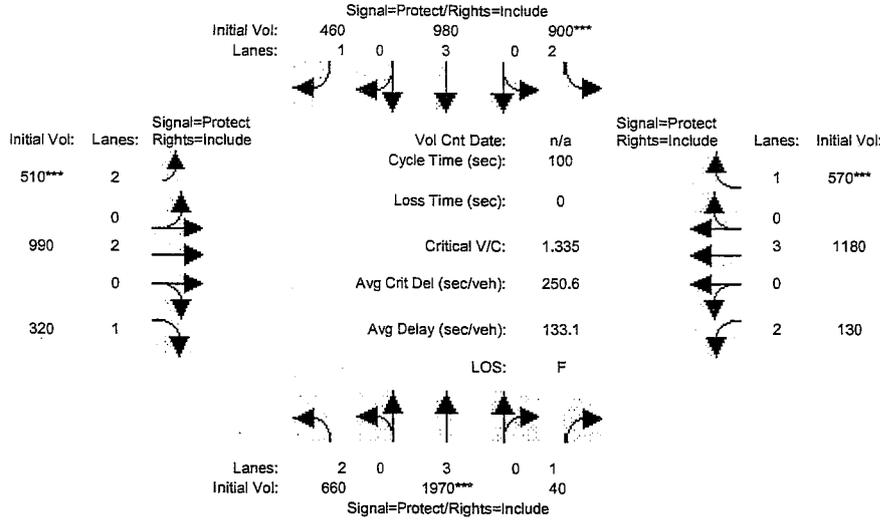


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1760	2560	0	870	770	0	0	0	700	0	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1760	2560	0	870	770	0	0	0	700	0	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1760	2560	0	870	770	0	0	0	700	0	340
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1760	0	0	870	0	0	0	0	700	0	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1760	0	0	870	0	0	0	0	700	0	340
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1760	0	0	870	0	0	0	0	770	0	340
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4950	1650	0	3300	1650	0	0	0	3300	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.23	0.00	0.21
Crit Vol:		587			0			0			385	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #118: Sunrise Boulevard/White Rock Road

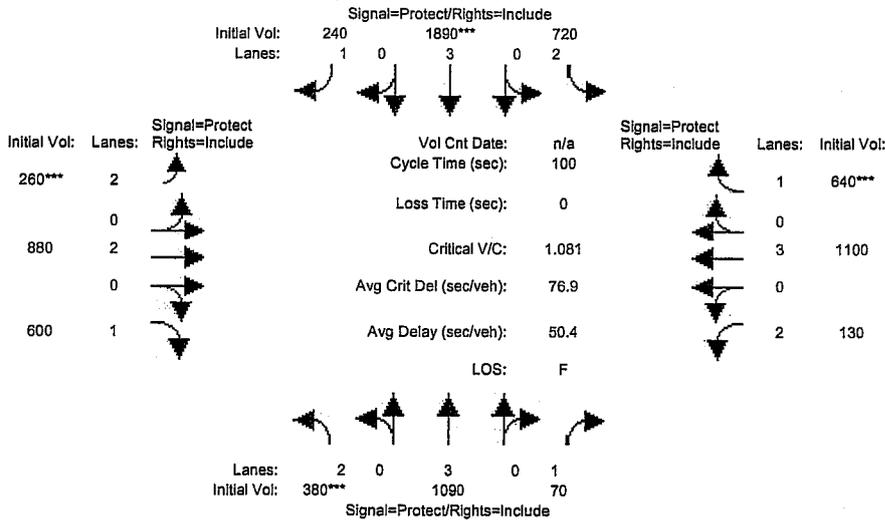


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	660	1970	40	900	980	460	510	990	320	130	1180	570
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	1970	40	900	980	460	510	990	320	130	1180	570
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	1970	40	900	980	460	510	990	320	130	1180	570
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:	660	1970	40	900	980	460	510	990	320	130	1180	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	1970	40	900	980	460	510	990	320	130	1180	570
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	726	1970	40	990	980	460	561	990	320	143	1180	570
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.24	0.44	0.03	0.33	0.22	0.31	0.19	0.33	0.21	0.05	0.26	0.38
Crit Vol:	657			495			281			570		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Protect No Hazel

Intersection #118: Sunrise Boulevard/White Rock Road

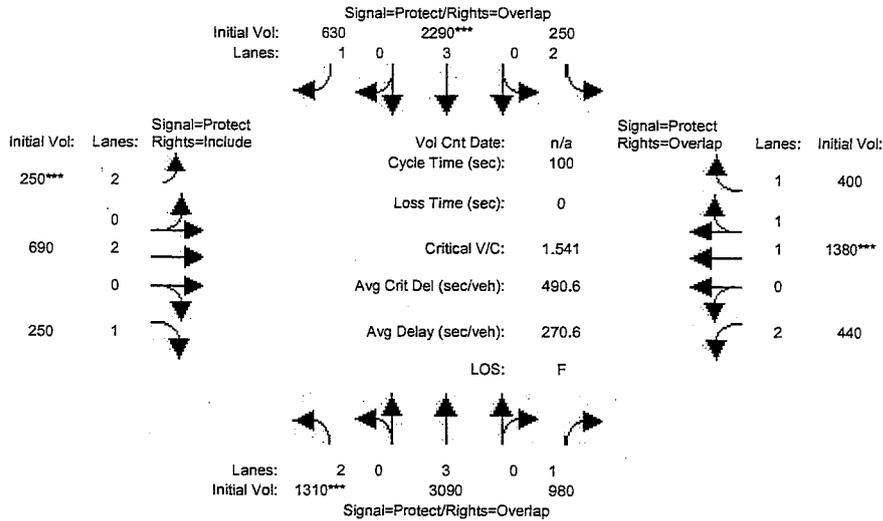


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	380	1090	70	720	1890	240	260	880	600	130	1100	640
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1090	70	720	1890	240	260	880	600	130	1100	640
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	1090	70	720	1890	240	260	880	600	130	1100	640
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:	380	1090	70	720	1890	240	260	880	600	130	1100	640
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1090	70	720	1890	240	260	880	600	130	1100	640
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	418	1090	70	792	1890	240	286	880	600	143	1100	640
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.05	0.26	0.42	0.16	0.10	0.29	0.40	0.05	0.24	0.43
Crit Vol:	209			630			143					640
Crit Moves:	****			****			****					****

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project No Hazel

Intersection #119: Sunrise Boulevard/Folsom Boulevard

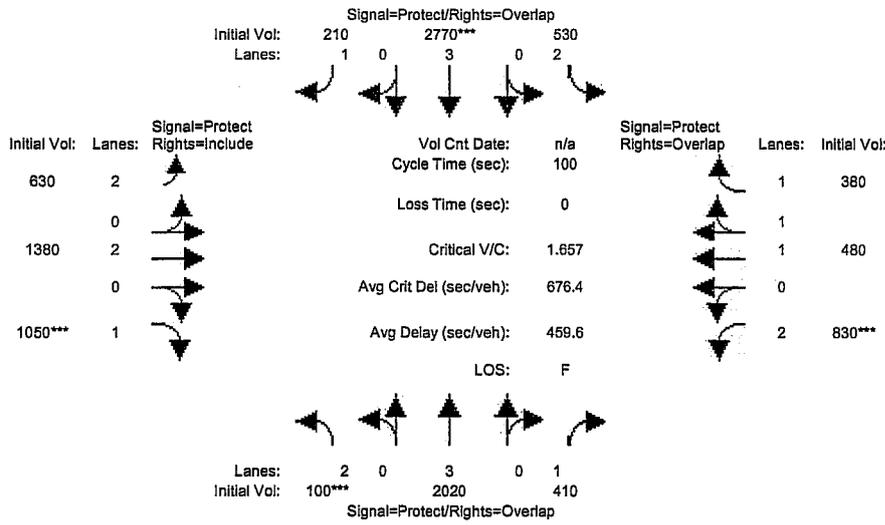


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1310	3090	980	250	2290	630	250	690	250	440	1380	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1310	3090	980	250	2290	630	250	690	250	440	1380	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1310	3090	980	250	2290	630	250	690	250	440	1380	400
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:	1310	3090	980	250	2290	630	250	690	250	440	1380	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1310	3090	980	250	2290	630	250	690	250	440	1380	400
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	1441	3090	980	275	2290	630	275	690	250	484	1380	440
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.48	0.69	0.65	0.09	0.51	0.42	0.09	0.23	0.17	0.16	0.46	0.29
Crit Vol:	721			763			138			690		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #119: Sunrise Boulevard/Folsom Boulevard

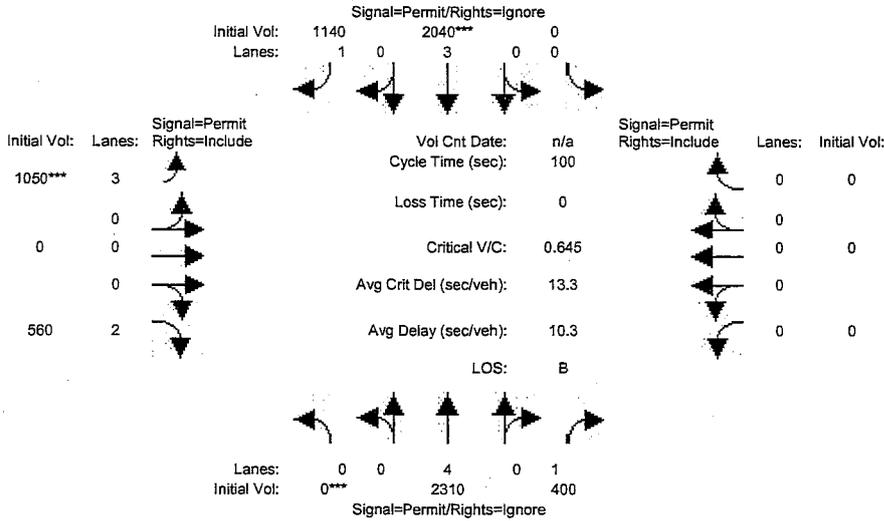


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	2020	410	530	2770	210	630	1380	1050	830	480	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2020	410	530	2770	210	630	1380	1050	830	480	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2020	410	530	2770	210	630	1380	1050	830	480	380
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:	100	2020	410	530	2770	210	630	1380	1050	830	480	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2020	410	530	2770	210	630	1380	1050	830	480	380
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	110	2020	410	583	2770	210	693	1380	1050	913	480	418
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.60	1.40
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	2405	2095
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.27	0.19	0.62	0.14	0.23	0.46	0.70	0.30	0.20	0.20
Crit Vol:	55			923			1050		457			
Crit Moves:	****			****			****		****			

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project No Hazel

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

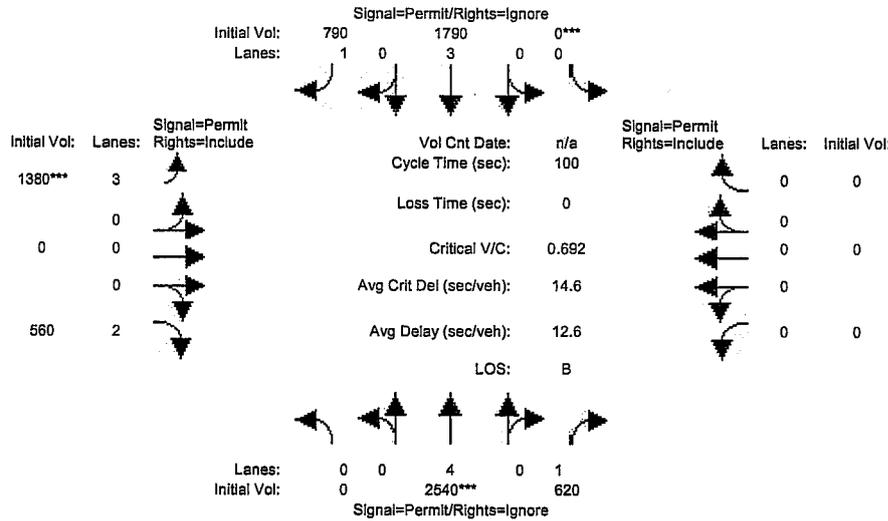


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2310	400	0	2040	1140	1050	0	560	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2310	400	0	2040	1140	1050	0	560	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2310	400	0	2040	1140	1050	0	560	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2310	0	0	2040	0	1050	0	560	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2310	0	0	2040	0	1050	0	560	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2310	0	0	2040	0	1155	0	616	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6600	1650	0	4950	1650	4950	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.41	0.00	0.23	0.00	0.19	0.00	0.00	0.00
Crit Vol:	0			680			385			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project No Hazel

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

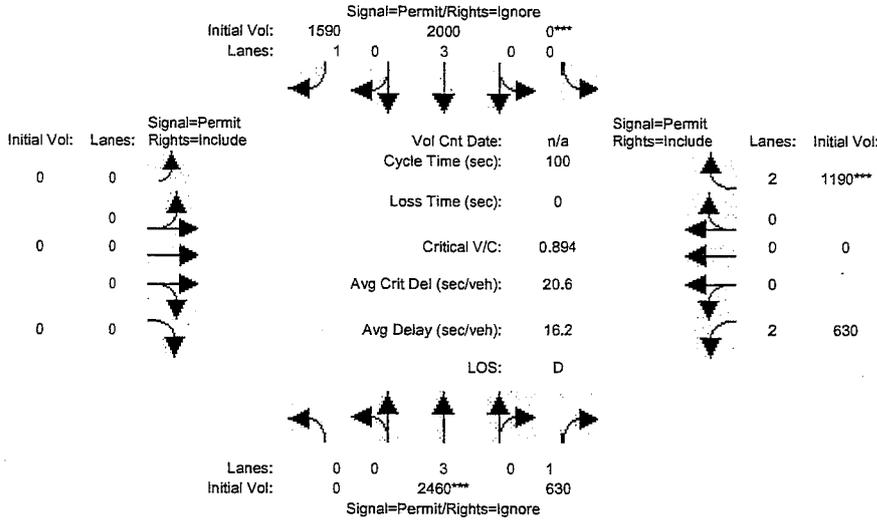


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2540	620	0	1790	790	1380	0	560	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2540	620	0	1790	790	1380	0	560	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2540	620	0	1790	790	1380	0	560	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2540	0	0	1790	0	1380	0	560	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2540	0	0	1790	0	1380	0	560	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2540	0	0	1790	0	1518	0	616	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6600	1650	0	4950	1650	4950	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.36	0.00	0.31	0.00	0.19	0.00	0.00	0.00
Crit Vol:		635			0		506				0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project No Hazel

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

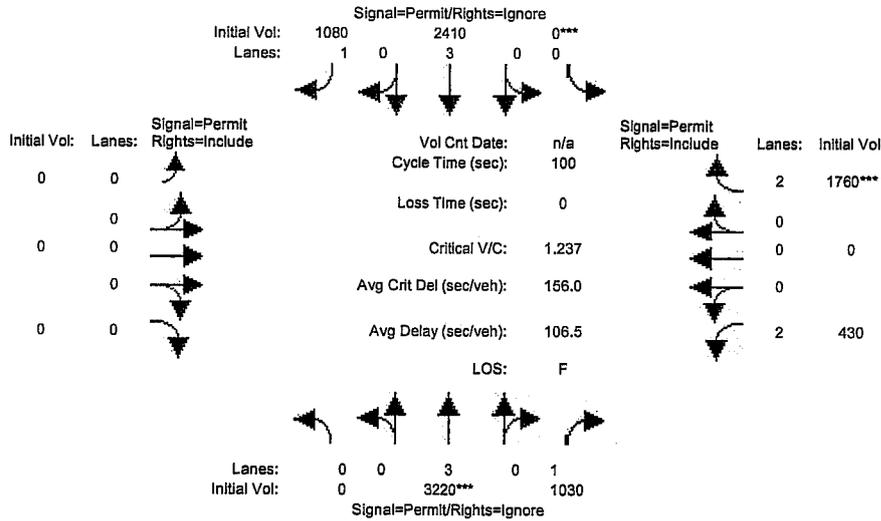


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2460	630	0	2000	1590	0	0	0	630	0	1190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2460	630	0	2000	1590	0	0	0	630	0	1190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2460	630	0	2000	1590	0	0	0	630	0	1190
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2460	0	0	2000	0	0	0	0	630	0	1190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2460	0	0	2000	0	0	0	0	630	0	1190
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	2460	0	0	2000	0	0	0	0	693	0	1309
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4950	1650	0	4950	1650	0	0	0	3300	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.21	0.00	0.40
Crit Vol:		820			0			0				655
Crit Moves:	****			****								****

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project No Hazel

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

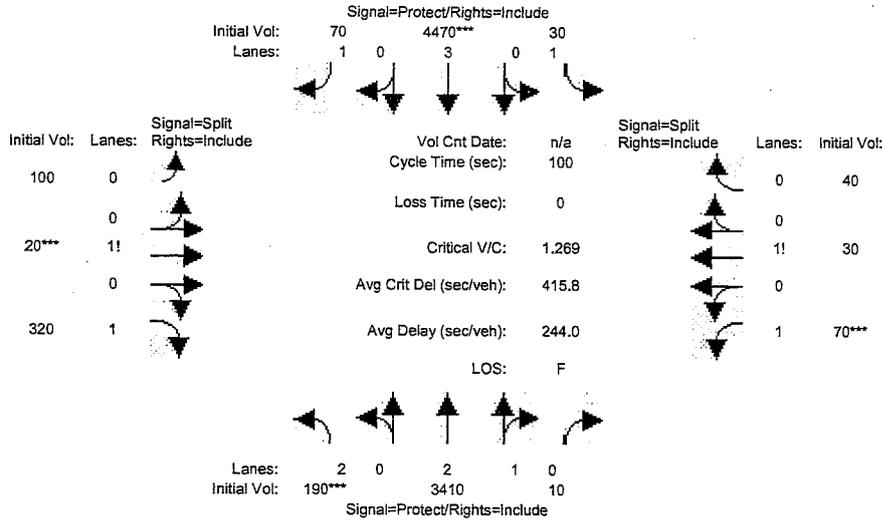


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3220	1030	0	2410	1080	0	0	0	430	0	1760
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3220	1030	0	2410	1080	0	0	0	430	0	1760
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3220	1030	0	2410	1080	0	0	0	430	0	1760
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3220	0	0	2410	0	0	0	0	430	0	1760
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3220	0	0	2410	0	0	0	0	430	0	1760
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	3220	0	0	2410	0	0	0	0	473	0	1936
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4950	1650	0	4950	1650	0	0	0	3300	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.14	0.00	0.59
Crit Vol:		1073			0			0				968
Crit Moves:	****			****								****

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project No Hazel

Intersection #122: Sunrise Boulevard/Zinfandel Drive

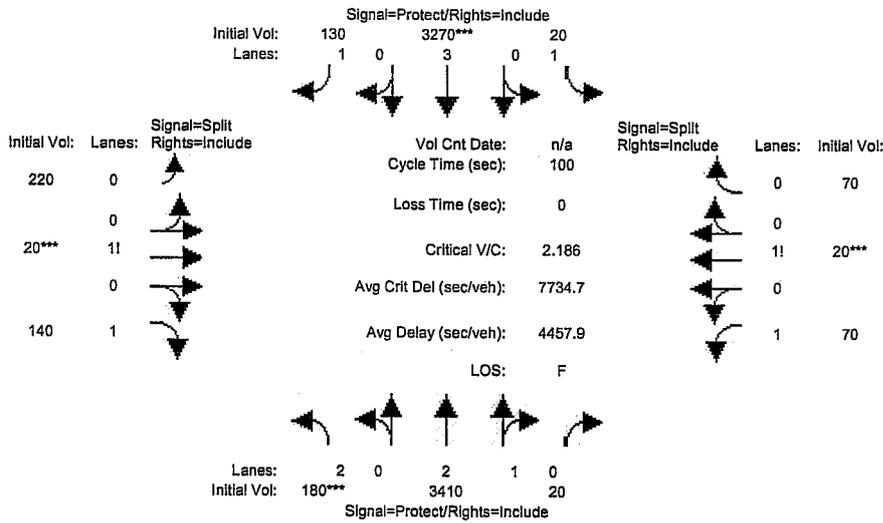


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	190	3410	10	30	4470	70	100	20	320	70	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	3410	10	30	4470	70	100	20	320	70	30	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	3410	10	30	4470	70	100	20	320	70	30	40
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:	190	3410	10	30	4470	70	100	20	320	70	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	3410	10	30	4470	70	100	20	320	70	30	40
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	209	3410	10	30	4470	70	100	20	352	77	30	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.99	0.01	1.00	3.00	1.00	0.42	0.08	1.50	1.05	0.41	0.54
Final Sat.:	3000	4487	13	1500	4500	1500	636	127	2237	1571	612	816
Capacity Analysis Module:												
Vol/Sat:	0.07	0.76	0.76	0.02	0.99	0.05	0.16	0.16	0.16	0.05	0.05	0.05
Crit Vol:	104			1490			236			74		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project No Hazel

Intersection #122: Sunrise Boulevard/Zinfandel Drive

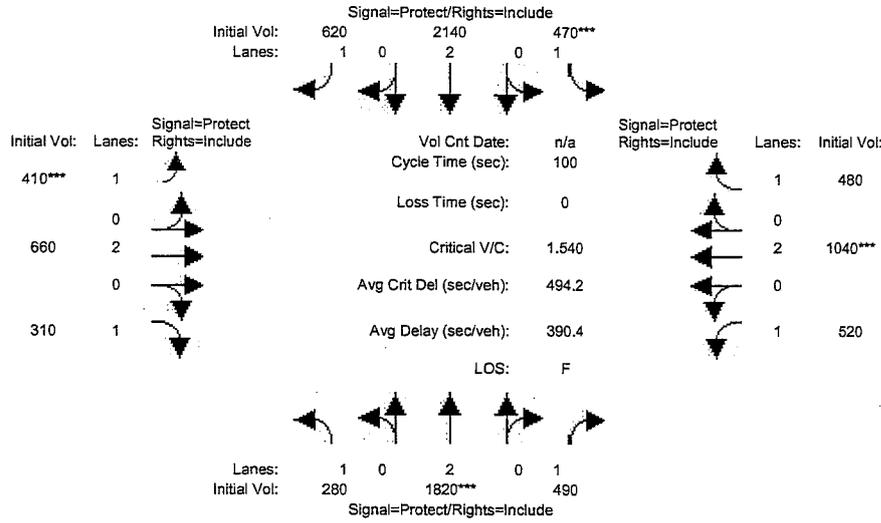


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	3410	20	20	3270	130	220	20	140	70	20	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	3410	20	20	3270	130	220	20	140	70	20	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	3410	20	20	3270	130	220	20	140	70	20	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:	180	3410	20	20	3270	130	220	20	140	70	20	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	3410	20	20	3270	130	220	20	140	70	20	70
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	198	3410	20	20	3270	130	220	20	154	77	20	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.98	0.02	1.00	3.00	1.00	0.99	0.01	1.00	1.00	0.22	0.78
Final Sat.:	3000	4474	26	1500	4500	1500	1485	15	1500	1500	333	1167
Capacity Analysis Module:												
Vol/Sat:	0.07	0.76	0.76	0.01	0.73	0.09	0.15	1.33	0.10	0.05	0.06	0.06
Crit Vol:	99				1090			2000			90	
Crit Moves:	***				***			***			***	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #123: Hazel Avenue/Folsom Boulevard

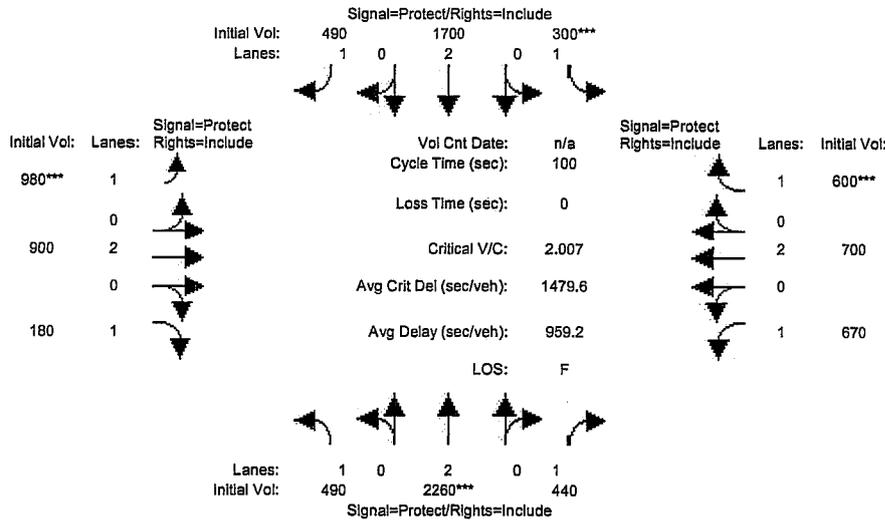


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	280	1820	490	470	2140	620	410	660	310	520	1040	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1820	490	470	2140	620	410	660	310	520	1040	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1820	490	470	2140	620	410	660	310	520	1040	480
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:	280	1820	490	470	2140	620	410	660	310	520	1040	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1820	490	470	2140	620	410	660	310	520	1040	480
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
Final Vol.:	280	1820	490	470	2140	620	410	660	310	520	1040	480
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.61	0.33	0.31	0.71	0.41	0.27	0.22	0.21	0.35	0.35	0.32
Crit Vol:	910			470			410			520		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #123: Hazel Avenue/Folsom Boulevard

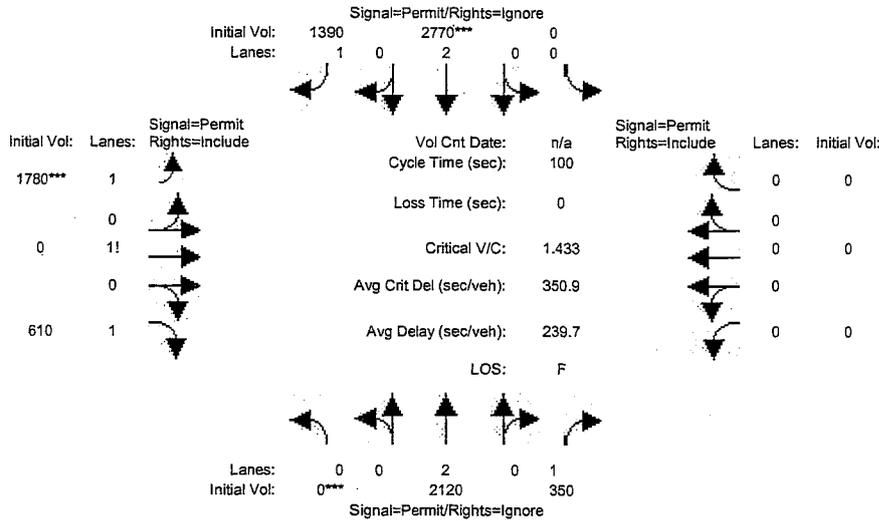


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	490	2260	440	300	1700	490	980	900	180	670	700	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	2260	440	300	1700	490	980	900	180	670	700	600
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	2260	440	300	1700	490	980	900	180	670	700	600
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:	490	2260	440	300	1700	490	980	900	180	670	700	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	2260	440	300	1700	490	980	900	180	670	700	600
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
Final Vol.:	490	2260	440	300	1700	490	980	900	180	670	700	600
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.33	0.75	0.29	0.20	0.57	0.33	0.65	0.30	0.12	0.45	0.23	0.40
Crit Vol:	1130			300			980			600		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

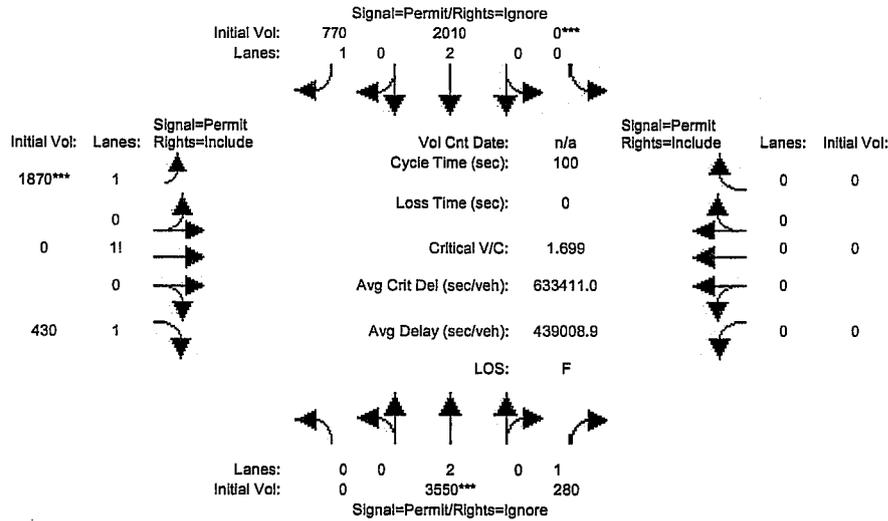


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2120	350	0	2770	1390	1780	0	610	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2120	350	0	2770	1390	1780	0	610	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2120	350	0	2770	1390	1780	0	610	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2120	0	0	2770	0	1780	0	610	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2120	0	0	2770	0	1780	0	610	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2120	0	0	2770	0	1958	0	671	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3300	1650	0	3300	1650	3300	0	1650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.00	0.00	0.84	0.00	0.59	0.00	0.41	0.00	0.00	0.00
Crit Vol:	0			1385			979			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

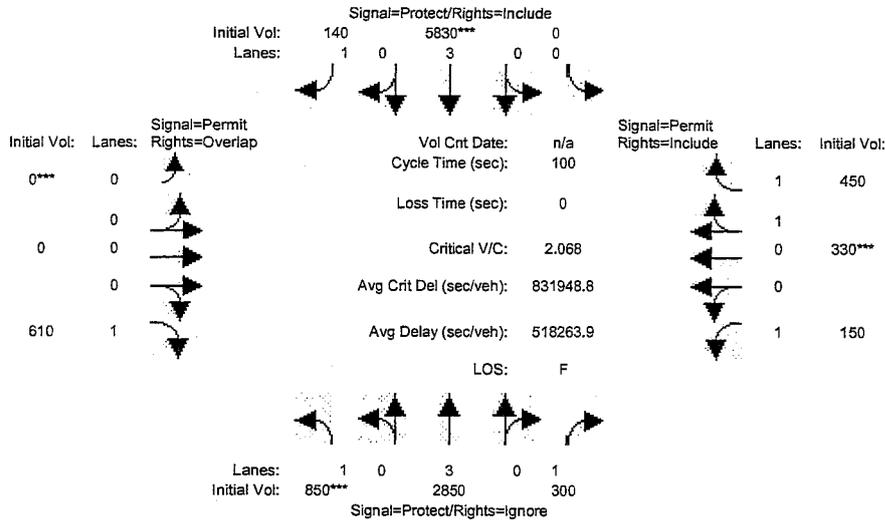


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3550	280	0	2010	770	1870	0	430	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3550	280	0	2010	770	1870	0	430	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3550	280	0	2010	770	1870	0	430	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3550	0	0	2010	0	1870	0	430	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3550	0	0	2010	0	1870	0	430	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	3550	0	0	2010	0	2057	0	473	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3300	1650	0	3300	1650	3300	0	1650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	1.08	0.00	0.00	0.61	0.00	0.62	0.00	0.29	0.00	0.00	0.00
Crit Vol:		1775			0		1029			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project No Hazel

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

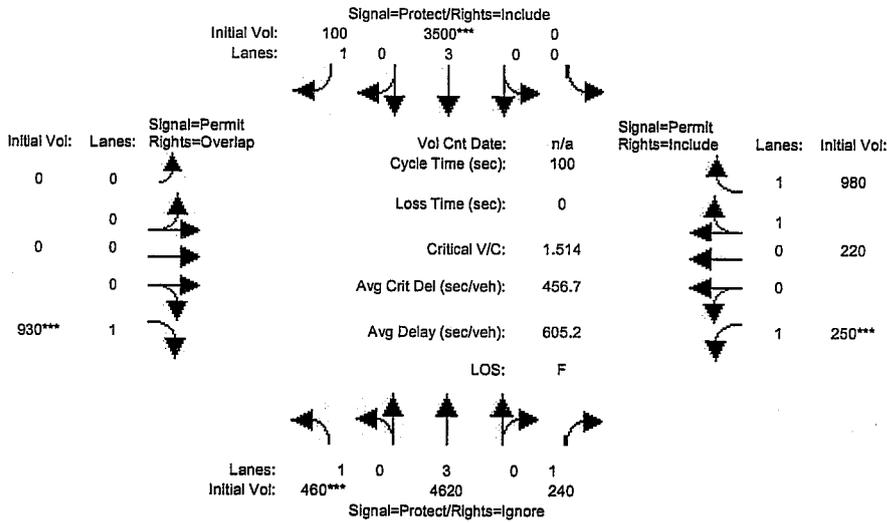


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	850	2850	300	0	5830	140	0	0	610	150	330	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	850	2850	300	0	5830	140	0	0	610	150	330	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	850	2850	300	0	5830	140	0	0	610	150	330	450
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	850	2850	0	0	5830	140	0	0	610	150	330	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	850	2850	0	0	5830	140	0	0	610	150	330	450
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	850	2850	0	0	5830	140	0	0	610	150	330	495
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.80	1.20
Final Sat.:	1550	4650	1550	0	4650	1550	0	0	1550	1550	1240	1860
Capacity Analysis Module:												
Vol/Sat:	0.55	0.61	0.00	0.00	1.25	0.09	0.00	0.00	0.39	0.10	0.27	0.27
Crit Vol:	850				1943		0				413	
Crit Moves:	****				****		****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

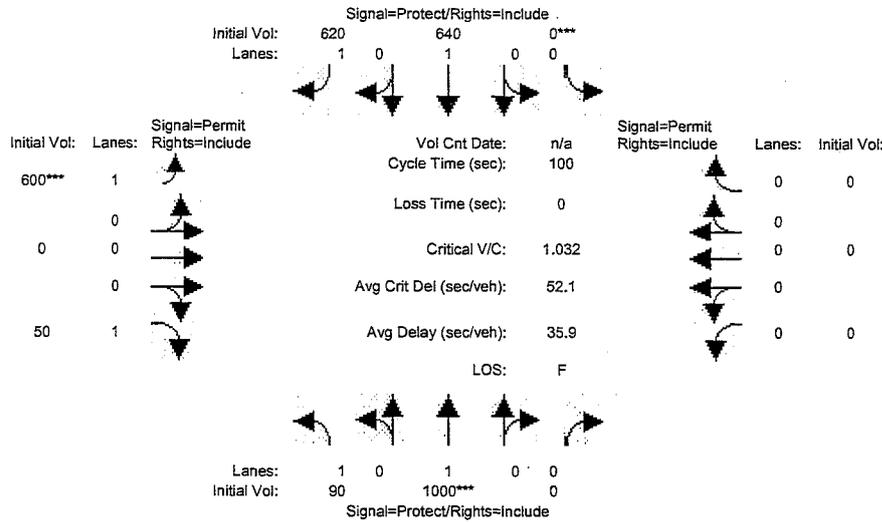


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	460	4620	240	0	3500	100	0	0	930	250	220	980
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	4620	240	0	3500	100	0	0	930	250	220	980
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	4620	240	0	3500	100	0	0	930	250	220	980
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	460	4620	0	0	3500	100	0	0	930	250	220	980
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	4620	0	0	3500	100	0	0	930	250	220	980
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	460	4620	0	0	3500	100	0	0	930	250	220	1078
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.34	1.66
Final Sat.:	1550	4650	1550	0	4650	1550	0	0	1550	1550	525	2575
Capacity Analysis Module:												
Vol/Sat:	0.30	0.99	0.00	0.00	0.75	0.06	0.00	0.00	0.60	0.16	0.42	0.42
Crit Vol:	0			1167			930	250				
Crit Moves:	****			****			****	****				

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project No Hazel

Intersection #126: Grant Line/White Rock Road

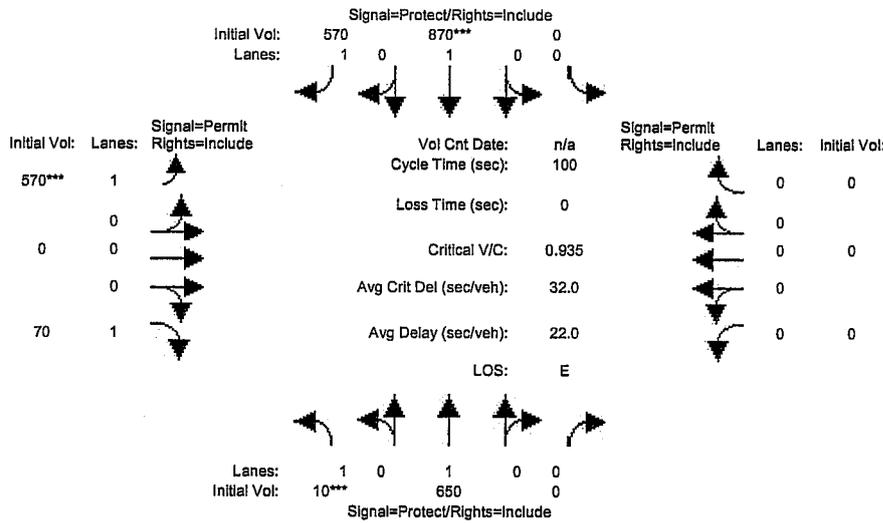


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	90	1000	0	0	640	620	600	0	50	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1000	0	0	640	620	600	0	50	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1000	0	0	640	620	600	0	50	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:	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:	90	1000	0	0	640	620	600	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1000	0	0	640	620	600	0	50	0	0	0
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
Final Vol.:	90	1000	0	0	640	620	600	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	1550	0	0	1550	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.65	0.00	0.00	0.41	0.40	0.39	0.00	0.03	0.00	0.00	0.00
Crit Vol:		1000			0		600				0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Protect No Hazel

Intersection #126: Grant Line/White Rock Road

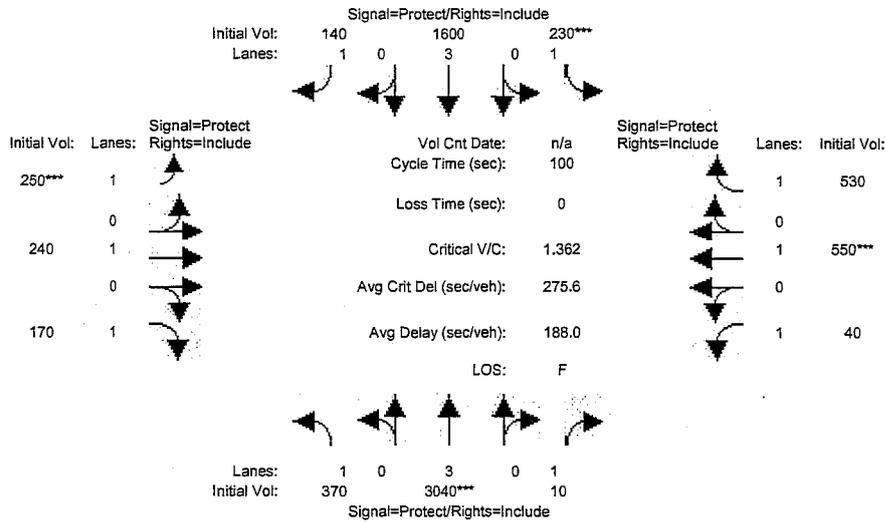


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	650	0	0	870	570	570	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	650	0	0	870	570	570	0	70	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	650	0	0	870	570	570	0	70	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:	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:	10	650	0	0	870	570	570	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	650	0	0	870	570	570	0	70	0	0	0
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
Final Vol.:	10	650	0	0	870	570	570	0	70	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	1550	0	0	1550	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.00	0.00	0.56	0.37	0.37	0.00	0.05	0.00	0.00	0.00
Crit Vol:	10			870			570			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #127: Sunrise Blvd/Kiefer Blvd

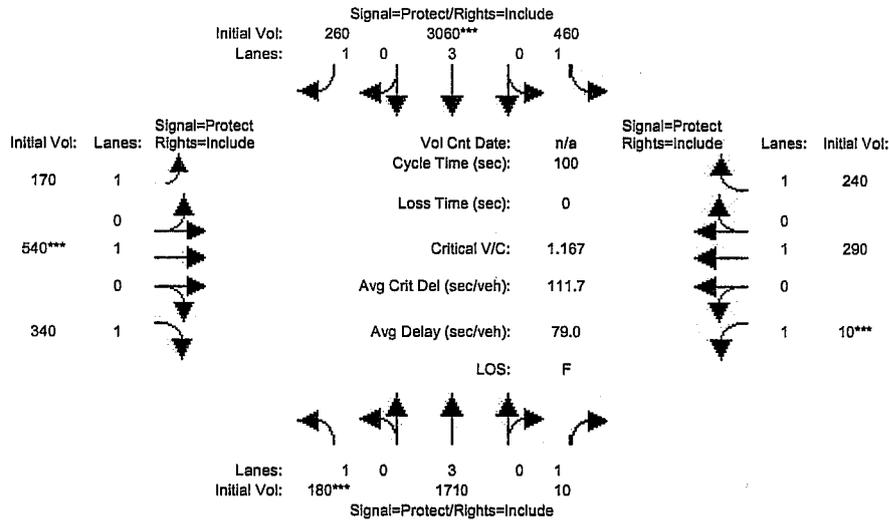


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	370	3040	10	230	1600	140	250	240	170	40	550	530
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	3040	10	230	1600	140	250	240	170	40	550	530
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	3040	10	230	1600	140	250	240	170	40	550	530
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:	370	3040	10	230	1600	140	250	240	170	40	550	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	3040	10	230	1600	140	250	240	170	40	550	530
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
Final Vol.:	370	3040	10	230	1600	140	250	240	170	40	550	530
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.25	0.68	0.01	0.15	0.36	0.09	0.17	0.16	0.11	0.03	0.37	0.35
Crit Vol:	1013			230			250			550		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #127: Sunrise Blvd/Kiefer Blvd

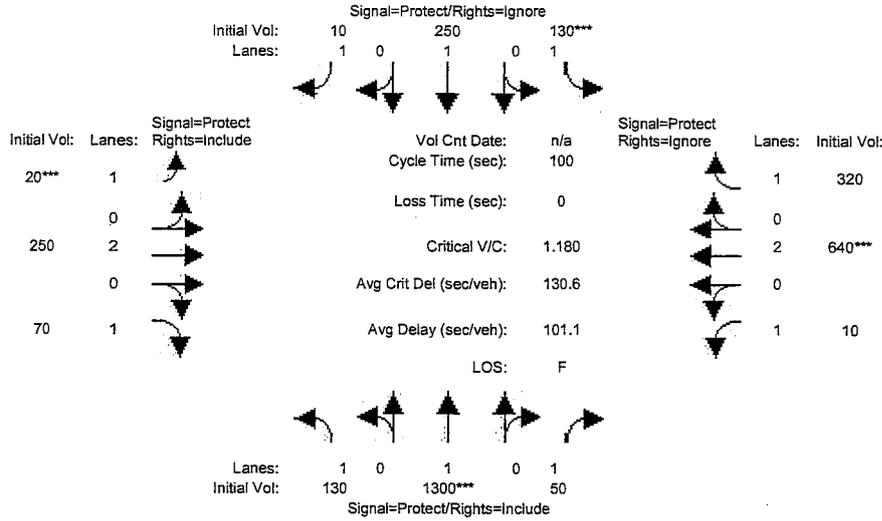


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	1710	10	460	3060	260	170	540	340	10	290	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1710	10	460	3060	260	170	540	340	10	290	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1710	10	460	3060	260	170	540	340	10	290	240
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:	180	1710	10	460	3060	260	170	540	340	10	290	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1710	10	460	3060	260	170	540	340	10	290	240
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
Final Vol.:	180	1710	10	460	3060	260	170	540	340	10	290	240
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.01	0.31	0.68	0.17	0.11	0.36	0.23	0.01	0.19	0.16
Crit Vol:	180			1020			540			10		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #128: Eagles Nest/Kiefer

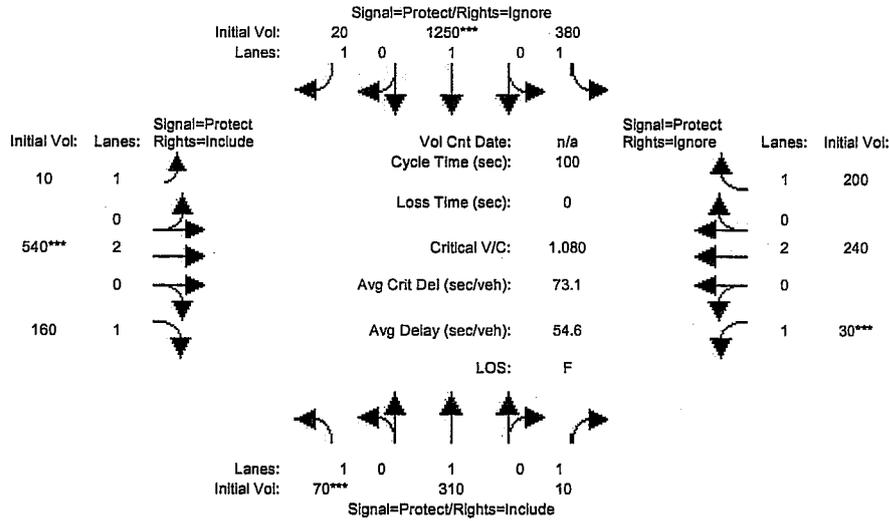


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	130	1300	50	130	250	10	20	250	70	10	640	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1300	50	130	250	10	20	250	70	10	640	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1300	50	130	250	10	20	250	70	10	640	320
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	1300	50	130	250	0	20	250	70	10	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1300	50	130	250	0	20	250	70	10	640	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	130	1300	50	130	250	0	20	250	70	10	640	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.87	0.03	0.09	0.17	0.00	0.01	0.08	0.05	0.01	0.21	0.00
Crit Vol:	1300			130			20			320		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #128: Eagles Nest/Kiefer

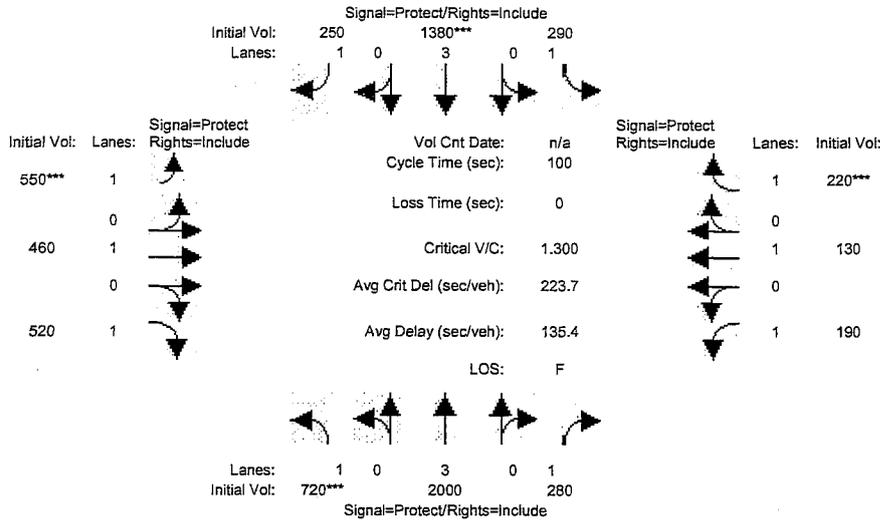


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	70	310	10	380	1250	20	10	540	160	30	240	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	310	10	380	1250	20	10	540	160	30	240	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	310	10	380	1250	20	10	540	160	30	240	200
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	310	10	380	1250	0	10	540	160	30	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	310	10	380	1250	0	10	540	160	30	240	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	70	310	10	380	1250	0	10	540	160	30	240	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.01	0.25	0.83	0.00	0.01	0.18	0.11	0.02	0.08	0.00
Crit Vol:	70			1250			270			30		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #129: Sunrise/International

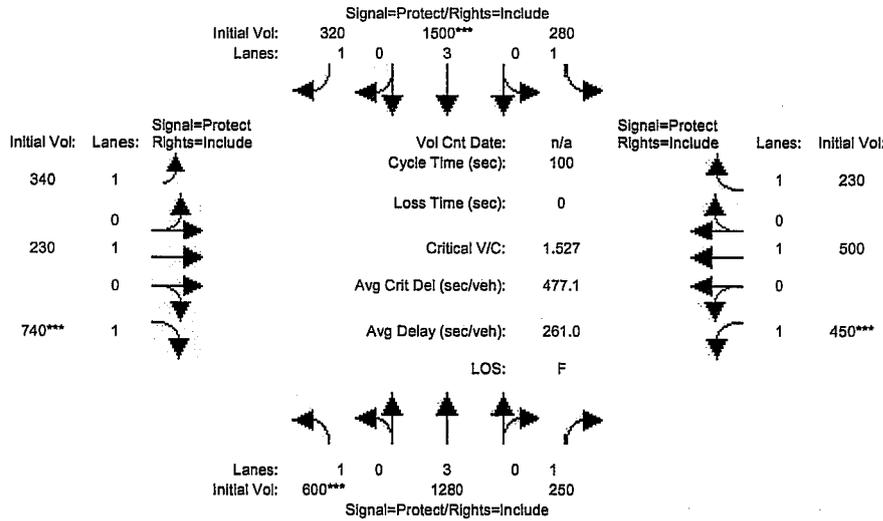


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	720	2000	280	290	1380	250	550	460	520	190	130	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	2000	280	290	1380	250	550	460	520	190	130	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	2000	280	290	1380	250	550	460	520	190	130	220
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:	720	2000	280	290	1380	250	550	460	520	190	130	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	2000	280	290	1380	250	550	460	520	190	130	220
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
Final Vol.:	720	2000	280	290	1380	250	550	460	520	190	130	220
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.48	0.44	0.19	0.19	0.31	0.17	0.37	0.31	0.35	0.13	0.09	0.15
Crit Vol:	720			460			550			220		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #129: Sunrise/International

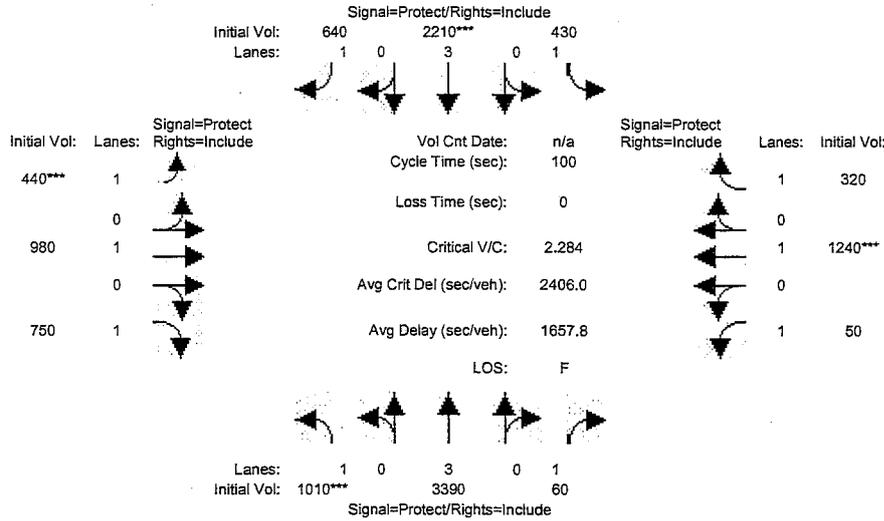


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	600	1280	250	280	1500	320	340	230	740	450	500	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	600	1280	250	280	1500	320	340	230	740	450	500	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	1280	250	280	1500	320	340	230	740	450	500	230
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:	600	1280	250	280	1500	320	340	230	740	450	500	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	1280	250	280	1500	320	340	230	740	450	500	230
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
Final Vol.:	600	1280	250	280	1500	320	340	230	740	450	500	230
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.40	0.28	0.17	0.19	0.33	0.21	0.23	0.15	0.49	0.30	0.33	0.15
Crit Vol:	600			500			740	450				
Crit Moves:	****			****			****	****				

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project No Hazel

Intersection #130: Jaeger/White Rock

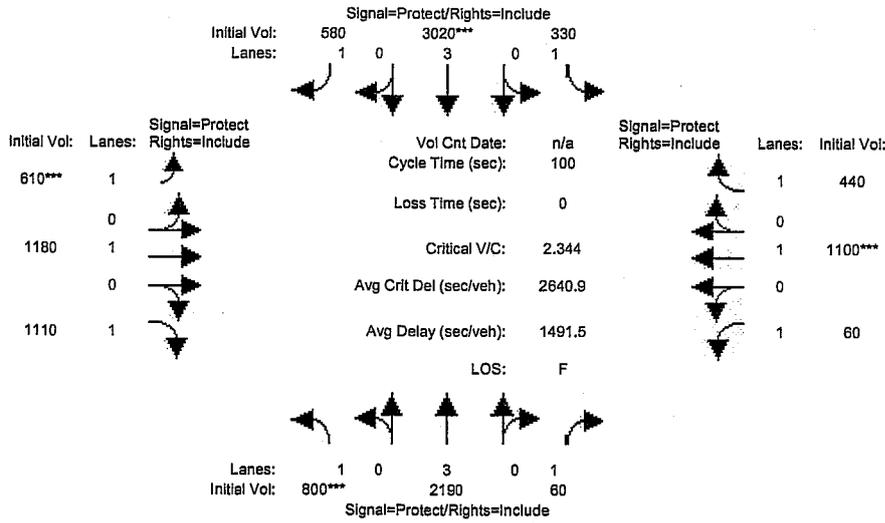


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1010	3390	60	430	2210	640	440	980	750	50	1240	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1010	3390	60	430	2210	640	440	980	750	50	1240	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1010	3390	60	430	2210	640	440	980	750	50	1240	320
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:	1010	3390	60	430	2210	640	440	980	750	50	1240	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1010	3390	60	430	2210	640	440	980	750	50	1240	320
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
Final Vol.:	1010	3390	60	430	2210	640	440	980	750	50	1240	320
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.67	0.75	0.04	0.29	0.49	0.43	0.29	0.65	0.50	0.03	0.83	0.21
Crit Vol:	1010				737		440			1240		
Crit Moves:	****				****		****			****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project No Haze!

Intersection #130: Jaeger/White Rock

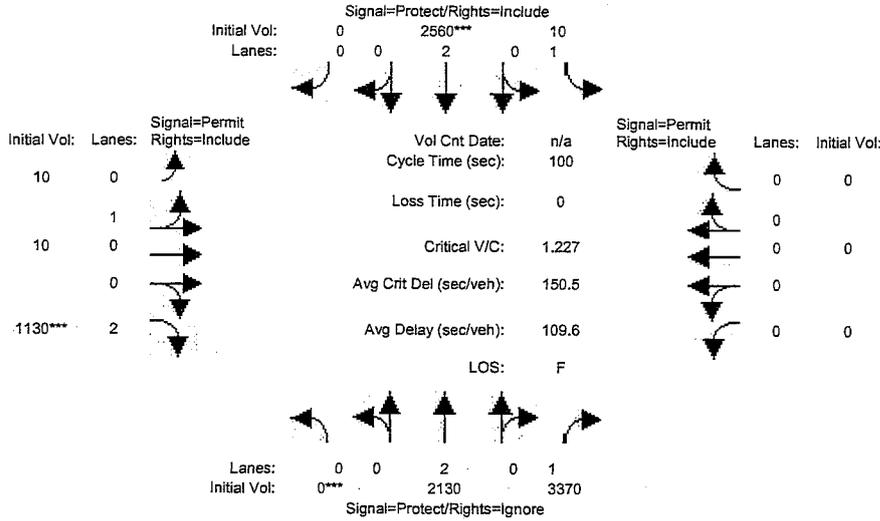


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	800	2190	60	330	3020	580	610	1180	1110	60	1100	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	800	2190	60	330	3020	580	610	1180	1110	60	1100	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	800	2190	60	330	3020	580	610	1180	1110	60	1100	440
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:	800	2190	60	330	3020	580	610	1180	1110	60	1100	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	800	2190	60	330	3020	580	610	1180	1110	60	1100	440
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
Final Vol.:	800	2190	60	330	3020	580	610	1180	1110	60	1100	440
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.53	0.49	0.04	0.22	0.67	0.39	0.41	0.79	0.74	0.04	0.73	0.29
Crit Vol:	800			1007			610			1100		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #131: Sunrise Reliever/50EB

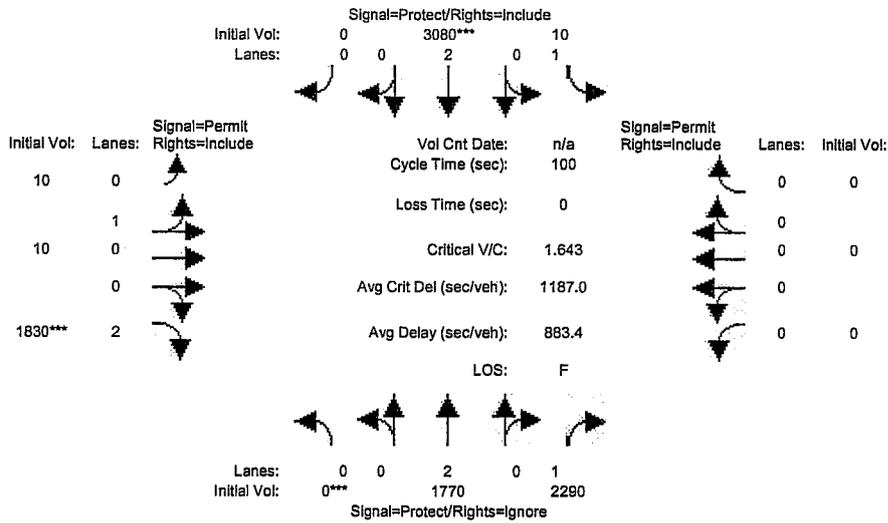


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2130	3370	10	2560	0	10	10	1130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2130	3370	10	2560	0	10	10	1130	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2130	3370	10	2560	0	10	10	1130	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2130	0	10	2560	0	10	10	1130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2130	0	10	2560	0	10	10	1130	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2130	0	10	2560	0	10	10	1243	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	2.00	1.00	1.00	2.00	0.00	0.50	0.50	2.00	0.00	0.00	0.00
Final Sat.:	0	3100	1550	1550	3100	0	775	775	3100	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.69	0.00	0.01	0.83	0.00	0.01	0.01	0.40	0.00	0.00	0.00
Crit Vol:	0			1280			622			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project No Hazel

Intersection #131: Sunrise Reliever/50EB

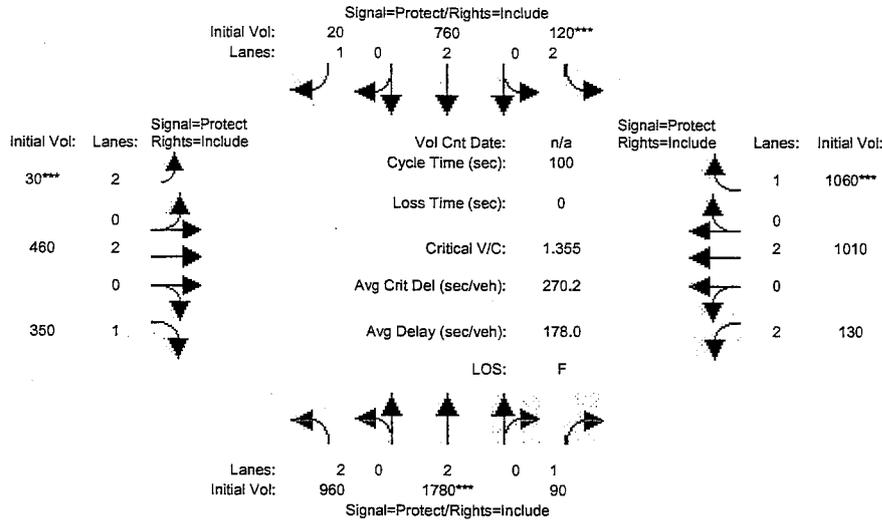


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1770	2290	10	3080	0	10	10	1830	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1770	2290	10	3080	0	10	10	1830	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1770	2290	10	3080	0	10	10	1830	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1770	0	10	3080	0	10	10	1830	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1770	0	10	3080	0	10	10	1830	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1770	0	10	3080	0	10	10	2013	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	2.00	1.00	1.00	2.00	0.00	0.50	0.50	2.00	0.00	0.00	0.00
Final Sat.:	0	3100	1550	1550	3100	0	775	775	3100	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.00	0.01	0.99	0.00	0.01	0.01	0.65	0.00	0.00	0.00
Crit Vol:	0			1540			1007			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #133: Jaeger/Douglas

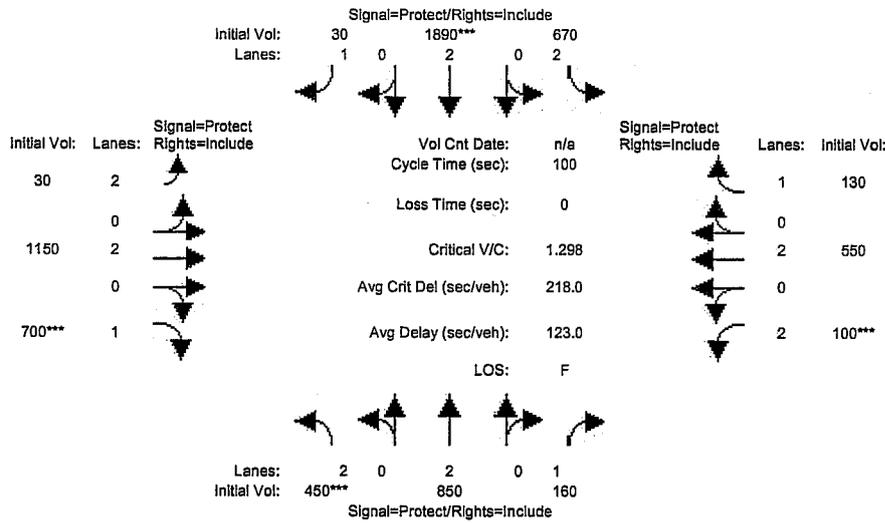


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	960	1780	90	120	760	20	30	460	350	130	1010	1060
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	960	1780	90	120	760	20	30	460	350	130	1010	1060
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	960	1780	90	120	760	20	30	460	350	130	1010	1060
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:	960	1780	90	120	760	20	30	460	350	130	1010	1060
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	960	1780	90	120	760	20	30	460	350	130	1010	1060
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	1056	1780	90	132	760	20	33	460	350	143	1010	1060
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.35	0.59	0.06	0.04	0.25	0.01	0.01	0.15	0.23	0.05	0.34	0.71
Crit Vol:		890		66			17				1060	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #133: Jaeger/Douglas

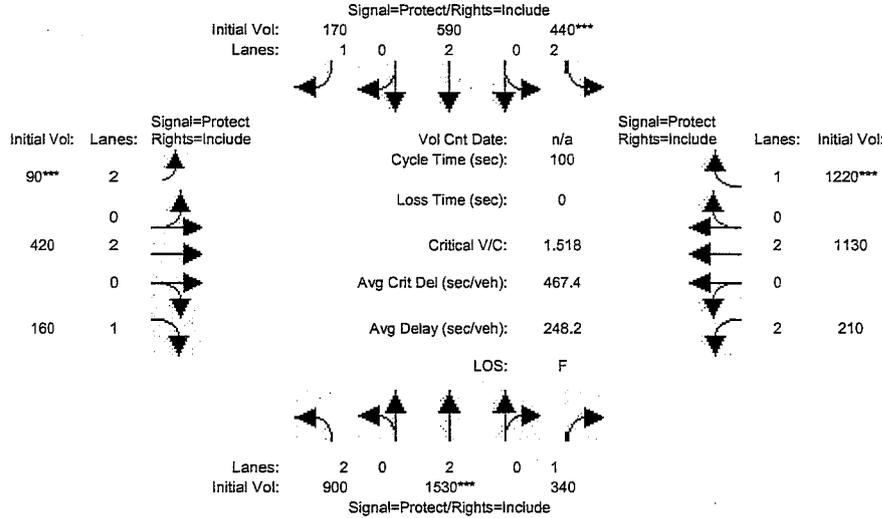


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	450	850	160	670	1890	30	30	1150	700	100	550	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	850	160	670	1890	30	30	1150	700	100	550	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	850	160	670	1890	30	30	1150	700	100	550	130
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:	450	850	160	670	1890	30	30	1150	700	100	550	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	850	160	670	1890	30	30	1150	700	100	550	130
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	495	850	160	737	1890	30	33	1150	700	110	550	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.11	0.25	0.63	0.02	0.01	0.38	0.47	0.04	0.18	0.09
Crit Vol:	248			945			700			55		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #134: Americanos/Douglas

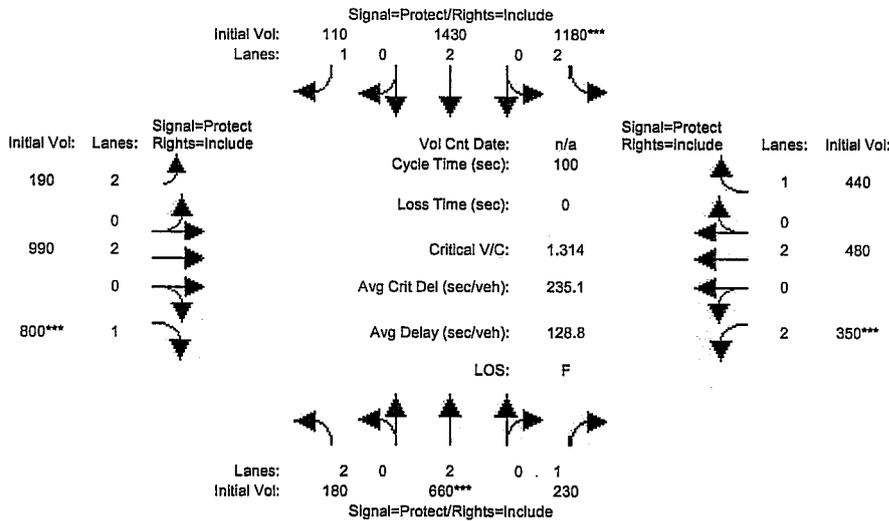


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	900	1530	340	440	590	170	90	420	160	210	1130	1220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	900	1530	340	440	590	170	90	420	160	210	1130	1220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	900	1530	340	440	590	170	90	420	160	210	1130	1220
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:	900	1530	340	440	590	170	90	420	160	210	1130	1220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	900	1530	340	440	590	170	90	420	160	210	1130	1220
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	990	1530	340	484	590	170	99	420	160	231	1130	1220
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.33	0.51	0.23	0.16	0.20	0.11	0.03	0.14	0.11	0.08	0.38	0.81
Crit Vol:		765		242			50					1220
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #134: Americanos/Douglas

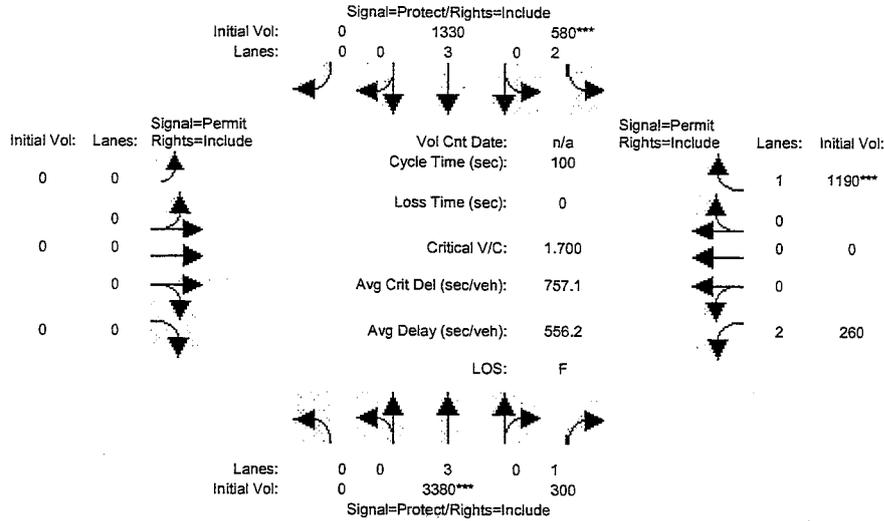


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	660	230	1180	1430	110	190	990	800	350	480	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	660	230	1180	1430	110	190	990	800	350	480	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	660	230	1180	1430	110	190	990	800	350	480	440
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:	180	660	230	1180	1430	110	190	990	800	350	480	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	660	230	1180	1430	110	190	990	800	350	480	440
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	198	660	230	1298	1430	110	209	990	800	385	480	440
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.15	0.43	0.48	0.07	0.07	0.33	0.53	0.13	0.16	0.29
Crit Vol:	330			649			800			193		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #135: Sunrise/Chrysanthy Blvd

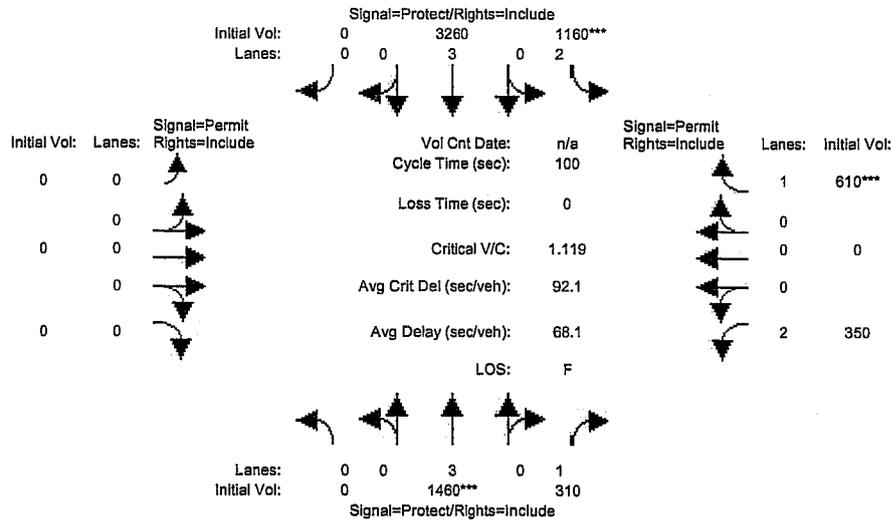


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3380	300	580	1330	0	0	0	0	260	0	1190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3380	300	580	1330	0	0	0	0	260	0	1190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3380	300	580	1330	0	0	0	0	260	0	1190
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	3380	300	580	1330	0	0	0	0	260	0	1190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3380	300	580	1330	0	0	0	0	260	0	1190
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	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	3380	300	638	1330	0	0	0	0	286	0	1190
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4650	1550	3100	4650	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.73	0.19	0.21	0.29	0.00	0.00	0.00	0.00	0.09	0.00	0.77
Crit Vol:		1127		319			0					1190
Crit Moves:		****		****								****

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project No Hazel

Intersection #135: Sunrise/Chrysanthy Blvd

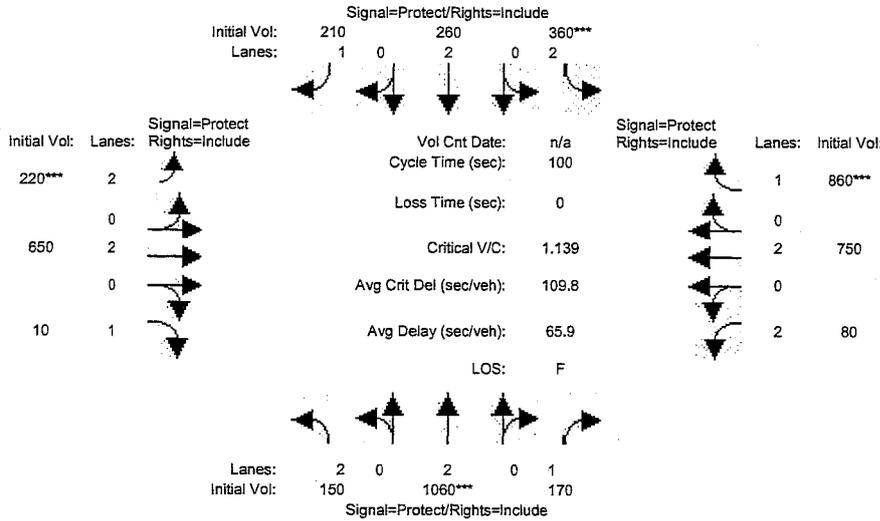


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1460	310	1160	3260	0	0	0	0	350	0	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1460	310	1160	3260	0	0	0	0	350	0	610
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1460	310	1160	3260	0	0	0	0	350	0	610
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	1460	310	1160	3260	0	0	0	0	350	0	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1460	310	1160	3260	0	0	0	0	350	0	610
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	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1460	310	1276	3260	0	0	0	0	385	0	610
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4650	1550	3100	4650	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.20	0.41	0.70	0.00	0.00	0.00	0.00	0.12	0.00	0.39
Crit Vol:		487		638			0			610		
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #136: Jaeger Rd/Chrysanthy Blvd

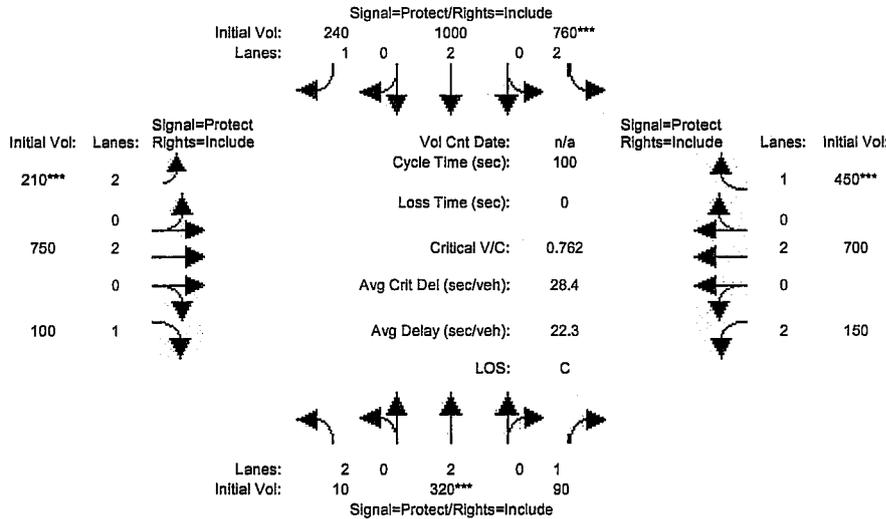


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	1060	170	360	260	210	220	650	10	80	750	860
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1060	170	360	260	210	220	650	10	80	750	860
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1060	170	360	260	210	220	650	10	80	750	860
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:	150	1060	170	360	260	210	220	650	10	80	750	860
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1060	170	360	260	210	220	650	10	80	750	860
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	165	1060	170	396	260	210	242	650	10	88	750	860
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.11	0.13	0.09	0.14	0.08	0.22	0.01	0.03	0.25	0.57
Crit Vol:		530		198			121					860
Crit Moves:	****			****			****					****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #136: Jaeger Rd/Chrysanthy Blvd

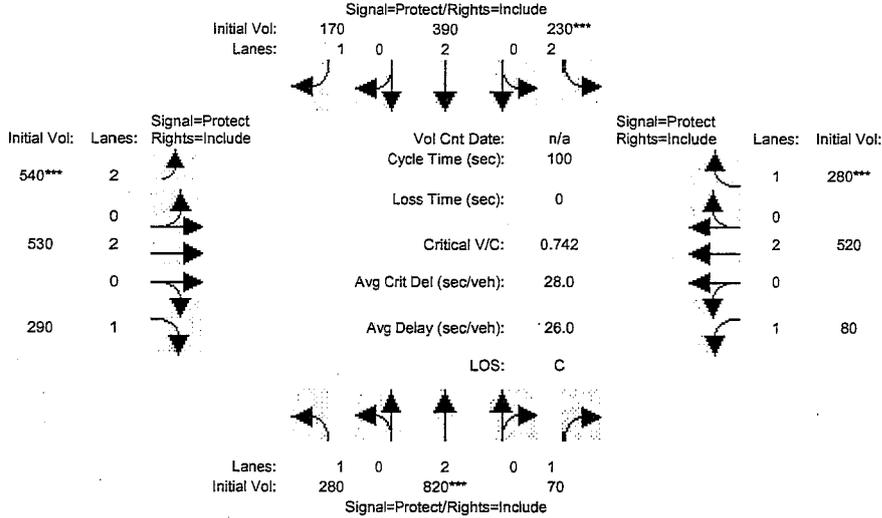


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	320	90	760	1000	240	210	750	100	150	700	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	320	90	760	1000	240	210	750	100	150	700	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	320	90	760	1000	240	210	750	100	150	700	450
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:	10	320	90	760	1000	240	210	750	100	150	700	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	320	90	760	1000	240	210	750	100	150	700	450
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	11	320	90	836	1000	240	231	750	100	165	700	450
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.06	0.28	0.33	0.16	0.08	0.25	0.07	0.06	0.23	0.30
Crit Vol:		160		418			116			450		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #137: Americanos/Chrysanthy

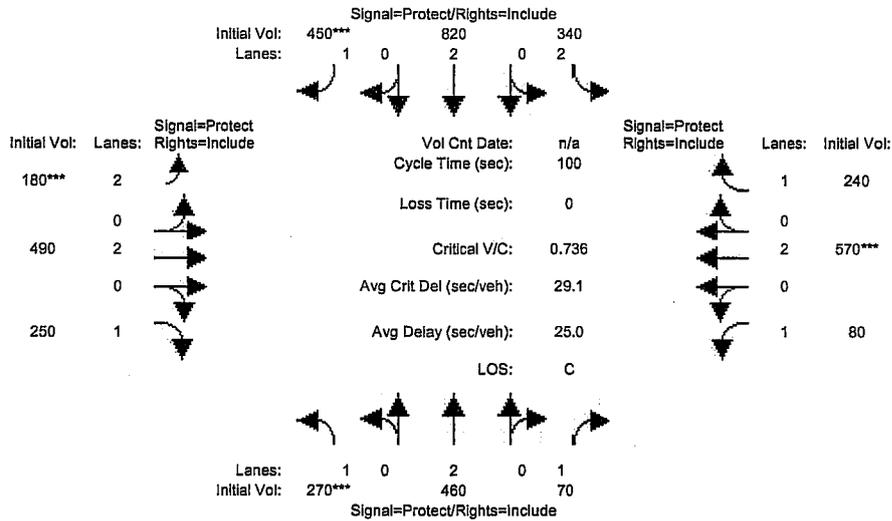


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	280	820	70	230	390	170	540	530	290	80	520	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	820	70	230	390	170	540	530	290	80	520	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	820	70	230	390	170	540	530	290	80	520	280
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:	280	820	70	230	390	170	540	530	290	80	520	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	820	70	230	390	170	540	530	290	80	520	280
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	280	820	70	253	390	170	594	530	290	80	520	280
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	3000	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.27	0.05	0.08	0.13	0.11	0.20	0.18	0.19	0.05	0.17	0.19
Crit Vol:		410		127			297				280	
Crit Moves:	****			****			****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #137: Americanos/Chrysanthy

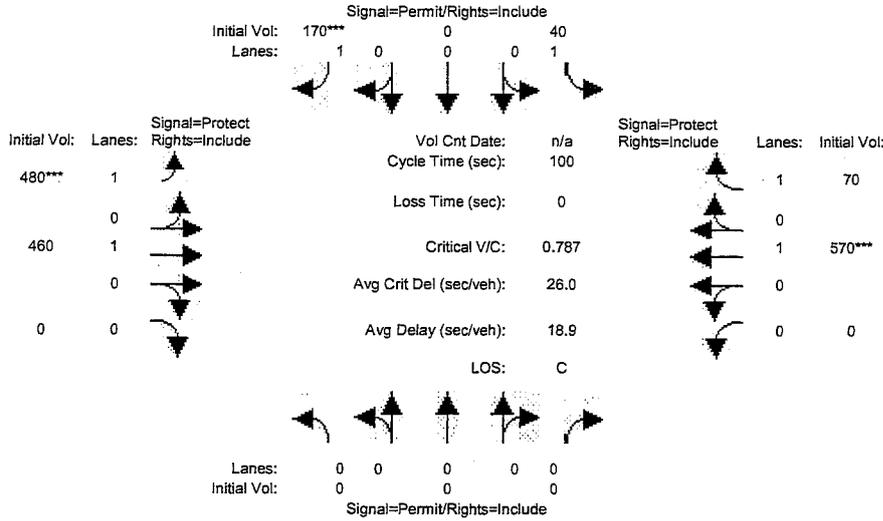


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	270	460	70	340	820	450	180	490	250	80	570	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	460	70	340	820	450	180	490	250	80	570	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	460	70	340	820	450	180	490	250	80	570	240
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:	270	460	70	340	820	450	180	490	250	80	570	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	460	70	340	820	450	180	490	250	80	570	240
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	270	460	70	374	820	450	198	490	250	80	570	240
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	3000	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.15	0.05	0.12	0.27	0.30	0.07	0.16	0.17	0.05	0.19	0.16
Crit Vol:	270			450	99	285						
Crit Moves:	***			***	***	***				***		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project No Hazel

Intersection #138: Jaeger/Kiefer

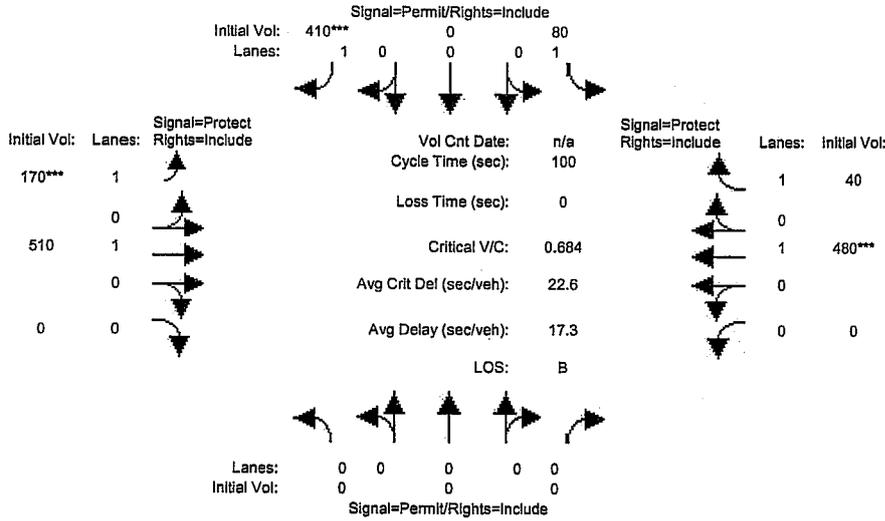


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	40	0	170	480	460	0	0	570	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	170	480	460	0	0	570	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	170	480	460	0	0	570	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	0	0	40	0	170	480	460	0	0	570	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	170	480	460	0	0	570	70
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
Final Vol.:	0	0	0	40	0	170	480	460	0	0	570	70
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1550	0	1550	1550	1550	0	0	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.11	0.31	0.30	0.00	0.00	0.37	0.05
Crit Vol:	0					170	480			570		
Crit Moves:						****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #138: Jaeger/Kiefer

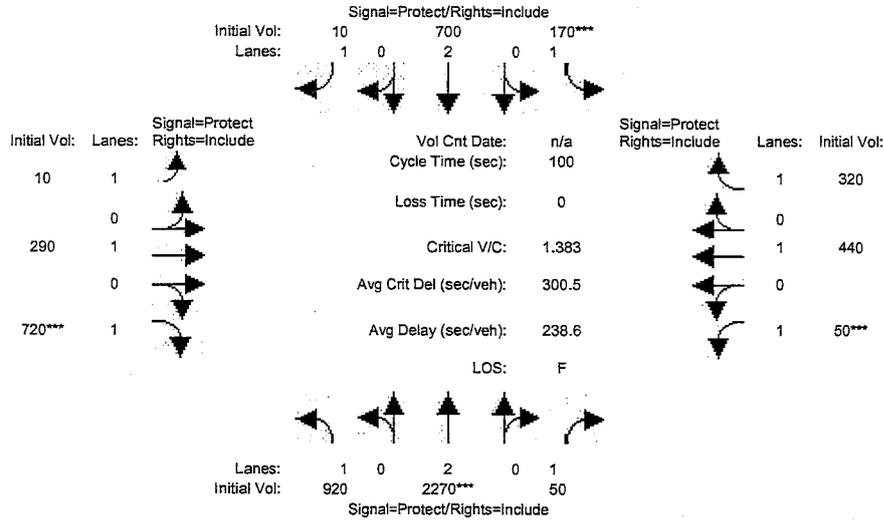


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	80	0	410	170	510	0	0	480	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	0	410	170	510	0	0	480	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	410	170	510	0	0	480	40
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	0	0	80	0	410	170	510	0	0	480	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	410	170	510	0	0	480	40
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
Final Vol.:	0	0	0	80	0	410	170	510	0	0	480	40
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1550	0	1550	1550	1550	0	0	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.26	0.11	0.33	0.00	0.00	0.31	0.03
Crit Vol:	0					410	170			480		
Crit Moves:						****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project No Hazel

Intersection #139:Americano/White Rock

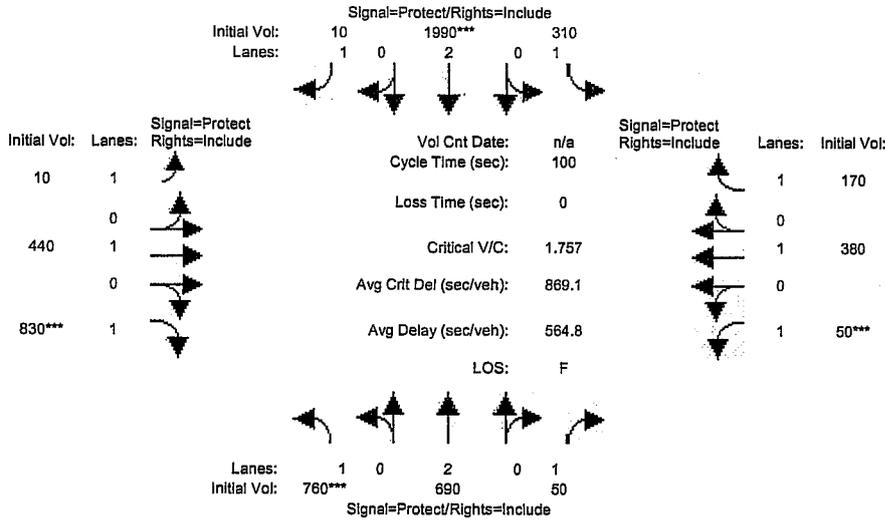


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	920	2270	50	170	700	10	10	290	720	50	440	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	920	2270	50	170	700	10	10	290	720	50	440	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	920	2270	50	170	700	10	10	290	720	50	440	320
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:	920	2270	50	170	700	10	10	290	720	50	440	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	920	2270	50	170	700	10	10	290	720	50	440	320
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
Final Vol.:	920	2270	50	170	700	10	10	290	720	50	440	320
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.61	0.76	0.03	0.11	0.23	0.01	0.01	0.19	0.48	0.03	0.29	0.21
Crit Vol:	1135			170			720			50		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project No Hazel

Intersection #139: Americano/White Rock

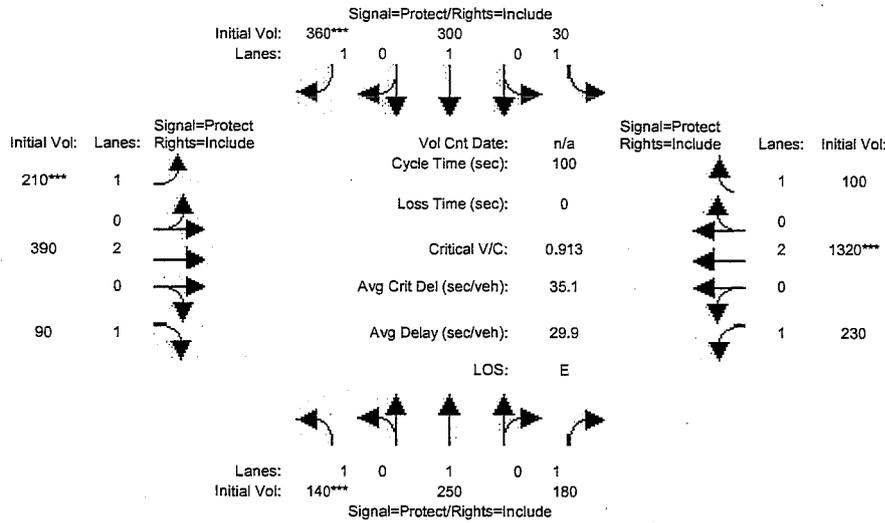


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	760	690	50	310	1990	10	10	440	830	50	380	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	760	690	50	310	1990	10	10	440	830	50	380	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	760	690	50	310	1990	10	10	440	830	50	380	170
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:	760	690	50	310	1990	10	10	440	830	50	380	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	760	690	50	310	1990	10	10	440	830	50	380	170
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
Final Vol.:	760	690	50	310	1990	10	10	440	830	50	380	170
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.51	0.23	0.03	0.21	0.66	0.01	0.01	0.29	0.55	0.03	0.25	0.11
Crit Vol:	760				995				830	50		
Crit Moves:	****				****				****	****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #101: Excelsior Road/Jackson Road/SR 16

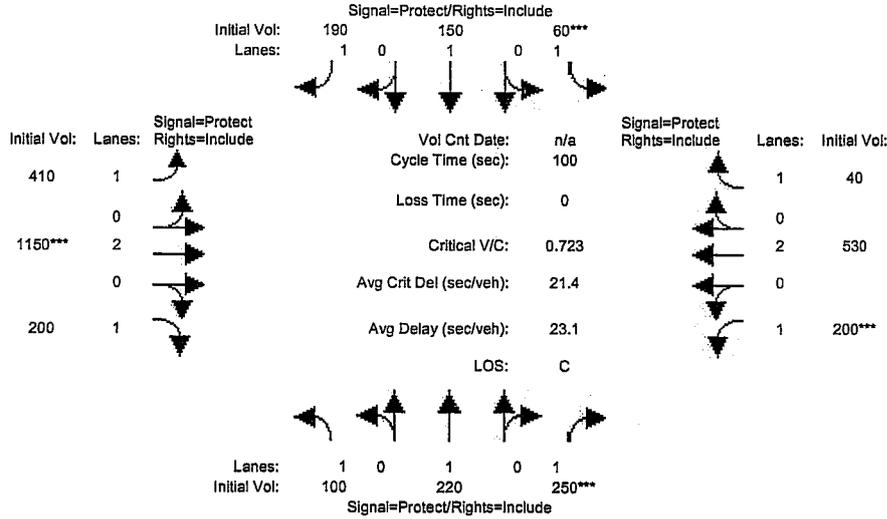


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	140	250	180	30	300	360	210	390	90	230	1320	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	250	180	30	300	360	210	390	90	230	1320	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	250	180	30	300	360	210	390	90	230	1320	100
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:	140	250	180	30	300	360	210	390	90	230	1320	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	250	180	30	300	360	210	390	90	230	1320	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
Final Vol.:	140	250	180	30	300	360	210	390	90	230	1320	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.12	0.02	0.20	0.24	0.14	0.13	0.06	0.15	0.44	0.07
Crit Vol:	140					360	210			660		
Crit Moves:	****					****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #101: Excelsior Road/Jackson Road/SR 16

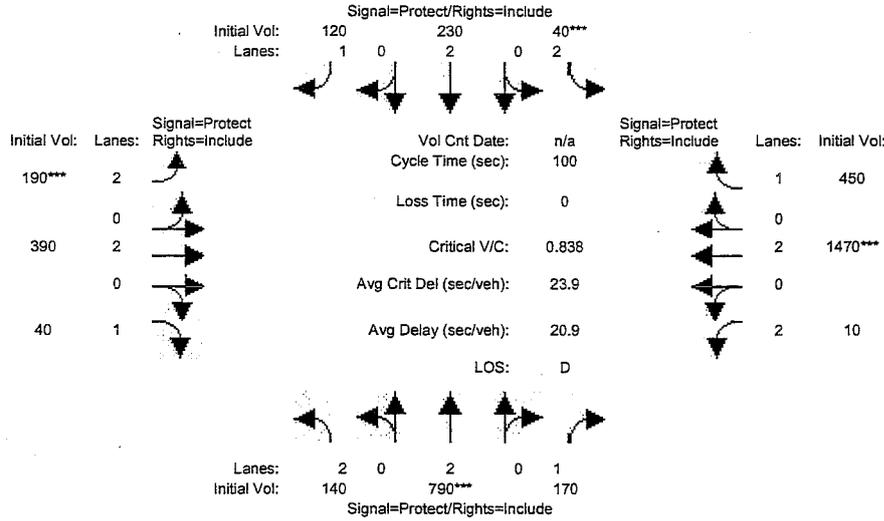


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	220	250	60	150	190	410	1150	200	200	530	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	220	250	60	150	190	410	1150	200	200	530	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	220	250	60	150	190	410	1150	200	200	530	40
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:	100	220	250	60	150	190	410	1150	200	200	530	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	220	250	60	150	190	410	1150	200	200	530	40
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
Final Vol.:	100	220	250	60	150	190	410	1150	200	200	530	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.17	0.04	0.10	0.13	0.27	0.38	0.13	0.13	0.18	0.03
Crit Vol:			250		60			575			200	
Crit Moves:			****		****			****			****	

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project w/ Hazel Ave

Intersection #102: Eagles Nest Road/Jackson Road/SR 16

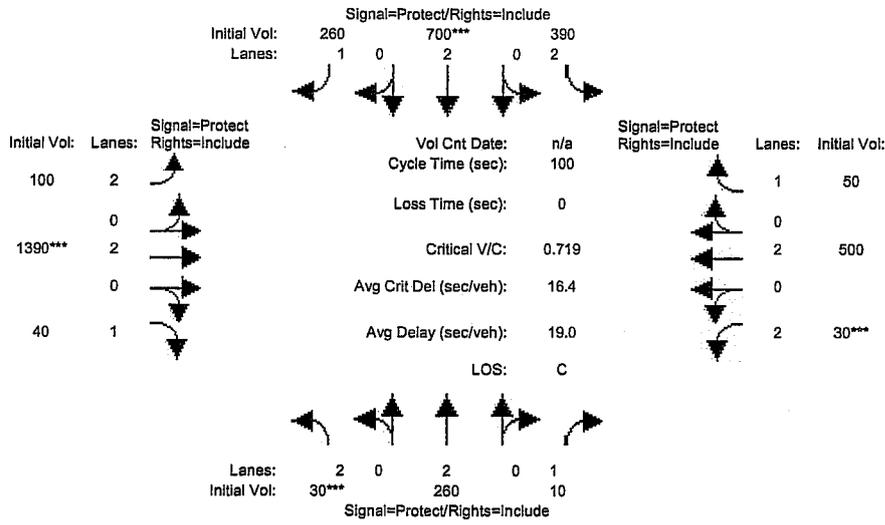


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	140	790	170	40	230	120	190	390	40	10	1470	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	790	170	40	230	120	190	390	40	10	1470	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	790	170	40	230	120	190	390	40	10	1470	450
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:	140	790	170	40	230	120	190	390	40	10	1470	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	790	170	40	230	120	190	390	40	10	1470	450
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	154	790	170	44	230	120	209	390	40	11	1470	450
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.11	0.01	0.08	0.08	0.07	0.13	0.03	0.00	0.49	0.30
Crit Vol:		395			22			104			735	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project w/ Hazel Ave

Intersection #102: Eagles Nest Road/Jackson Road/SR 16

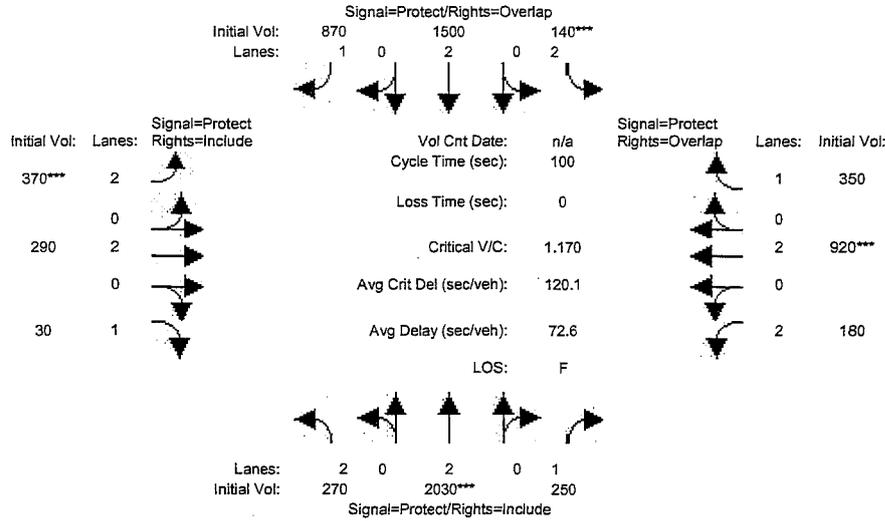


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	260	10	390	700	260	100	1390	40	30	500	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	260	10	390	700	260	100	1390	40	30	500	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	260	10	390	700	260	100	1390	40	30	500	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:	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:	30	260	10	390	700	260	100	1390	40	30	500	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	260	10	390	700	260	100	1390	40	30	500	50
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	33	260	10	429	700	260	110	1390	40	33	500	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.01	0.14	0.23	0.17	0.04	0.46	0.03	0.01	0.17	0.03
Crit Vol:	17			350			695			17		
Crit Moves:	***			***			***			***		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

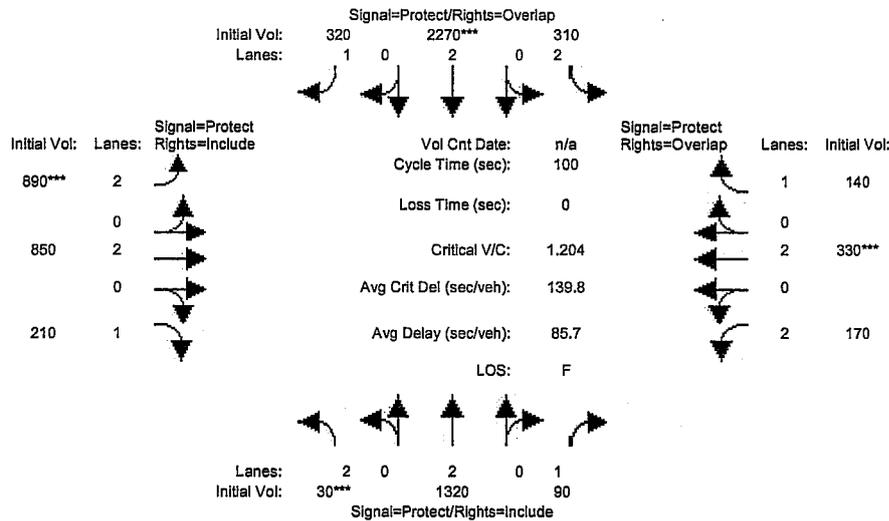


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	270	2030	250	140	1500	870	370	290	30	180	920	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	2030	250	140	1500	870	370	290	30	180	920	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	2030	250	140	1500	870	370	290	30	180	920	350
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:	270	2030	250	140	1500	870	370	290	30	180	920	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	2030	250	140	1500	870	370	290	30	180	920	350
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	297	2030	250	154	1500	870	407	290	30	198	920	350
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.68	0.17	0.05	0.50	0.58	0.14	0.10	0.02	0.07	0.31	0.23
Crit Vol:	1015			77			204			460		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project w/ Hazel Ave

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

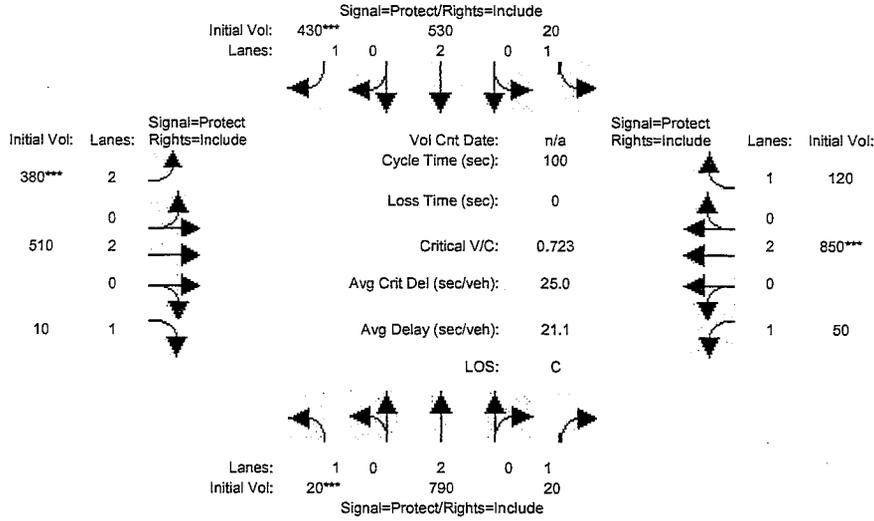


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	1320	90	310	2270	320	890	850	210	170	330	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1320	90	310	2270	320	890	850	210	170	330	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1320	90	310	2270	320	890	850	210	170	330	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:	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:	30	1320	90	310	2270	320	890	850	210	170	330	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1320	90	310	2270	320	890	850	210	170	330	140
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	33	1320	90	341	2270	320	979	850	210	187	330	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.06	0.11	0.76	0.21	0.33	0.28	0.14	0.06	0.11	0.09
Crit Vol:	17			1135			489			165		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #104: Grant Line Road/Jackson Road/SR 16

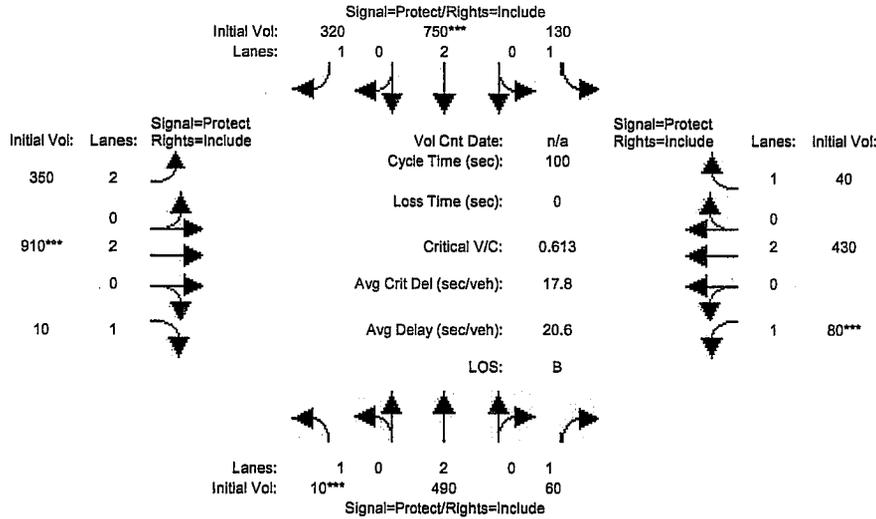


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	790	20	20	530	430	380	510	10	50	850	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	790	20	20	530	430	380	510	10	50	850	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	790	20	20	530	430	380	510	10	50	850	120
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:	20	790	20	20	530	430	380	510	10	50	850	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	790	20	20	530	430	380	510	10	50	850	120
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	790	20	20	530	430	418	510	10	50	850	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.01	0.01	0.18	0.29	0.14	0.17	0.01	0.03	0.28	0.08
Crit Vol:	20					430	209			425		
Crit Moves:	***					***	***			***		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #104: Grant Line Road/Jackson Road/SR 16

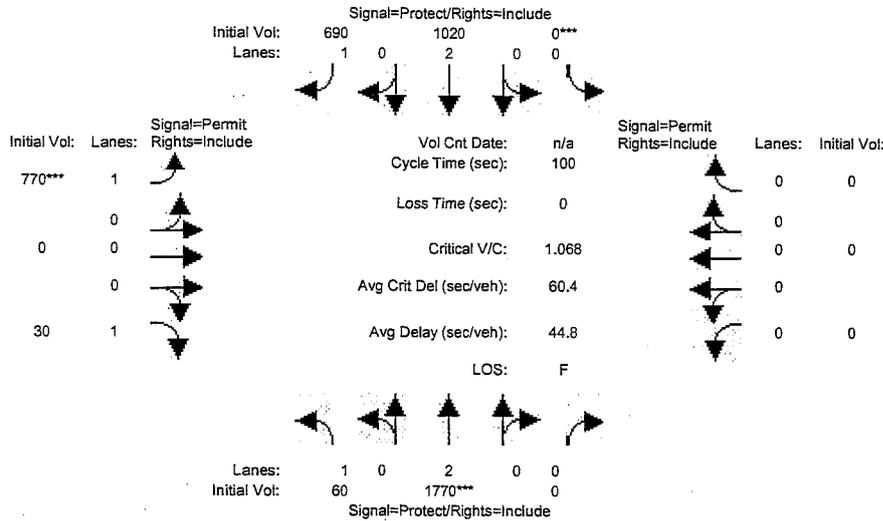


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	490	60	130	750	320	350	910	10	80	430	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	490	60	130	750	320	350	910	10	80	430	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	490	60	130	750	320	350	910	10	80	430	40
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:	10	490	60	130	750	320	350	910	10	80	430	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	490	60	130	750	320	350	910	10	80	430	40
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	490	60	130	750	320	385	910	10	80	430	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.04	0.09	0.25	0.21	0.13	0.30	0.01	0.05	0.14	0.03
Crit Vol:	10			375			455			80		
Crit Movs:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #105: Sunrise Boulevard/Florin Road

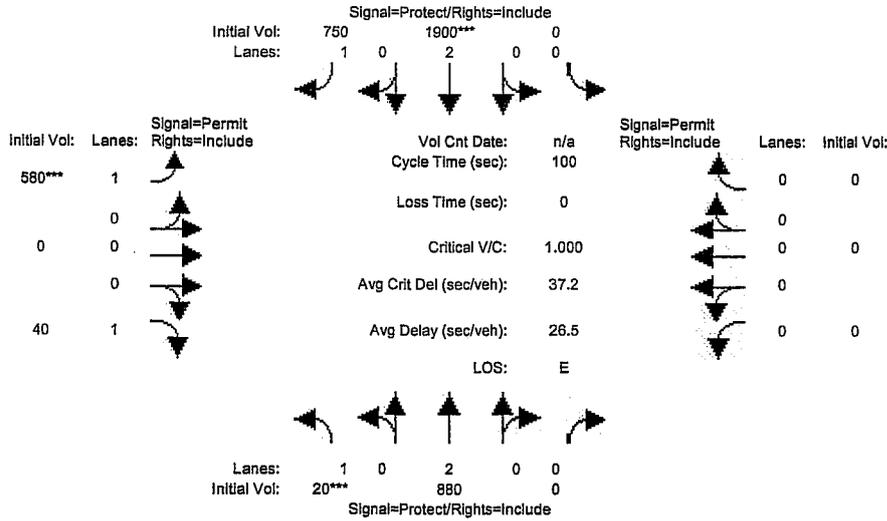


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	1770	0	0	1020	690	770	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1770	0	0	1020	690	770	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1770	0	0	1020	690	770	0	30	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:	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:	60	1770	0	0	1020	690	770	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1770	0	0	1020	690	770	0	30	0	0	0
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
Final Vol.:	60	1770	0	0	1020	690	770	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	3100	0	0	3100	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.57	0.00	0.00	0.33	0.45	0.50	0.00	0.02	0.00	0.00	0.00
Crit Vol:		885			0			770			0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #105: Sunrise Boulevard/Florin Road

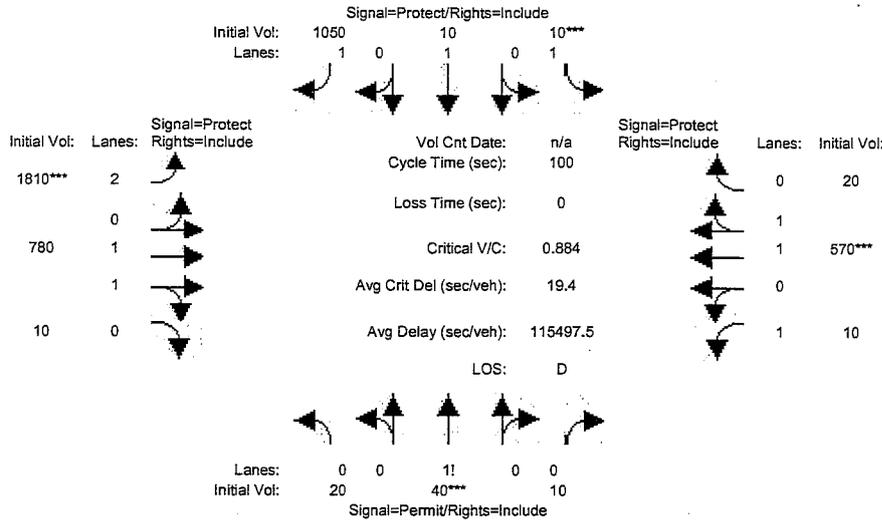


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	880	0	0	1900	750	580	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	880	0	0	1900	750	580	0	40	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	880	0	0	1900	750	580	0	40	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:	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:	20	880	0	0	1900	750	580	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	880	0	0	1900	750	580	0	40	0	0	0
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
Final Vol.:	20	880	0	0	1900	750	580	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	3100	0	0	3100	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.00	0.00	0.61	0.48	0.37	0.00	0.03	0.00	0.00	0.00
Crit Vol:	20			950			580			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #106: Sunrise Boulevard/Grant Line Road

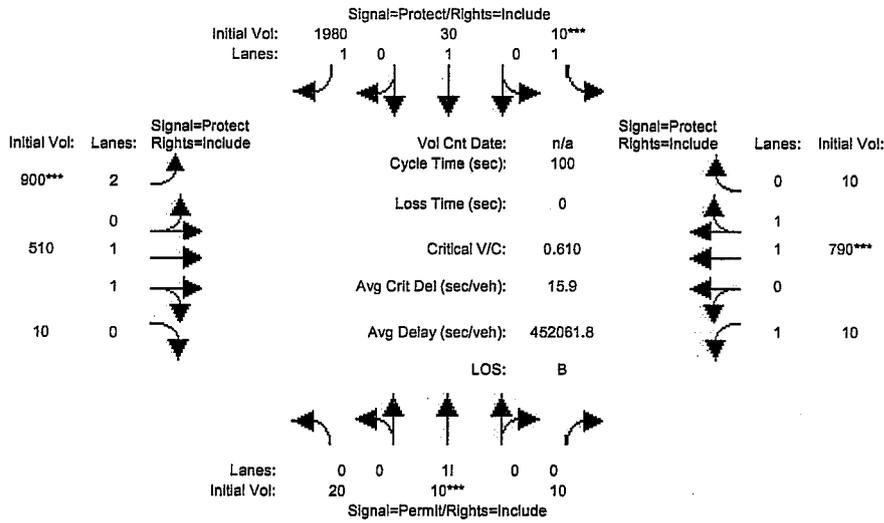


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	40	10	10	10	1050	1810	780	10	10	570	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	40	10	10	10	1050	1810	780	10	10	570	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	40	10	10	10	1050	1810	780	10	10	570	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:	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:	20	40	10	10	10	1050	1810	780	10	10	570	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	40	10	10	10	1050	1810	780	10	10	570	20
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	40	10	10	10	1050	1991	780	10	10	570	20
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.29	0.57	0.14	1.00	1.00	1.00	2.00	1.97	0.03	1.00	1.93	0.07
Final Sat.:	443	886	221	1550	1550	1550	3100	3061	39	1550	2995	105
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.01	0.01	0.68	0.64	0.25	0.25	0.01	0.19	0.19
Crit Vol:		70		10			995			295		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project w/ Hazel Ave

Intersection #106: Sunrise Boulevard/Grant Line Road

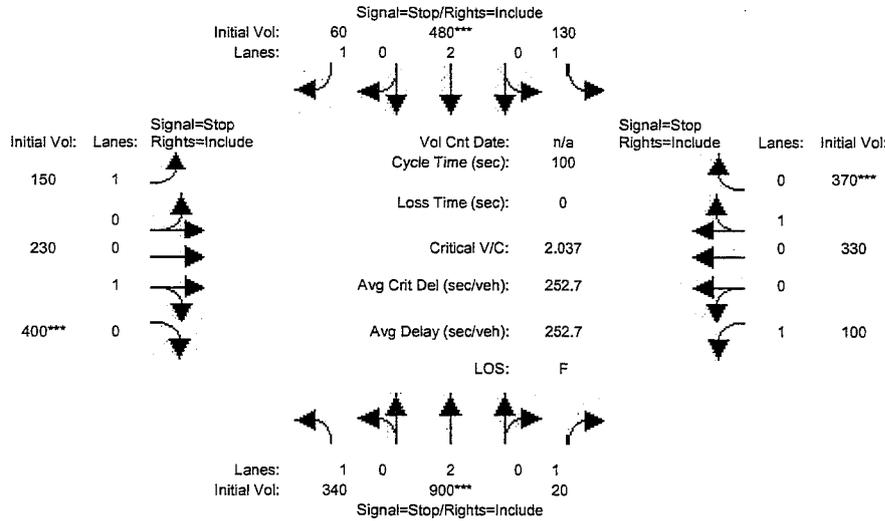


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	10	10	10	30	1980	900	510	10	10	790	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	10	10	30	1980	900	510	10	10	790	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	10	10	30	1980	900	510	10	10	790	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:	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:	20	10	10	10	30	1980	900	510	10	10	790	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	10	30	1980	900	510	10	10	790	10
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	10	10	10	30	1980	990	510	10	10	790	10
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.50	0.25	0.25	1.00	1.00	1.00	2.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	775	388	388	1550	1550	1550	3100	3040	60	1550	3061	39
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.02	1.28	0.32	0.17	0.17	0.01	0.26	0.26
Crit Vol:		40			10			495			400	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #107: Grant Line Road/Kiefer Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	340	900	20	130	480	60	150	230	400	100	330	370
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:	340	900	20	130	480	60	150	230	400	100	330	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	340	900	20	130	480	60	150	230	400	100	330	370
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:	340	900	20	130	480	60	150	230	400	100	330	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	900	20	130	480	60	150	230	400	100	330	370
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
Final Vol.:	340	900	20	130	480	60	150	230	400	100	330	370
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.37	0.63	1.00	0.47	0.53
Final Sat.:	305	637	336	285	595	315	317	127	221	316	162	182
Capacity Analysis Module:												
Vol/Sat:	1.11	1.41	0.06	0.46	0.81	0.19	0.47	1.81	1.81	0.32	2.04	2.04
Crit Moves:	****			****			****			****		
Delay/Veh:	121.2	232	14.0	25.4	50.6	16.8	23.7	401	401.2	19.2	499	499.4
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:	121.2	232	14.0	25.4	50.6	16.8	23.7	401	401.2	19.2	499	499.4
LOS by Move:	F	F	B	D	F	C	C	F	F	C	F	F
ApproachDel:	198.9			42.7			328.6			439.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	198.9			42.7			328.6			439.4		
LOS by Appr:	F			E			F			F		

Signal Warrant Report

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 Intersection #107 Grant Line Road/Kiefer Boulevard  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant Met

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					
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0	1	0
Final Vol.:	340	900	20	130	480	60	150	230	400	100	330	370			
ApprAdjDel:	198.9			42.7			328.6			439.4					

-----|-----|-----|-----|  
 Approach[northbound][lanes=4][control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=69.6]  
     SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=1260]  
     SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3510]  
     SUCCEED - Total volume greater than or equal to 800 for intersection  
     with four or more approaches.

-----|-----|-----|-----|  
 Approach[southbound][lanes=4][control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=7.9]  
     SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=670]  
     SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3510]  
     SUCCEED - Total volume greater than or equal to 800 for intersection  
     with four or more approaches.

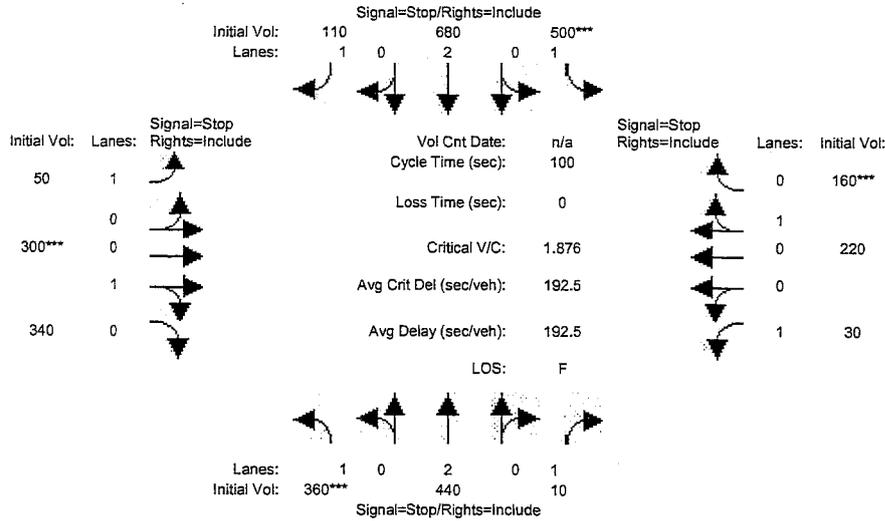
-----|-----|-----|-----|  
 Approach[eastbound][lanes=2][control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=71.2]  
     SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=780]  
     SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3510]  
     SUCCEED - Total volume greater than or equal to 800 for intersection  
     with four or more approaches.

-----|-----|-----|-----|  
 Approach[westbound][lanes=2][control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=97.6]  
     SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=800]  
     SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3510]  
     SUCCEED - Total volume greater than or equal to 800 for intersection  
     with four or more approaches.

Preserve at Sunridge

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 PM Cumulative No Project w/ Hazel Ave

Intersection #107: Grant Line Road/Kiefer Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	360	440	10	500	680	110	50	300	340	30	220	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:	360	440	10	500	680	110	50	300	340	30	220	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	440	10	500	680	110	50	300	340	30	220	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:	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:	360	440	10	500	680	110	50	300	340	30	220	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	440	10	500	680	110	50	300	340	30	220	160
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
Final Vol.:	360	440	10	500	680	110	50	300	340	30	220	160

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.47	0.53	1.00	0.58	0.42
Final Sat.:	294	612	324	314	658	348	314	160	181	314	196	143

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	1.23	0.72	0.03	1.59	1.03	0.32	0.16	1.88	1.88	0.10	1.12	1.12
Crit Moves:	****			****				****			****	
Delay/Veh:	162.4	39.5	14.1	307.5	93.0	17.5	16.3	429	428.9	15.3	119	119.2
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:	162.4	39.5	14.1	307.5	93.0	17.5	16.3	429	428.9	15.3	119	119.2
LOS by Move:	F	E	B	F	F	C	C	F	F	C	F	F
ApproachDel:	93.8			169.7			399.0			111.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	93.8			169.7			399.0			111.6		
LOS by Appr:	F			F			F			F		

Signal Warrant Report

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 Intersection #107 Grant Line Road/Kiefer Boulevard  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant Met

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					
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0	1	0
Final Vol.:	360	440	10	500	680	110	50	300	340	30	220	160			
ApprAdjDel:	93.8			169.7			399.0			111.6					

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Approach[northbound][lanes=4][control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=21.1]  
     SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=810]  
     SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3200]  
     SUCCEED - Total volume greater than or equal to 800 for intersection  
             with four or more approaches.

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Approach[southbound][lanes=4][control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=60.8]  
     SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=1290]  
     SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3200]  
     SUCCEED - Total volume greater than or equal to 800 for intersection  
             with four or more approaches.

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Approach[eastbound][lanes=2][control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=76.5]  
     SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=690]  
     SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3200]  
     SUCCEED - Total volume greater than or equal to 800 for intersection  
             with four or more approaches.

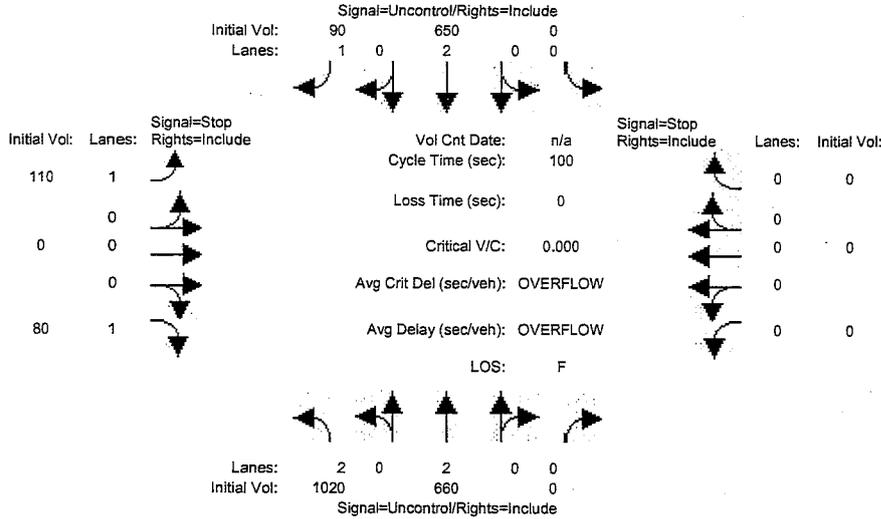
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Approach[westbound][lanes=2][control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=12.7]  
     SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=410]  
     SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=3200]  
     SUCCEED - Total volume greater than or equal to 800 for intersection  
             with four or more approaches.

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #108: Grant Line Road/Douglas Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1020	660	0	0	650	90	110	0	80	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:	1020	660	0	0	650	90	110	0	80	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1020	660	0	0	650	90	110	0	80	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:	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:	1020	660	0	0	650	90	110	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1020	660	0	0	650	90	110	0	80	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	740	xxxx	xxxxx	xxxx	xxxx	xxxxx	3020	xxxx	325	xxxx	xxxx	xxxxx
Potent Cap.:	876	xxxx	xxxxx	xxxx	xxxx	xxxxx	11	xxxx	677	xxxx	xxxx	xxxxx
Move Cap.:	876	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	677	xxxx	xxxx	xxxxx
Volume/Cap:	1.16	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	30.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx
Stopped Del:	105.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx									
Shrd StpDel:	xxxxx	xxxx	xxxxx									
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			F			*		

Signal Warrant Report

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Intersection #108 Grant Line Road/Douglas Road  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant Met

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

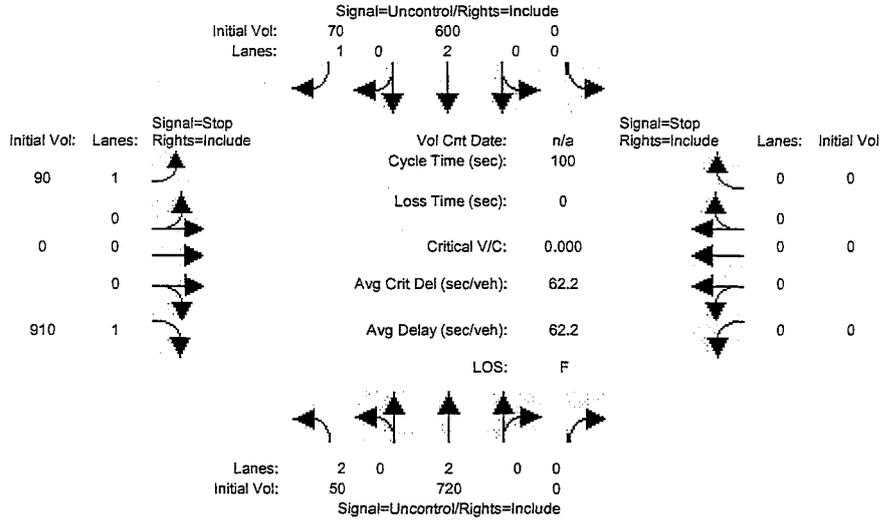
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	2	0	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Final Vol.:	1020	660		0		0	650		90		110	0		80		0	0		0	0
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

Approach[eastbound] [lanes=2] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]  
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=190]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=2610]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #108: Grant Line Road/Douglas Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	50	720	0	0	600	70	90	0	910	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:	50	720	0	0	600	70	90	0	910	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	720	0	0	600	70	90	0	910	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:	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:	50	720	0	0	600	70	90	0	910	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	50	720	0	0	600	70	90	0	910	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	6.8	XXXX	6.9	XXXXXX	XXXX	XXXXXX
FollowUpTim:	2.2	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	3.5	XXXX	3.3	XXXXXX	XXXX	XXXXXX
Capacity Module:												
Cnflct Vol:	670	XXXX	XXXXXX	XXXX	XXXX	XXXXXX	1060	XXXX	300	XXXX	XXXX	XXXXXX
Potent Cap.:	930	XXXX	XXXXXX	XXXX	XXXX	XXXXXX	223	XXXX	702	XXXX	XXXX	XXXXXX
Move Cap.:	930	XXXX	XXXXXX	XXXX	XXXX	XXXXXX	213	XXXX	702	XXXX	XXXX	XXXXXX
Volume/Cap:	0.05	XXXX	XXXX	XXXX	XXXX	XXXX	0.42	XXXX	1.30	XXXX	XXXX	XXXX
Level Of Service Module:												
Queue:	0.2	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	1.9	XXXX	35.6	XXXXXX	XXXX	XXXXXX
Stopped Del:	9.1	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	33.6	XXXX	162.9	XXXXXX	XXXX	XXXXXX
LOS by Move:	A	*	*	*	*	*	D	*	F	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	XXXX	XXXX	XXXXXX									
SharedQueue:	XXXXXX	XXXX	XXXXXX									
Shrd StpDel:	XXXX	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX	XXXXXX	XXXX	XXXXXX
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	151.3	XXXXXX	XXXXXX	XXXXXX	XXXXXX	
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	*	

Signal Warrant Report

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Intersection #108 Grant Line Road/Douglas Road  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant Met

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

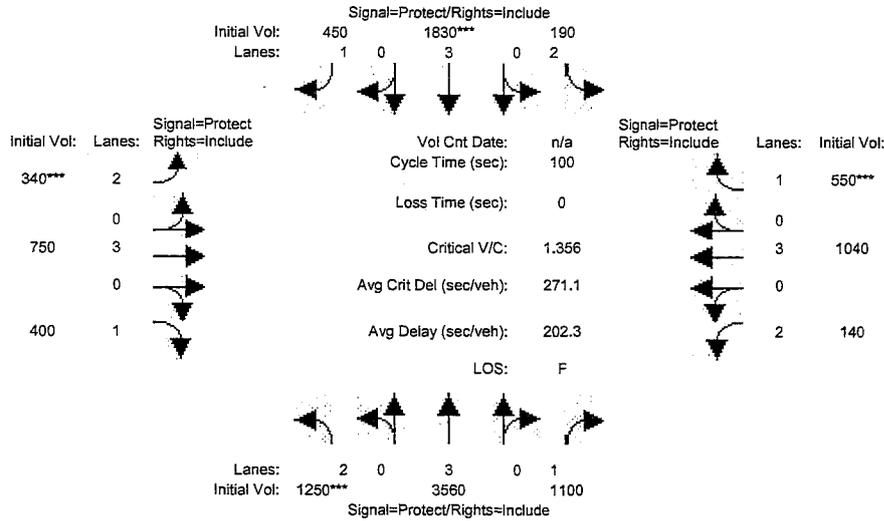
	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign						
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign						
Lanes:	2	0	2	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Final Vol.:	50	720		0	0	600		70	90		0	910	0		0		0		
ApproachDel:	xxxxxx				xxxxxx				151.3				xxxxxx						

Approach [eastbound] [lanes=2] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=42.0]  
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=1000]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=3] [total volume=2440]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #109: Sunrise Boulevard/Douglas Road

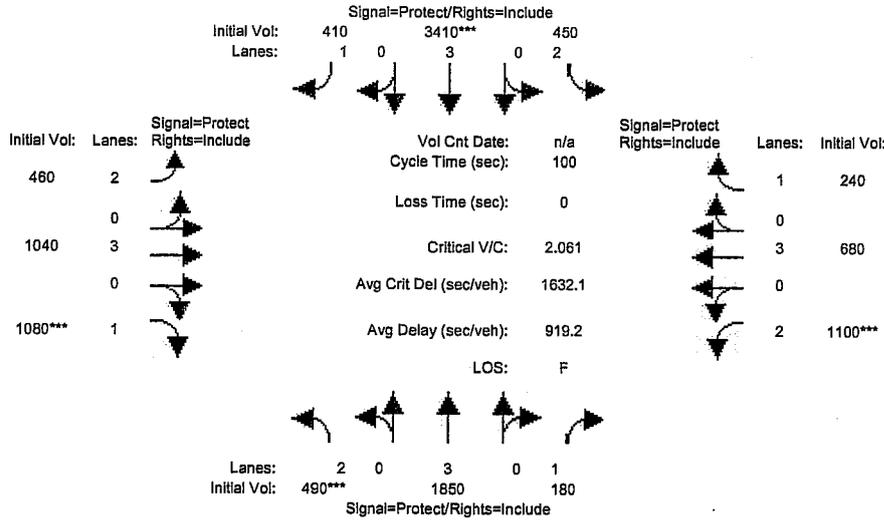


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1250	3560	1100	190	1830	450	340	750	400	140	1040	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1250	3560	1100	190	1830	450	340	750	400	140	1040	550
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1250	3560	1100	190	1830	450	340	750	400	140	1040	550
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:	1250	3560	1100	190	1830	450	340	750	400	140	1040	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1250	3560	1100	190	1830	450	340	750	400	140	1040	550
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	1375	3560	1100	209	1830	450	374	750	400	154	1040	550
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.46	0.79	0.73	0.07	0.41	0.30	0.12	0.17	0.27	0.05	0.23	0.37
Crit Vol:	688				610		187					550
Crit Moves:	****				****		****					****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #109: Sunrise Boulevard/Douglas Road

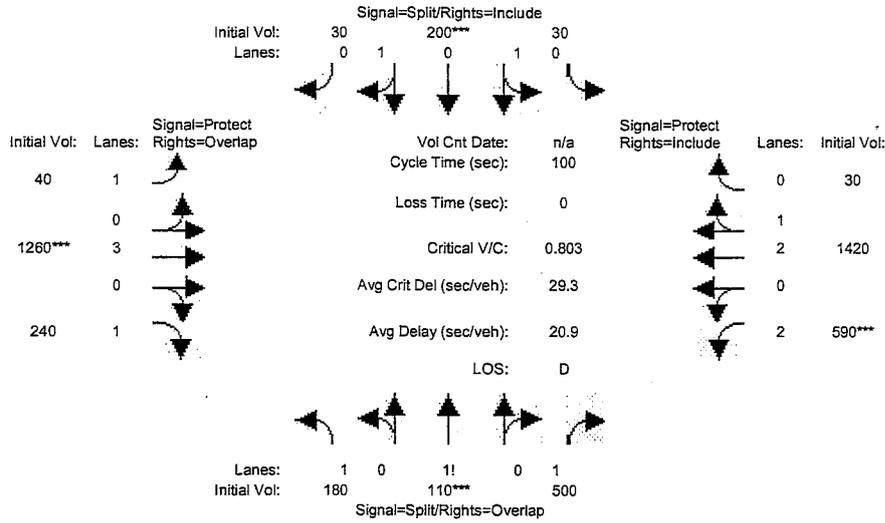


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	490	1850	180	450	3410	410	460	1040	1080	1100	680	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	1850	180	450	3410	410	460	1040	1080	1100	680	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	1850	180	450	3410	410	460	1040	1080	1100	680	240
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:	490	1850	180	450	3410	410	460	1040	1080	1100	680	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	1850	180	450	3410	410	460	1040	1080	1100	680	240
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	539	1850	180	495	3410	410	506	1040	1080	1210	680	240
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.12	0.17	0.76	0.27	0.17	0.23	0.72	0.40	0.15	0.16
Crit Vol:	270			1137			1080		605			
Crit Moves:	****			****			****		****	****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project w/ Hazel Ave

Intersection #110: Mather Field Rd/Folsom Boulevard

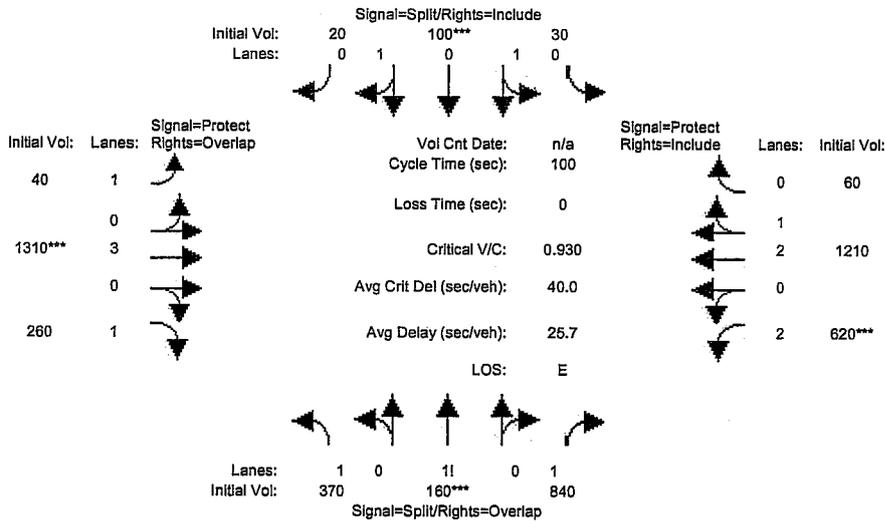


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	110	500	30	200	30	40	1260	240	590	1420	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	110	500	30	200	30	40	1260	240	590	1420	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	110	500	30	200	30	40	1260	240	590	1420	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:	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:	180	110	500	30	200	30	40	1260	240	590	1420	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	110	500	30	200	30	40	1260	240	590	1420	30
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	198	110	550	30	200	30	40	1260	240	649	1420	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.33	1.67	0.23	1.54	0.23	1.00	3.00	1.00	2.00	2.94	0.06
Final Sat.:	1500	500	2500	346	2308	346	1500	4500	1500	3000	4407	93
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.09	0.09	0.09	0.03	0.28	0.16	0.22	0.32	0.32
Crit Vol:	330			130			420			325		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #110: Mather Field Rd/Folsom Boulevard

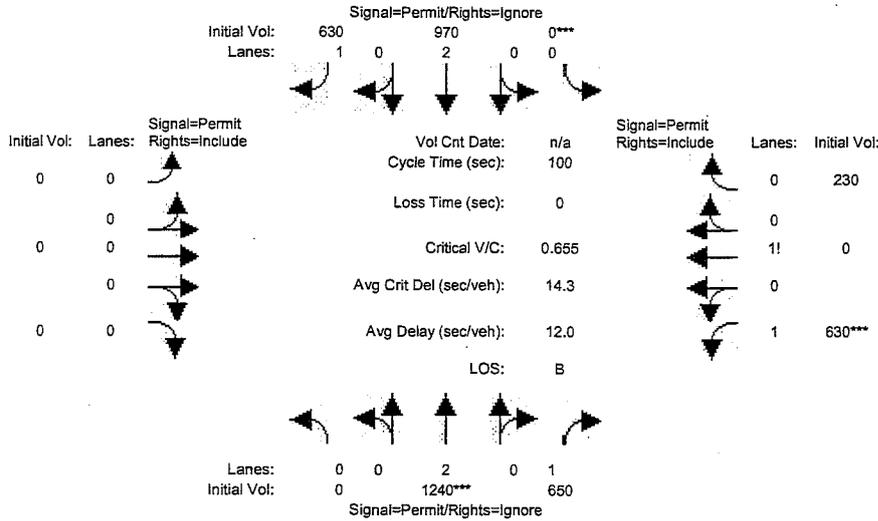


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	370	160	840	30	100	20	40	1310	260	620	1210	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	160	840	30	100	20	40	1310	260	620	1210	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	160	840	30	100	20	40	1310	260	620	1210	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:	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:	370	160	840	30	100	20	40	1310	260	620	1210	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	160	840	30	100	20	40	1310	260	620	1210	60
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	407	160	924	30	100	20	40	1310	260	682	1210	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.30	1.70	0.40	1.33	0.27	1.00	3.00	1.00	2.00	2.86	0.14
Final Sat.:	1500	443	2557	600	2000	400	1500	4500	1500	3000	4287	213
Capacity Analysis Module:												
Vol/Sat:	0.27	0.36	0.36	0.05	0.05	0.05	0.03	0.29	0.17	0.23	0.28	0.28
Crit Vol:		542			75			437			341	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

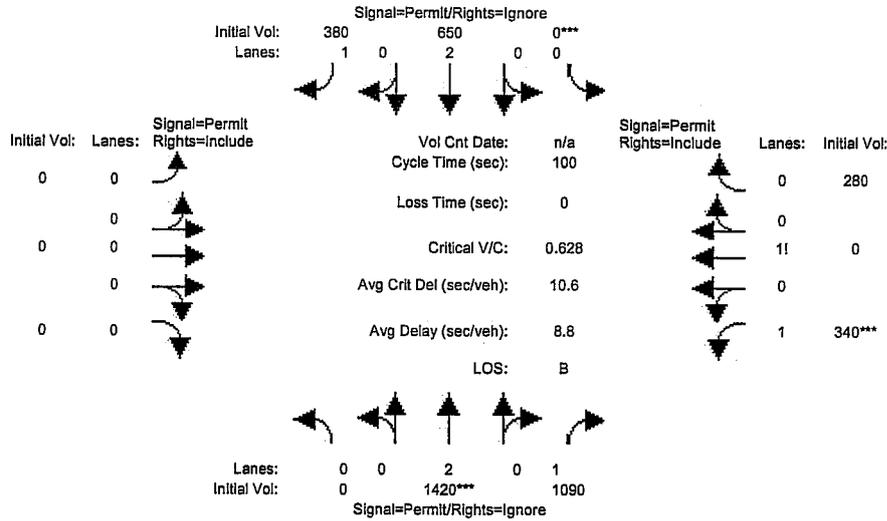


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1240	650	0	970	630	0	0	0	630	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1240	650	0	970	630	0	0	0	630	0	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1240	650	0	970	630	0	0	0	630	0	230
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1240	0	0	970	0	0	0	0	630	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1240	0	0	970	0	0	0	0	630	0	230
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1240	0	0	970	0	0	0	0	693	0	230
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.50	0.00	0.50
Final Sat.:	0	3300	1650	0	3300	1650	0	0	0	2478	0	822
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Crit Vol:		620			0			0			462	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project w/ Hazel Ave

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

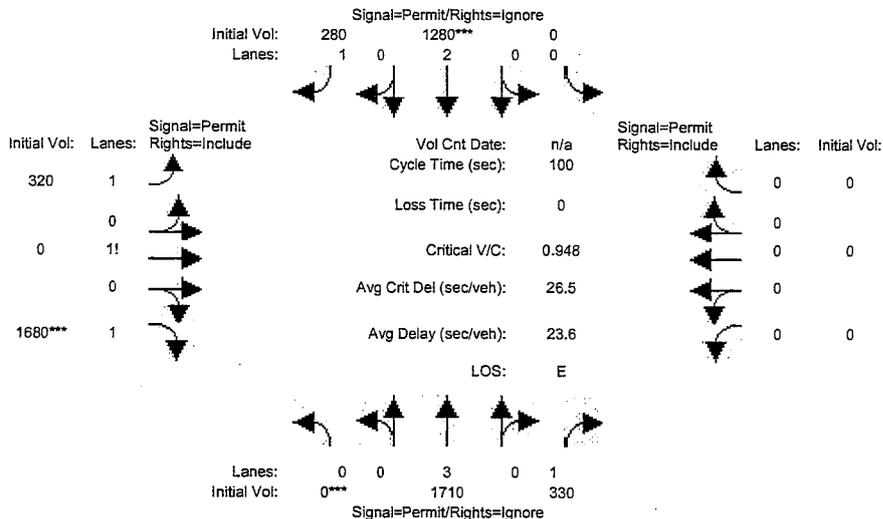


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1420	1090	0	650	380	0	0	0	340	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1420	1090	0	650	380	0	0	0	340	0	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1420	1090	0	650	380	0	0	0	340	0	280
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	0	0	650	0	0	0	0	340	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	0	650	0	0	0	0	340	0	280
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1420	0	0	650	0	0	0	0	374	0	280
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.14	0.00	0.86
Final Sat.:	0	3300	1650	0	3300	1650	0	0	0	1887	0	1413
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Crit Vol:		710			0			0			327	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

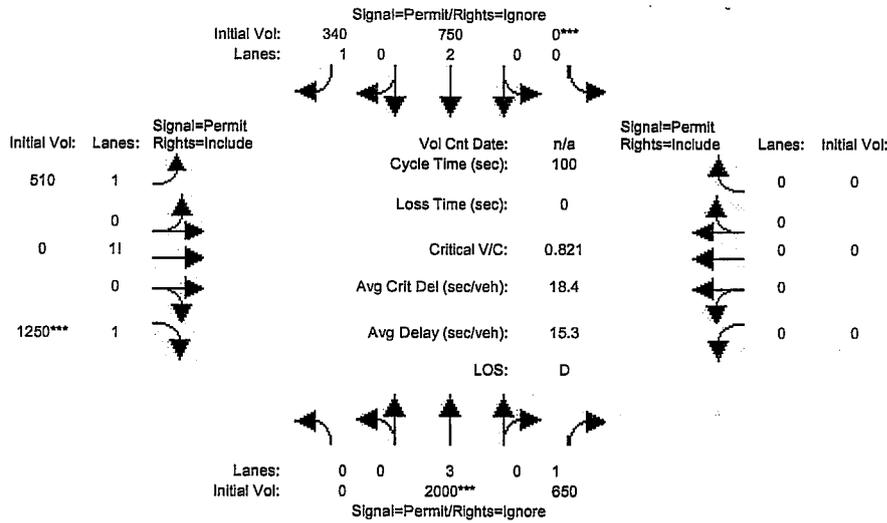


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1710	330	0	1280	280	320	0	1680	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1710	330	0	1280	280	320	0	1680	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1710	330	0	1280	280	320	0	1680	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1710	0	0	1280	0	320	0	1680	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1710	0	0	1280	0	320	0	1680	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1710	0	0	1280	0	352	0	1848	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4950	1650	0	3300	1650	1650	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.39	0.00	0.21	0.00	0.56	0.00	0.00	0.00
Crit Vol:	0				640				924	0		
Crit Moves:	****				****				****			

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

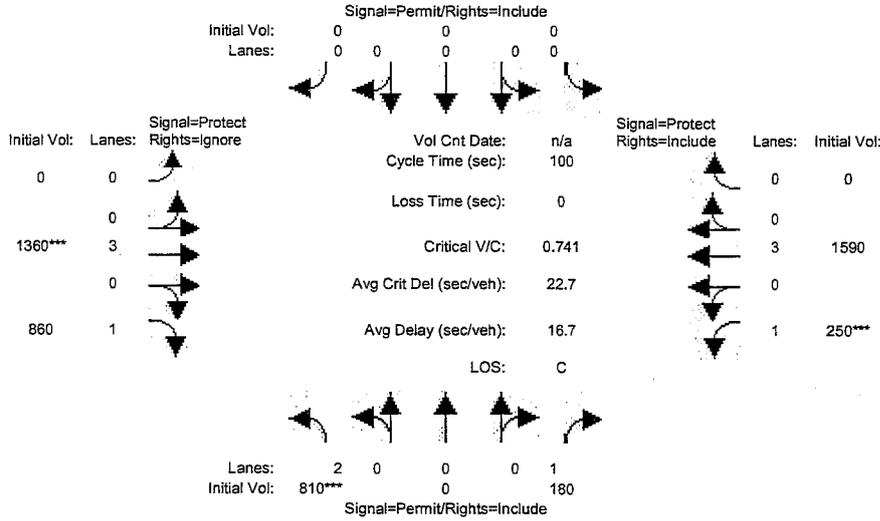


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2000	650	0	750	340	510	0	1250	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2000	650	0	750	340	510	0	1250	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2000	650	0	750	340	510	0	1250	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2000	0	0	750	0	510	0	1250	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2000	0	0	750	0	510	0	1250	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2000	0	0	750	0	561	0	1375	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4950	1650	0	3300	1650	1650	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.23	0.00	0.34	0.00	0.42	0.00	0.00	0.00
Crit Vol:	667			0			688			0		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project w/ Hazel Ave

Intersection #113: Mather Field Rd/International Drive

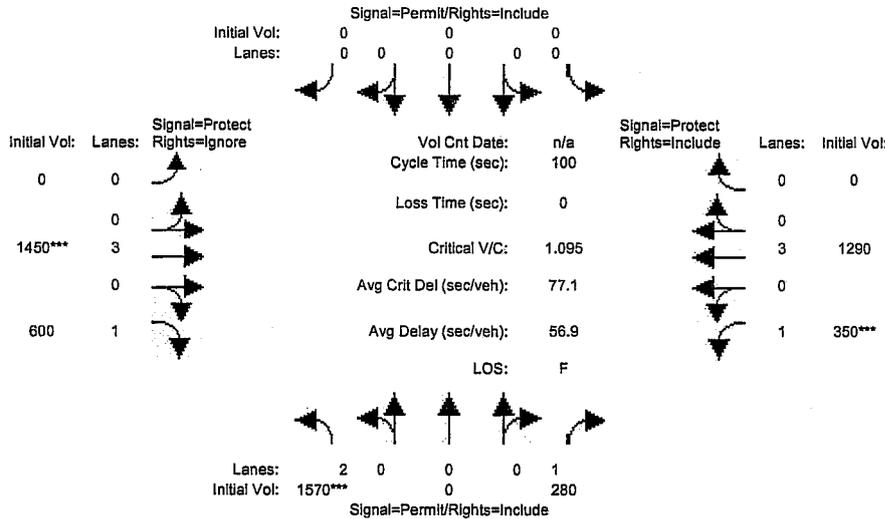


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	810	0	180	0	0	0	0	1360	860	250	1590	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	810	0	180	0	0	0	0	1360	860	250	1590	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	810	0	180	0	0	0	0	1360	860	250	1590	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	810	0	180	0	0	0	0	1360	0	250	1590	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	810	0	180	0	0	0	0	1360	0	250	1590	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	891	0	180	0	0	0	0	1360	0	250	1590	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3100	0	1550	0	0	0	0	4650	1550	1550	4650	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.12	0.00	0.00	0.00	0.00	0.29	0.00	0.16	0.34	0.00
Crit Vol:	446				0			453		250		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project w/ Hazel Ave

Intersection #113: Mather Field Rd/International Drive

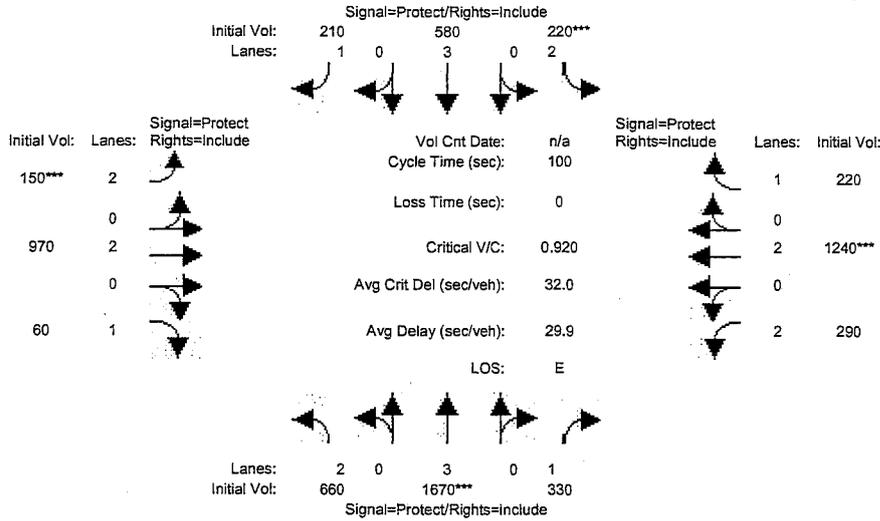


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1570	0	280	0	0	0	0	1450	600	350	1290	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1570	0	280	0	0	0	0	1450	600	350	1290	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1570	0	280	0	0	0	0	1450	600	350	1290	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1570	0	280	0	0	0	0	1450	0	350	1290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1570	0	280	0	0	0	0	1450	0	350	1290	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1727	0	280	0	0	0	0	1450	0	350	1290	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3100	0	1550	0	0	0	0	4650	1550	1550	4650	0
Capacity Analysis Module:												
Vol/Sat:	0.56	0.00	0.18	0.00	0.00	0.00	0.00	0.31	0.00	0.23	0.28	0.00
Crit Vol:	864				0			483		350		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #114: Zinfandel Drive/International Drive

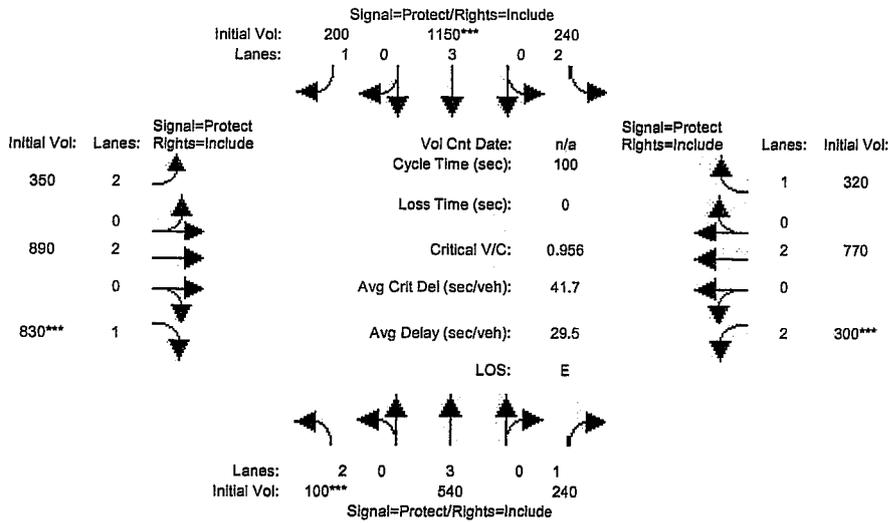


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	660	1670	330	220	580	210	150	970	60	290	1240	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	1670	330	220	580	210	150	970	60	290	1240	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	1670	330	220	580	210	150	970	60	290	1240	220
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:	660	1670	330	220	580	210	150	970	60	290	1240	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	1670	330	220	580	210	150	970	60	290	1240	220
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	726	1670	330	242	580	210	165	970	60	319	1240	220
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.24	0.37	0.22	0.08	0.13	0.14	0.06	0.32	0.04	0.11	0.41	0.15
Crit Vol:	557			121			83			620		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project w/ Hazel Ave

Intersection #114: Zinfandel Drive/International Drive

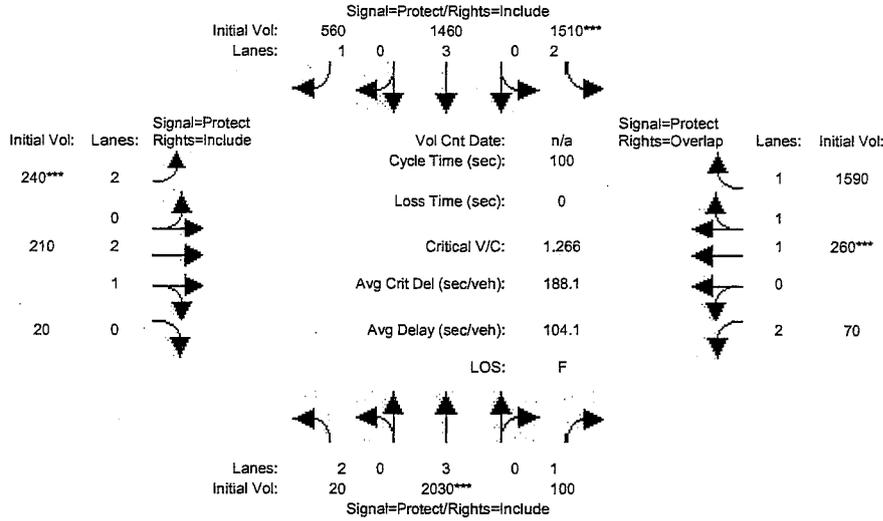


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	540	240	240	1150	200	350	890	830	300	770	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	540	240	240	1150	200	350	890	830	300	770	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	540	240	240	1150	200	350	890	830	300	770	320
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:	100	540	240	240	1150	200	350	890	830	300	770	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	540	240	240	1150	200	350	890	830	300	770	320
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	110	540	240	264	1150	200	385	890	830	330	770	320
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.16	0.09	0.26	0.13	0.13	0.30	0.55	0.11	0.26	0.21
Crit Vol:	55			383			830		165			
Crit Moves:	****			****			****		****	****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #115: Zinfandel Drive/White Rock Road

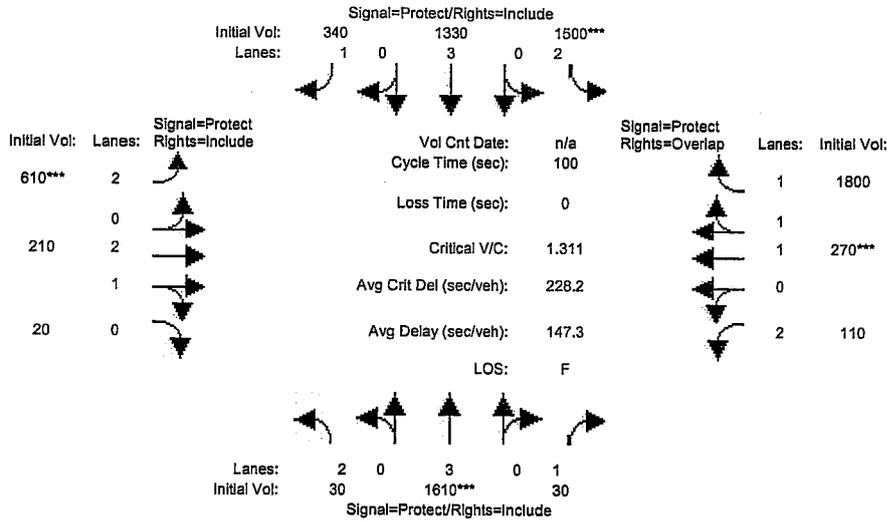


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	2030	100	1510	1460	560	240	210	20	70	260	1590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2030	100	1510	1460	560	240	210	20	70	260	1590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	2030	100	1510	1460	560	240	210	20	70	260	1590
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:	20	2030	100	1510	1460	560	240	210	20	70	260	1590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2030	100	1510	1460	560	240	210	20	70	260	1590
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	22	2030	100	1661	1460	560	264	210	20	77	260	1749
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.74	0.26	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4109	391	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.07	0.55	0.32	0.37	0.09	0.05	0.05	0.03	0.17	0.58
Crit Vol:		677		831			132			260		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #115: Zinfandel Drive/White Rock Road

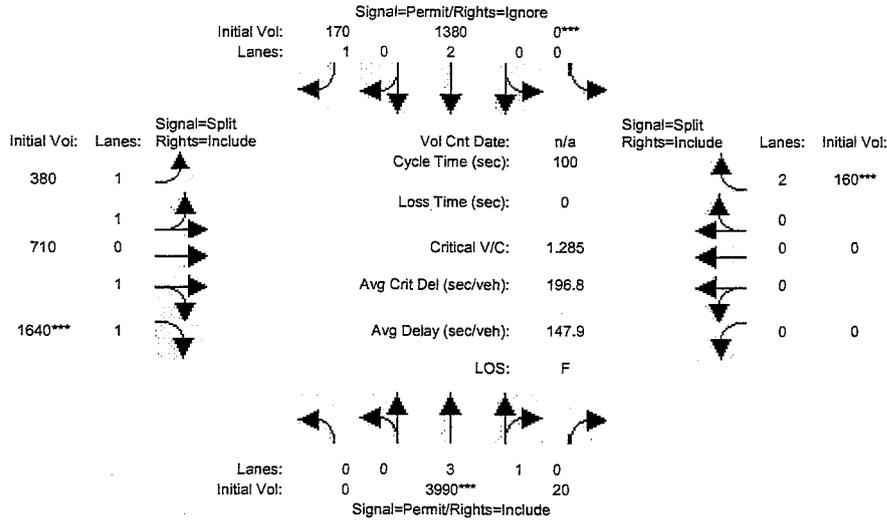


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	1610	30	1500	1330	340	610	210	20	110	270	1800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1610	30	1500	1330	340	610	210	20	110	270	1800
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1610	30	1500	1330	340	610	210	20	110	270	1800
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:	30	1610	30	1500	1330	340	610	210	20	110	270	1800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1610	30	1500	1330	340	610	210	20	110	270	1800
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	33	1610	30	1650	1330	340	671	210	20	121	270	1980
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.74	0.26	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4109	391	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.02	0.55	0.30	0.23	0.22	0.05	0.05	0.04	0.18	0.66
Crit Vol:	537			825			336			270		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

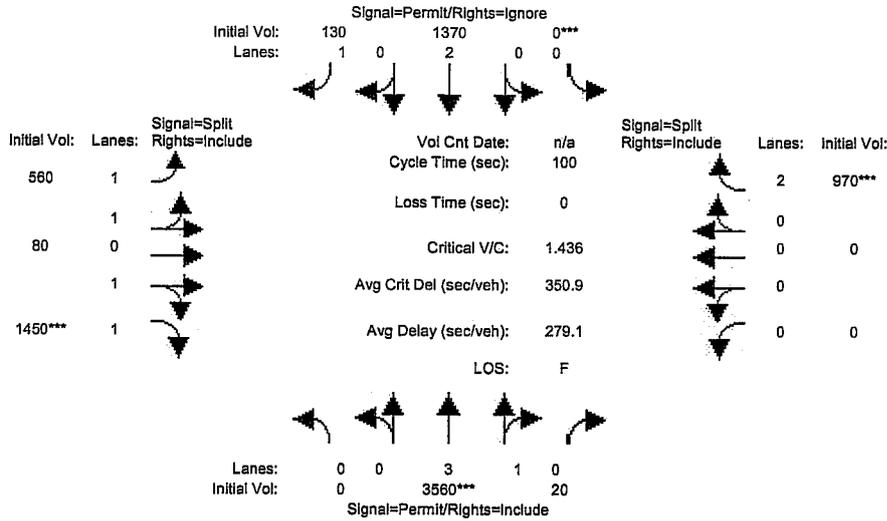


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3990	20	0	1380	170	380	710	1640	0	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3990	20	0	1380	170	380	710	1640	0	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3990	20	0	1380	170	380	710	1640	0	0	160
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3990	20	0	1380	0	380	710	1640	0	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3990	20	0	1380	0	380	710	1640	0	0	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	0	3990	20	0	1380	0	418	710	1804	0	0	176
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.98	0.02	0.00	2.00	1.00	1.00	1.00	2.00	0.00	0.00	2.00
Final Sat.:	0	6169	31	0	3100	1550	1550	1550	3100	0	0	3100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.65	0.00	0.45	0.00	0.27	0.46	0.58	0.00	0.00	0.06
Crit Vol:		1002			0				902			88
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

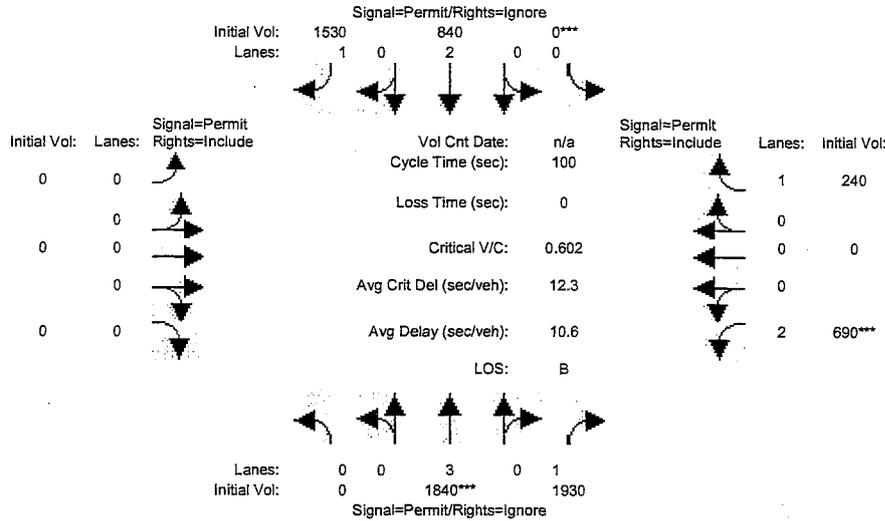


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3560	20	0	1370	130	560	80	1450	0	0	970
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3560	20	0	1370	130	560	80	1450	0	0	970
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3560	20	0	1370	130	560	80	1450	0	0	970
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3560	20	0	1370	0	560	80	1450	0	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3560	20	0	1370	0	560	80	1450	0	0	970
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	0	3560	20	0	1370	0	616	80	1595	0	0	1067
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.98	0.02	0.00	2.00	1.00	1.77	0.23	2.00	0.00	0.00	2.00
Final Sat.:	0	6165	35	0	3100	1550	2744	356	3100	0	0	3100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	0.00	0.44	0.00	0.22	0.22	0.51	0.00	0.00	0.34
Crit Vol:		895			0				798			534
Crit Moves:	****			****					****			****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

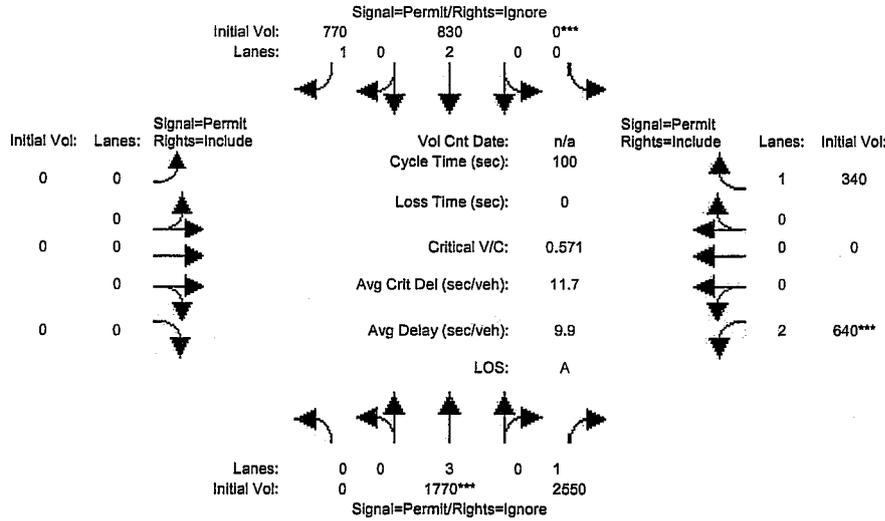


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1840	1930	0	840	1530	0	0	0	690	0	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1840	1930	0	840	1530	0	0	0	690	0	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1840	1930	0	840	1530	0	0	0	690	0	240
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1840	0	0	840	0	0	0	0	690	0	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1840	0	0	840	0	0	0	0	690	0	240
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1840	0	0	840	0	0	0	0	759	0	240
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4950	1650	0	3300	1650	0	0	0	3300	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.23	0.00	0.15
Crit Vol:		613			0				0		380	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

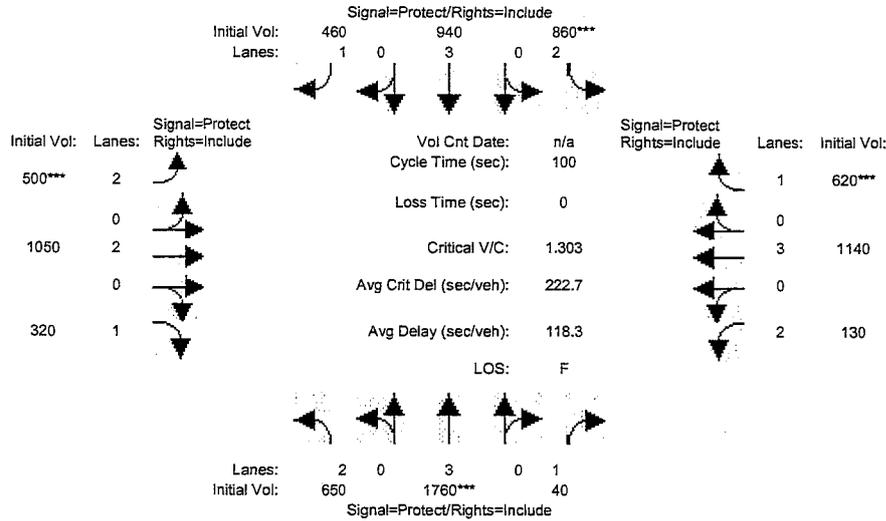


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1770	2550	0	830	770	0	0	0	640	0	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1770	2550	0	830	770	0	0	0	640	0	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1770	2550	0	830	770	0	0	0	640	0	340
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1770	0	0	830	0	0	0	0	640	0	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1770	0	0	830	0	0	0	0	640	0	340
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1770	0	0	830	0	0	0	0	704	0	340
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4950	1650	0	3300	1650	0	0	0	3300	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Vol:		590			0			0			352	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #118: Sunrise Boulevard/White Rock Road

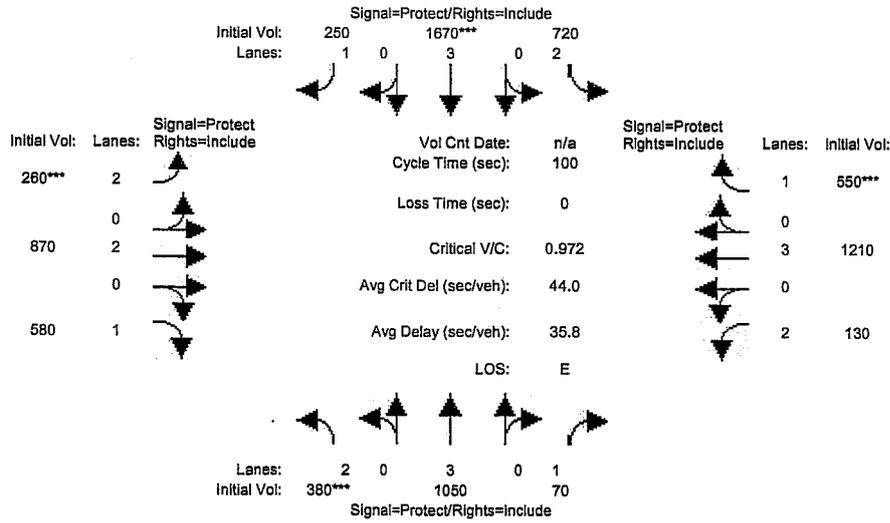


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	650	1760	40	860	940	460	500	1050	320	130	1140	620
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	650	1760	40	860	940	460	500	1050	320	130	1140	620
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	650	1760	40	860	940	460	500	1050	320	130	1140	620
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:	650	1760	40	860	940	460	500	1050	320	130	1140	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	650	1760	40	860	940	460	500	1050	320	130	1140	620
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	715	1760	40	946	940	460	550	1050	320	143	1140	620
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.24	0.39	0.03	0.32	0.21	0.31	0.18	0.35	0.21	0.05	0.25	0.41
Crit Vol:	587			473			275			620		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #118: Sunrise Boulevard/White Rock Road

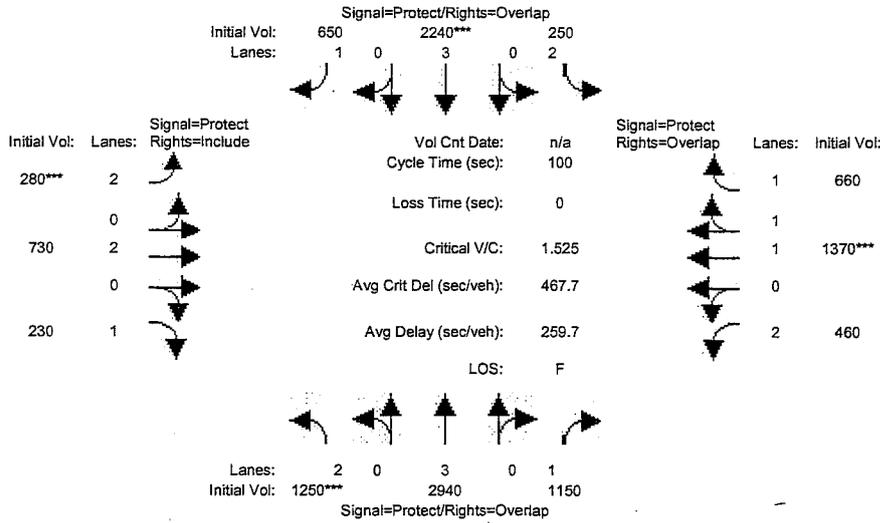


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	380	1050	70	720	1670	250	260	870	580	130	1210	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1050	70	720	1670	250	260	870	580	130	1210	550
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	1050	70	720	1670	250	260	870	580	130	1210	550
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:	380	1050	70	720	1670	250	260	870	580	130	1210	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1050	70	720	1670	250	260	870	580	130	1210	550
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	418	1050	70	792	1670	250	286	870	580	143	1210	550
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.05	0.26	0.37	0.17	0.10	0.29	0.39	0.05	0.27	0.37
Crit Vol:	209			557			143			550		
Crit Moves:	***			***			***			***		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project w/ Hazel Ave

Intersection #119: Sunrise Boulevard/Folsom Boulevard

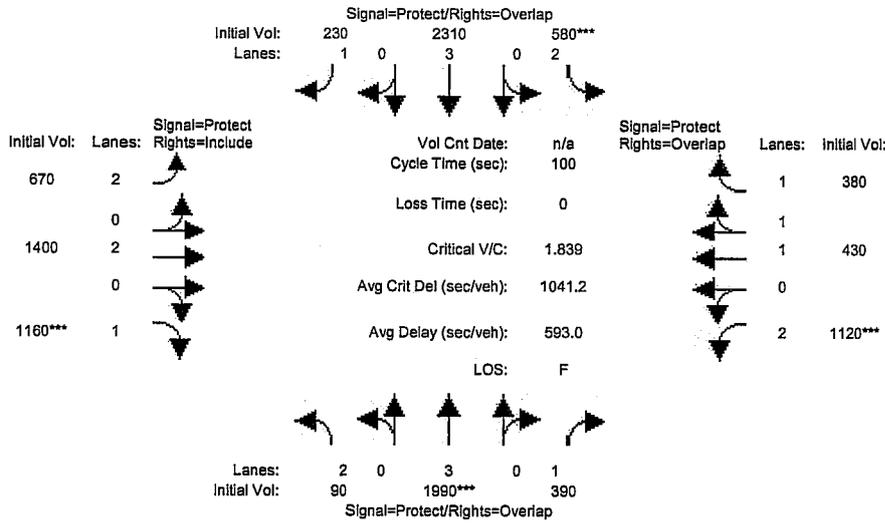


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1250	2940	1150	250	2240	650	280	730	230	460	1370	660
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1250	2940	1150	250	2240	650	280	730	230	460	1370	660
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1250	2940	1150	250	2240	650	280	730	230	460	1370	660
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:	1250	2940	1150	250	2240	650	280	730	230	460	1370	660
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1250	2940	1150	250	2240	650	280	730	230	460	1370	660
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	1375	2940	1150	275	2240	650	308	730	230	506	1370	726
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.96	1.04
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	2941	1559
Capacity Analysis Module:												
Vol/Sat:	0.46	0.65	0.77	0.09	0.50	0.43	0.10	0.24	0.15	0.17	0.47	0.47
Crit Vol:	688			747			154			699		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #119: Sunrise Boulevard/Folsom Boulevard

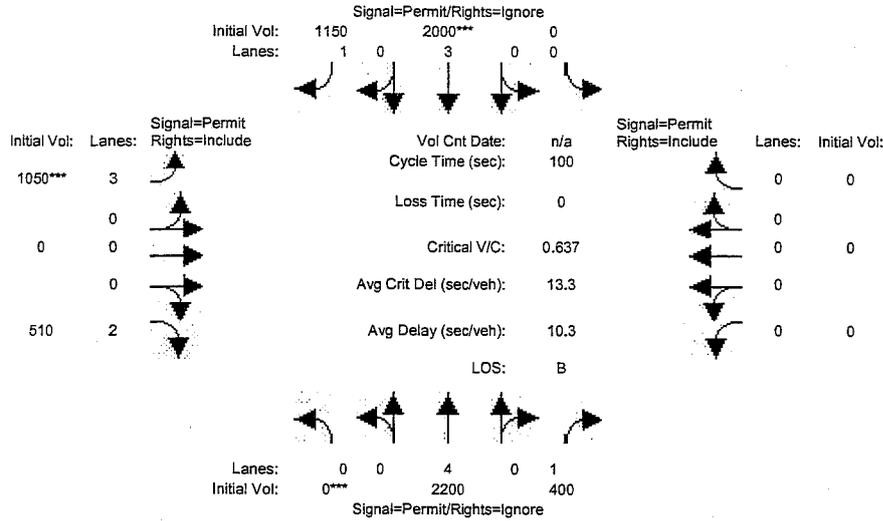


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	90	1990	390	580	2310	230	670	1400	1160	1120	430	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1990	390	580	2310	230	670	1400	1160	1120	430	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1990	390	580	2310	230	670	1400	1160	1120	430	380
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:	90	1990	390	580	2310	230	670	1400	1160	1120	430	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1990	390	580	2310	230	670	1400	1160	1120	430	380
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	99	1990	390	638	2310	230	737	1400	1160	1232	430	418
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.52	1.48
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	2282	2218
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.26	0.21	0.51	0.15	0.25	0.47	0.77	0.41	0.19	0.19
Crit Vol:	663			319			1160			616		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project w/ Hazel Ave

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

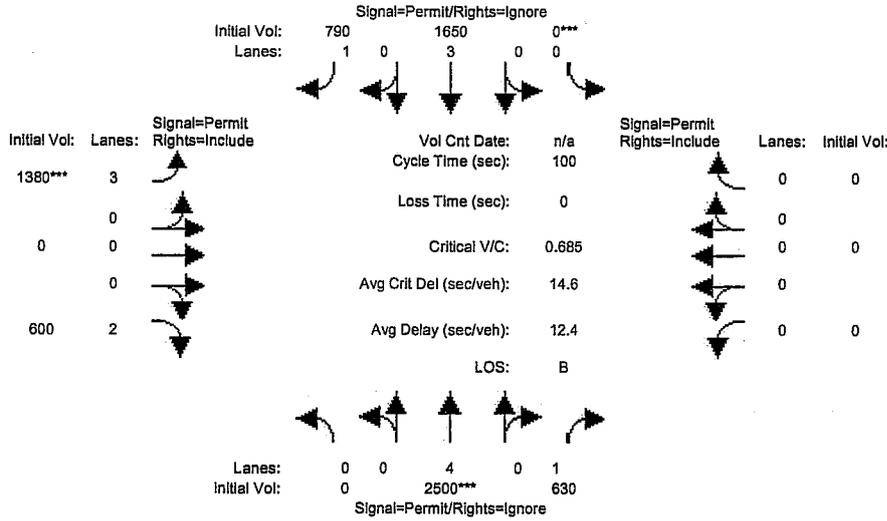


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2200	400	0	2000	1150	1050	0	510	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2200	400	0	2000	1150	1050	0	510	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2200	400	0	2000	1150	1050	0	510	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2200	0	0	2000	0	1050	0	510	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2200	0	0	2000	0	1050	0	510	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2200	0	0	2000	0	1155	0	561	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6600	1650	0	4950	1650	4950	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.40	0.00	0.23	0.00	0.17	0.00	0.00	0.00
Crit Vol:	0			667			385			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project w/ Hazel Ave

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

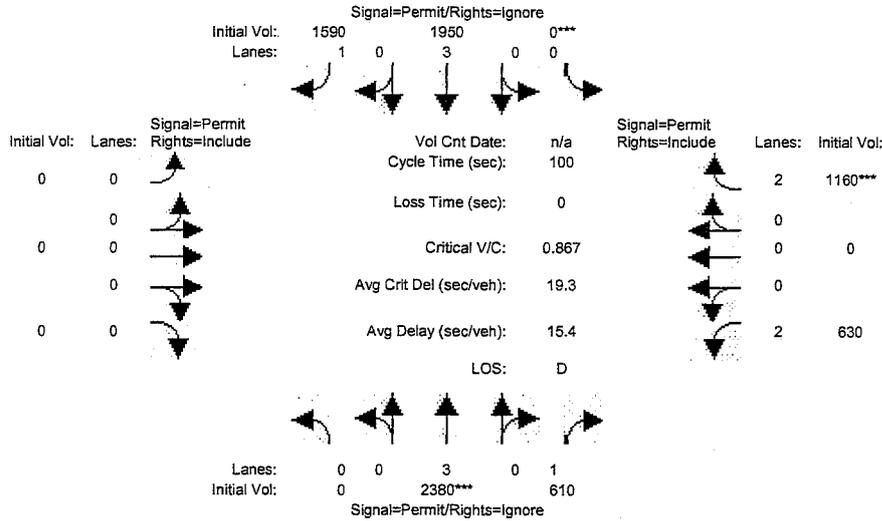


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2500	630	0	1650	790	1380	0	600	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2500	630	0	1650	790	1380	0	600	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2500	630	0	1650	790	1380	0	600	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2500	0	0	1650	0	1380	0	600	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2500	0	0	1650	0	1380	0	600	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2500	0	0	1650	0	1518	0	660	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6600	1650	0	4950	1650	4950	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.33	0.00	0.31	0.00	0.20	0.00	0.00	0.00
Crit Vol:		625			0			506			0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

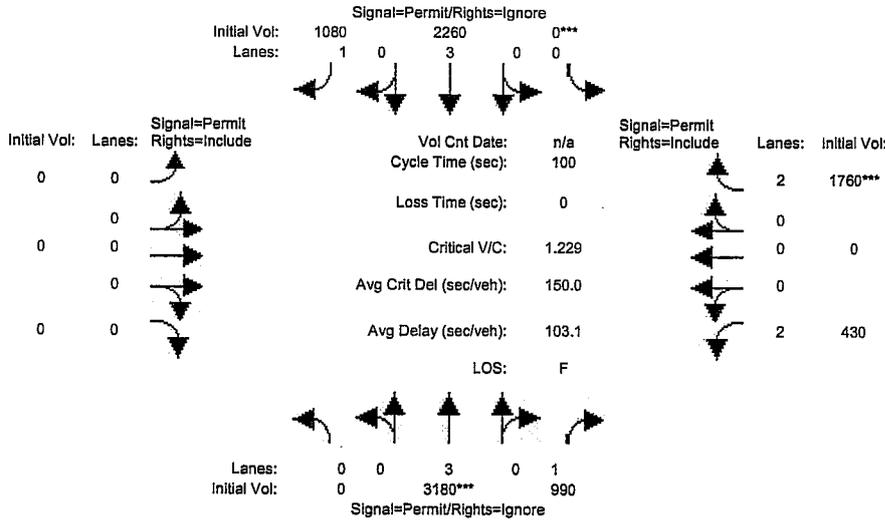


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2380	610	0	1950	1590	0	0	0	630	0	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2380	610	0	1950	1590	0	0	0	630	0	1160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2380	610	0	1950	1590	0	0	0	630	0	1160
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2380	0	0	1950	0	0	0	0	630	0	1160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2380	0	0	1950	0	0	0	0	630	0	1160
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	2380	0	0	1950	0	0	0	0	693	0	1276
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4950	1650	0	4950	1650	0	0	0	3300	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.21	0.00	0.39
Crit Vol:		793			0			0				638
Crit Moves:	****			****						****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

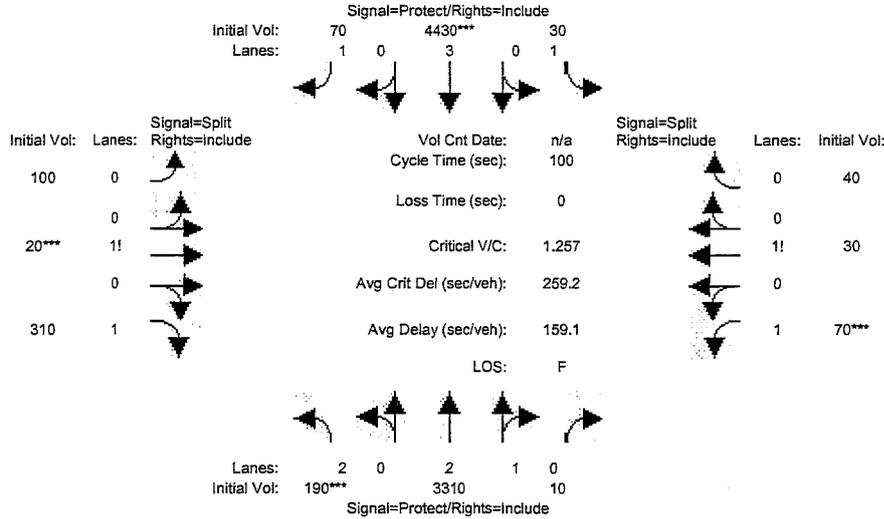


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3180	990	0	2260	1080	0	0	0	430	0	1760
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3180	990	0	2260	1080	0	0	0	430	0	1760
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3180	990	0	2260	1080	0	0	0	430	0	1760
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3180	0	0	2260	0	0	0	0	430	0	1760
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3180	0	0	2260	0	0	0	0	430	0	1760
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	3180	0	0	2260	0	0	0	0	473	0	1936
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4950	1650	0	4950	1650	0	0	0	3300	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.14	0.00	0.59
Crit Vol:		1060			0			0				968
Crit Moves:	****			****								****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #122: Sunrise Boulevard/Zinfandel Drive

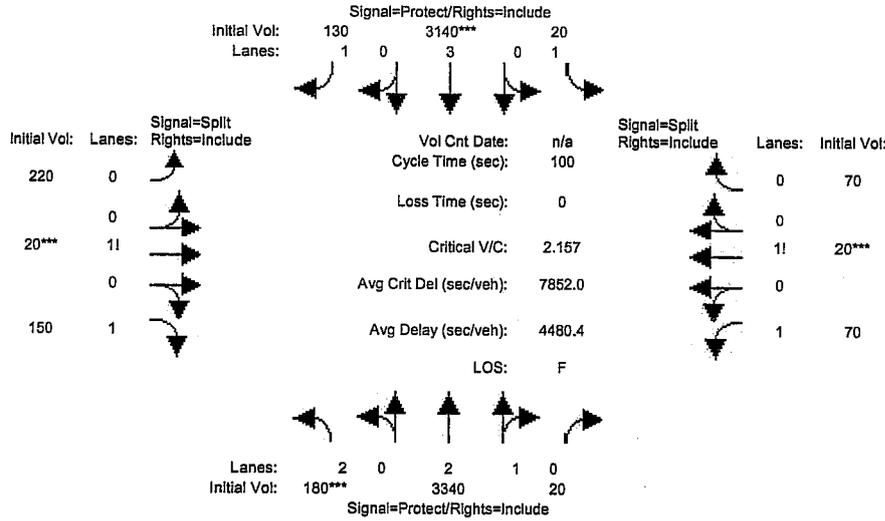


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	190	3310	10	30	4430	70	100	20	310	70	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	3310	10	30	4430	70	100	20	310	70	30	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	3310	10	30	4430	70	100	20	310	70	30	40
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:	190	3310	10	30	4430	70	100	20	310	70	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	3310	10	30	4430	70	100	20	310	70	30	40
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	209	3310	10	30	4430	70	100	20	341	77	30	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.99	0.01	1.00	3.00	1.00	0.43	0.09	1.48	1.05	0.41	0.54
Final Sat.:	3000	4486	14	1500	4500	1500	651	130	2219	1571	612	816
Capacity Analysis Module:												
Vol/Sat:	0.07	0.74	0.74	0.02	0.98	0.05	0.15	0.15	0.15	0.05	0.05	0.05
Crit Vol:	104			1477			231			74		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #122: Sunrise Boulevard/Zinfandel Drive

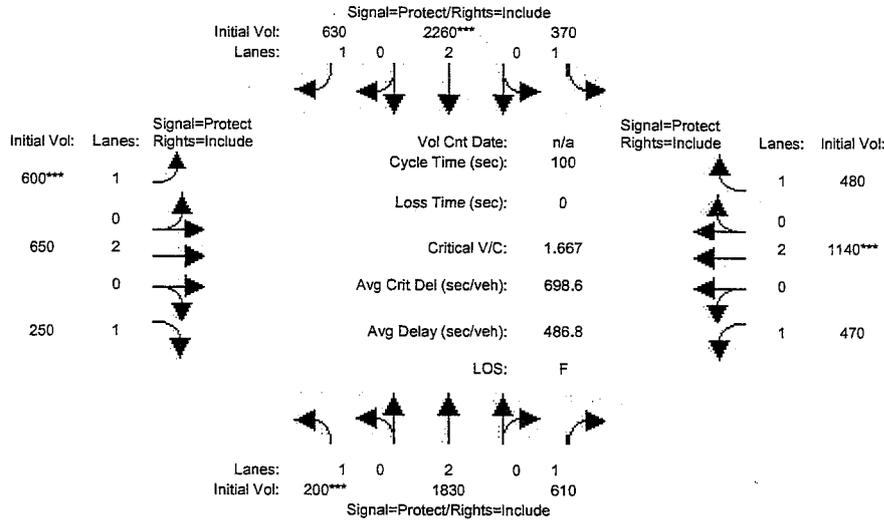


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	3340	20	20	3140	130	220	20	150	70	20	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	3340	20	20	3140	130	220	20	150	70	20	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	3340	20	20	3140	130	220	20	150	70	20	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:	180	3340	20	20	3140	130	220	20	150	70	20	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	3340	20	20	3140	130	220	20	150	70	20	70
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	198	3340	20	20	3140	130	220	20	165	77	20	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.98	0.02	1.00	3.00	1.00	0.99	0.01	1.00	1.00	0.22	0.78
Final Sat.:	3000	4473	27	1500	4500	1500	1485	15	1500	1500	333	1167
Capacity Analysis Module:												
Vol/Sat:	0.07	0.75	0.75	0.01	0.70	0.09	0.15	1.33	0.11	0.05	0.06	0.06
Crit Vol:	99			1047			2000			90		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #123: Hazel Avenue/Folsom Boulevard

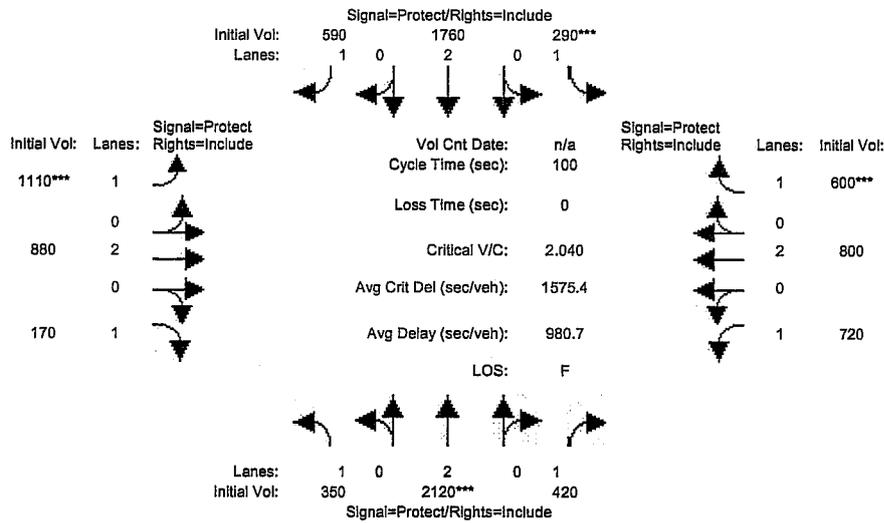


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	200	1830	610	370	2260	630	600	650	250	470	1140	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1830	610	370	2260	630	600	650	250	470	1140	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1830	610	370	2260	630	600	650	250	470	1140	480
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:	200	1830	610	370	2260	630	600	650	250	470	1140	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1830	610	370	2260	630	600	650	250	470	1140	480
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
Final Vol.:	200	1830	610	370	2260	630	600	650	250	470	1140	480
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.61	0.41	0.25	0.75	0.42	0.40	0.22	0.17	0.31	0.38	0.32
Crit Vol:	200				1130		600				570	
Crit Moves:	****				****		****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #123: Hazel Avenue/Folsom Boulevard

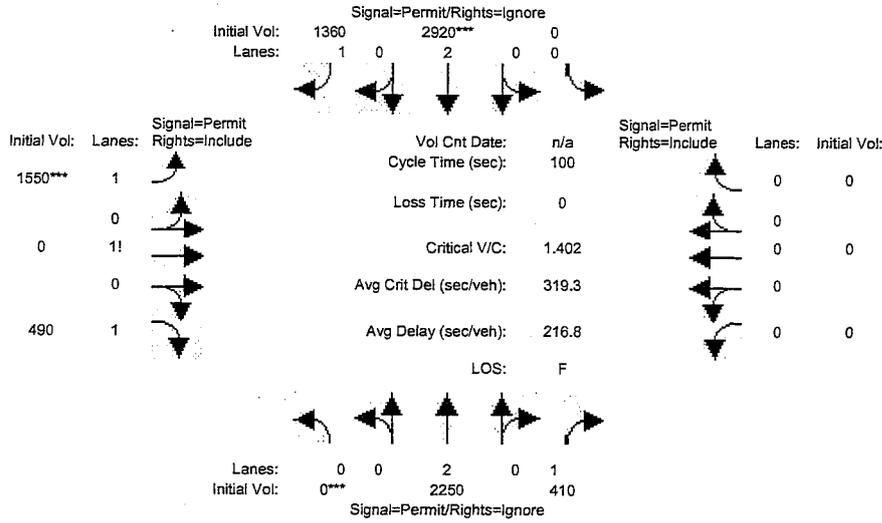


Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																					
Base Vol:	350	2120	420	290	1760	590	1110	880	170	720	800	600									
Growth Adj:	1.00	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	2120	420	290	1760	590	1110	880	170	720	800	600									
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0									
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0									
Initial Fut:	350	2120	420	290	1760	590	1110	880	170	720	800	600									
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:	350	2120	420	290	1760	590	1110	880	170	720	800	600									
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0									
Reduced Vol:	350	2120	420	290	1760	590	1110	880	170	720	800	600									
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									
Final Vol.:	350	2120	420	290	1760	590	1110	880	170	720	800	600									
Saturation Flow Module:																					
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500									
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00									
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500									
Capacity Analysis Module:																					
Vol/Sat:	0.23	0.71	0.28	0.19	0.59	0.39	0.74	0.29	0.11	0.48	0.27	0.40									
Crit Vol:		1060			290			1110			600										
Crit Moves:		****			****			****			****										

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

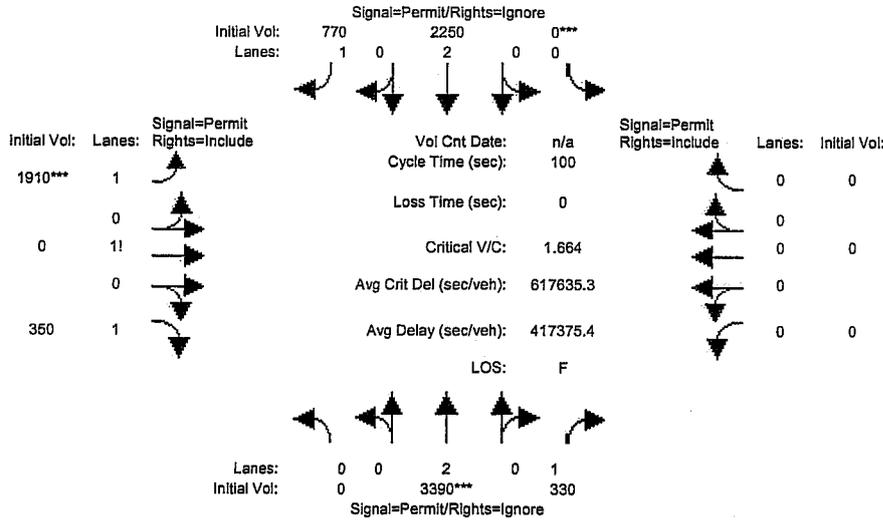


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2250	410	0	2920	1360	1550	0	490	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2250	410	0	2920	1360	1550	0	490	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2250	410	0	2920	1360	1550	0	490	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2250	0	0	2920	0	1550	0	490	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2250	0	0	2920	0	1550	0	490	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2250	0	0	2920	0	1705	0	539	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3300	1650	0	3300	1650	3300	0	1650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.68	0.00	0.00	0.88	0.00	0.52	0.00	0.33	0.00	0.00	0.00
Crit Vol:	0			1460			853			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project w/ Hazel Ave

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

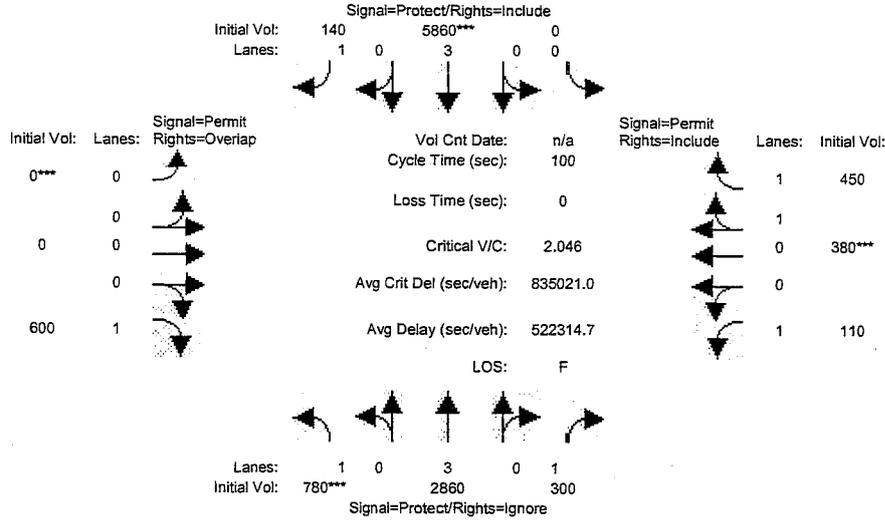


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3390	330	0	2250	770	1910	0	350	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3390	330	0	2250	770	1910	0	350	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3390	330	0	2250	770	1910	0	350	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3390	0	0	2250	0	1910	0	350	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3390	0	0	2250	0	1910	0	350	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	3390	0	0	2250	0	2101	0	385	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3300	1650	0	3300	1650	3300	0	1650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	1.03	0.00	0.00	0.68	0.00	0.64	0.00	0.23	0.00	0.00	0.00
Crit Vol:		1695			0			1051			0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

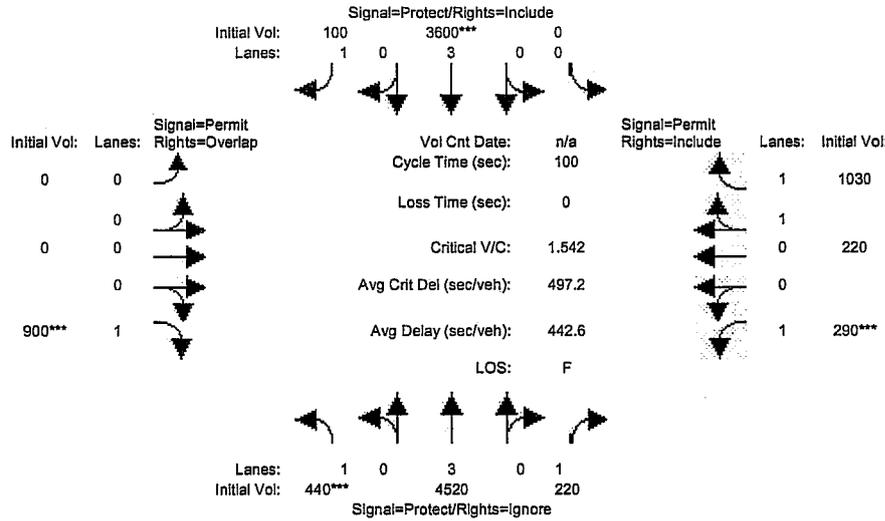


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	780	2860	300	0	5860	140	0	0	600	110	380	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	780	2860	300	0	5860	140	0	0	600	110	380	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	780	2860	300	0	5860	140	0	0	600	110	380	450
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	780	2860	0	0	5860	140	0	0	600	110	380	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	780	2860	0	0	5860	140	0	0	600	110	380	450
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	780	2860	0	0	5860	140	0	0	600	110	380	495
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.87	1.13
Final Sat.:	1550	4650	1550	0	4650	1550	0	0	1550	1550	1346	1754
Capacity Analysis Module:												
Vol/Sat:	0.50	0.62	0.00	0.00	1.26	0.09	0.00	0.00	0.39	0.07	0.28	0.28
Crit Vol:	780			1953			0			438		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project w/ Hazel Ave

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

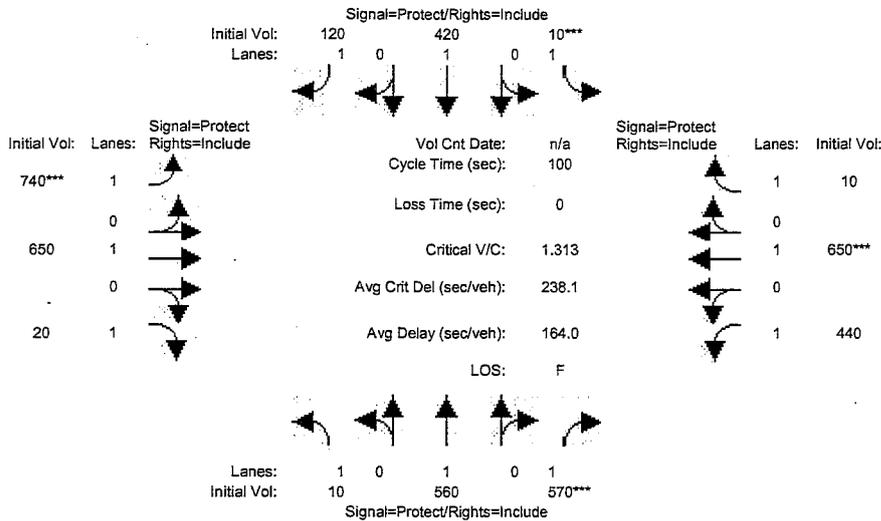


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	440	4520	220	0	3600	100	0	0	900	290	220	1030
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	4520	220	0	3600	100	0	0	900	290	220	1030
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	4520	220	0	3600	100	0	0	900	290	220	1030
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	4520	0	0	3600	100	0	0	900	290	220	1030
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	4520	0	0	3600	100	0	0	900	290	220	1030
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	440	4520	0	0	3600	100	0	0	900	290	220	1133
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.33	1.67
Final Sat.:	1550	4650	1550	0	4650	1550	0	0	1550	1550	504	2596
Capacity Analysis Module:												
Vol/Sat:	0.28	0.97	0.00	0.00	0.77	0.06	0.00	0.00	0.58	0.19	0.44	0.44
Crit Vol:	0	1200					900	290				
Crit Moves:	****	****					****	****				

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project w/ Hazel Ave

Intersection #126: Grant Line/White Rock Road

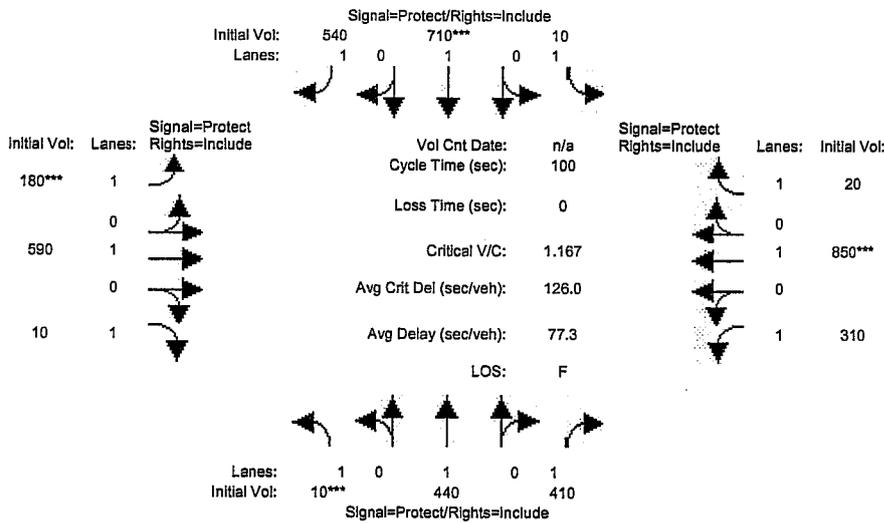


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	560	570	10	420	120	740	650	20	440	650	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	560	570	10	420	120	740	650	20	440	650	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	560	570	10	420	120	740	650	20	440	650	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:	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:	10	560	570	10	420	120	740	650	20	440	650	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	560	570	10	420	120	740	650	20	440	650	10
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
Final Vol.:	10	560	570	10	420	120	740	650	20	440	650	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.38	0.01	0.28	0.08	0.49	0.43	0.01	0.29	0.43	0.01
Crit Vol:			570		10			740			650	
Crit Moves:			****		****			****			****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #126: Grant Line/White Rock Road

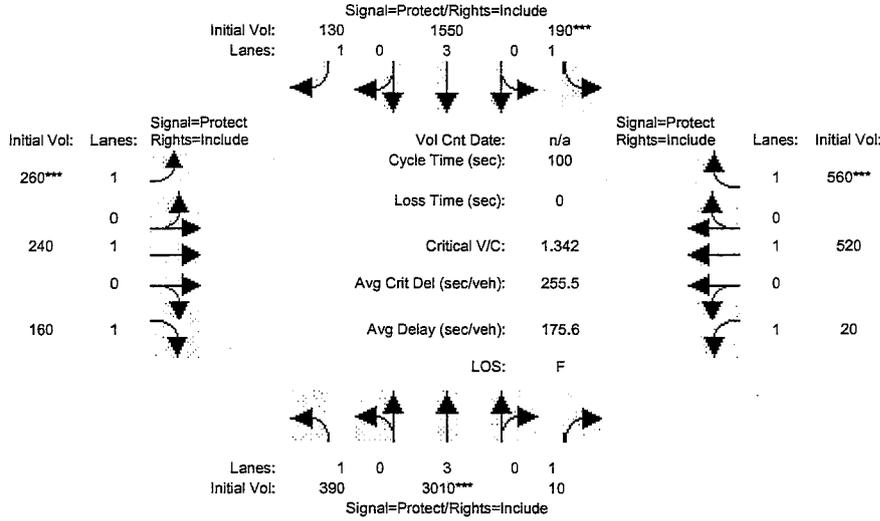


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	440	410	10	710	540	180	590	10	310	850	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	440	410	10	710	540	180	590	10	310	850	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	440	410	10	710	540	180	590	10	310	850	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:	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:	10	440	410	10	710	540	180	590	10	310	850	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	440	410	10	710	540	180	590	10	310	850	20
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
Final Vol.:	10	440	410	10	710	540	180	590	10	310	850	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.27	0.01	0.47	0.36	0.12	0.39	0.01	0.21	0.57	0.01
Crit Vol:	10			710			180			850		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #127: Sunrise Blvd/Kiefer Blvd

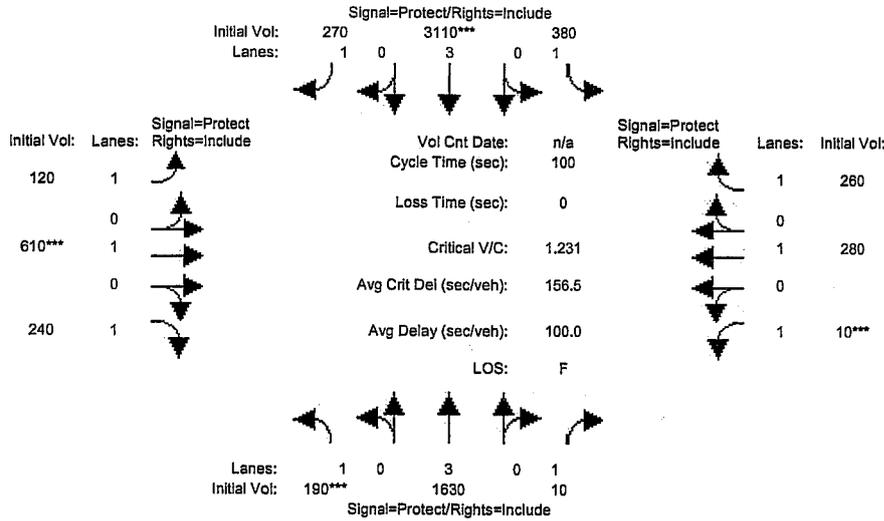


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	390	3010	10	190	1550	130	260	240	160	20	520	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	3010	10	190	1550	130	260	240	160	20	520	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	3010	10	190	1550	130	260	240	160	20	520	560
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:	390	3010	10	190	1550	130	260	240	160	20	520	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	3010	10	190	1550	130	260	240	160	20	520	560
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
Final Vol.:	390	3010	10	190	1550	130	260	240	160	20	520	560
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.26	0.67	0.01	0.13	0.34	0.09	0.17	0.16	0.11	0.01	0.35	0.37
Crit Vol:	1003			190			260			560		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #127: Sunrise Blvd/Kiefer Blvd

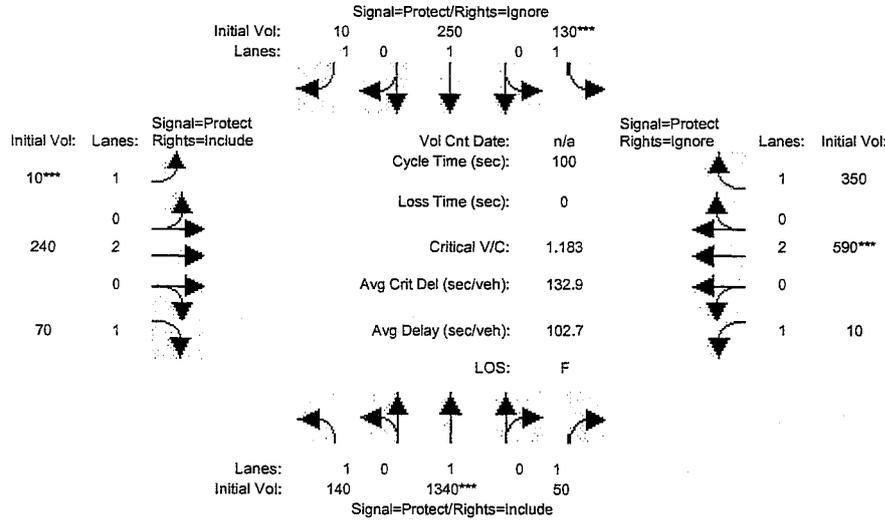


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	190	1630	10	380	3110	270	120	610	240	10	280	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1630	10	380	3110	270	120	610	240	10	280	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1630	10	380	3110	270	120	610	240	10	280	260
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:	190	1630	10	380	3110	270	120	610	240	10	280	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1630	10	380	3110	270	120	610	240	10	280	260
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
Final Vol.:	190	1630	10	380	3110	270	120	610	240	10	280	260
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.36	0.01	0.25	0.69	0.18	0.08	0.41	0.16	0.01	0.19	0.17
Crit Vol:	190				1037			610		10		
Crit Moves:	****				****			****		****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project w/ Hazel Ave

Intersection #128: Eagles Nest/Kiefer

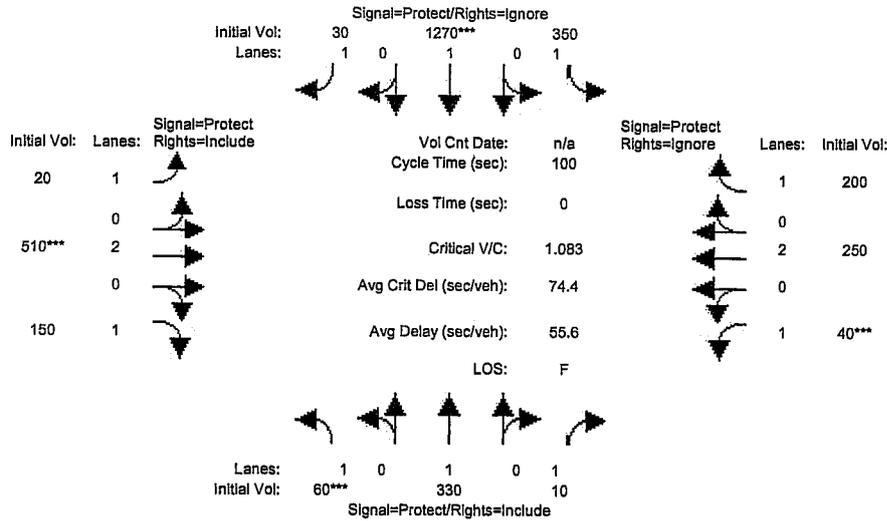


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	140	1340	50	130	250	10	10	240	70	10	590	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1340	50	130	250	10	10	240	70	10	590	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1340	50	130	250	10	10	240	70	10	590	350
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	1340	50	130	250	0	10	240	70	10	590	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1340	50	130	250	0	10	240	70	10	590	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	140	1340	50	130	250	0	10	240	70	10	590	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.89	0.03	0.09	0.17	0.00	0.01	0.08	0.05	0.01	0.20	0.00
Crit Vol:		1340		130			10				295	
Crit Moves:	****			****			****				****	

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project w/ Hazel Ave

Intersection #128: Eagles Nest/Kiefer

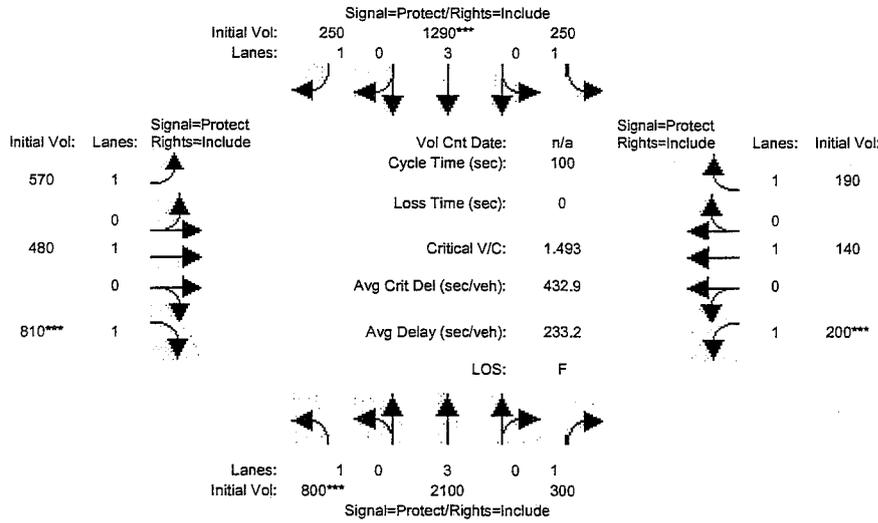


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	330	10	350	1270	30	20	510	150	40	250	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	330	10	350	1270	30	20	510	150	40	250	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	330	10	350	1270	30	20	510	150	40	250	200
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	60	330	10	350	1270	0	20	510	150	40	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	330	10	350	1270	0	20	510	150	40	250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	60	330	10	350	1270	0	20	510	150	40	250	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.01	0.23	0.85	0.00	0.01	0.17	0.10	0.03	0.08	0.00
Crit Vol:	60			1270			255			40		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #129: Sunrise/International

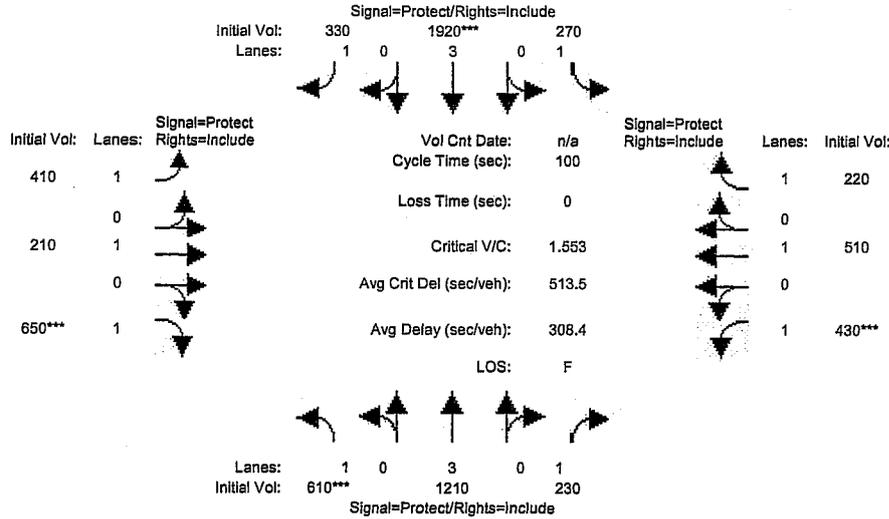


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	800	2100	300	250	1290	250	570	480	810	200	140	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	800	2100	300	250	1290	250	570	480	810	200	140	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	800	2100	300	250	1290	250	570	480	810	200	140	190
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:	800	2100	300	250	1290	250	570	480	810	200	140	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	800	2100	300	250	1290	250	570	480	810	200	140	190
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
Final Vol.:	800	2100	300	250	1290	250	570	480	810	200	140	190
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.53	0.47	0.20	0.17	0.29	0.17	0.38	0.32	0.54	0.13	0.09	0.13
Crit Vol:	800			430			810	200				
Crit Moves:	****			****			****	****				

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #129: Sunrise/International

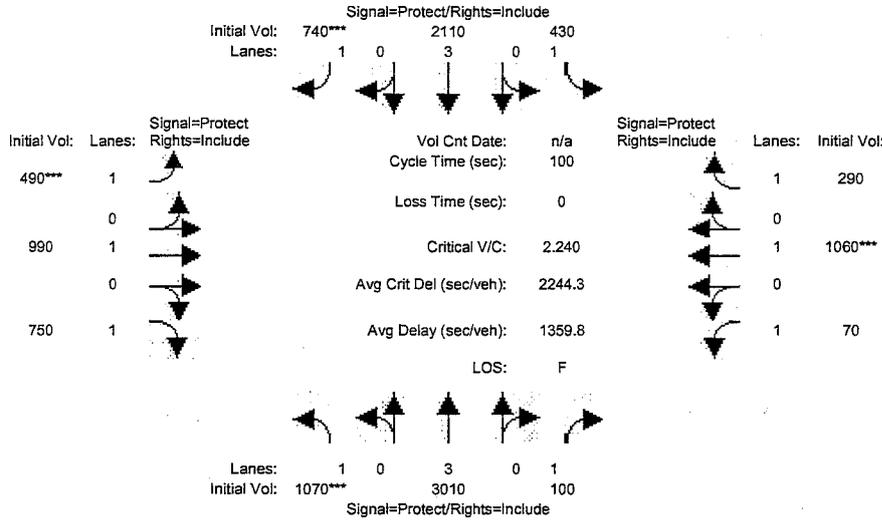


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	610	1210	230	270	1920	330	410	210	650	430	510	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	610	1210	230	270	1920	330	410	210	650	430	510	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	610	1210	230	270	1920	330	410	210	650	430	510	220
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:	610	1210	230	270	1920	330	410	210	650	430	510	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	610	1210	230	270	1920	330	410	210	650	430	510	220
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
Final Vol.:	610	1210	230	270	1920	330	410	210	650	430	510	220
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.41	0.27	0.15	0.18	0.43	0.22	0.27	0.14	0.43	0.29	0.34	0.15
Crit Vol:	610				640				650	430		
Crit Moves:	****				****				****	****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project w/ Hazel Ave

Intersection #130: Jaeger/White Rock

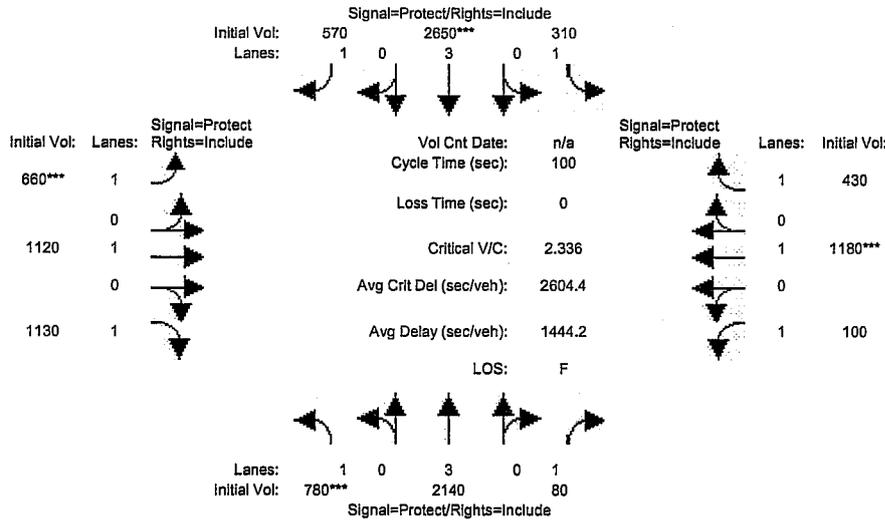


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1070	3010	100	430	2110	740	490	990	750	70	1060	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1070	3010	100	430	2110	740	490	990	750	70	1060	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1070	3010	100	430	2110	740	490	990	750	70	1060	290
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:	1070	3010	100	430	2110	740	490	990	750	70	1060	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1070	3010	100	430	2110	740	490	990	750	70	1060	290
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
Final Vol.:	1070	3010	100	430	2110	740	490	990	750	70	1060	290
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.71	0.67	0.07	0.29	0.47	0.49	0.33	0.66	0.50	0.05	0.71	0.19
Crit Vol:	1070					740	490				1060	
Crit Moves:	****					****	****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #130: Jaeger/White Rock

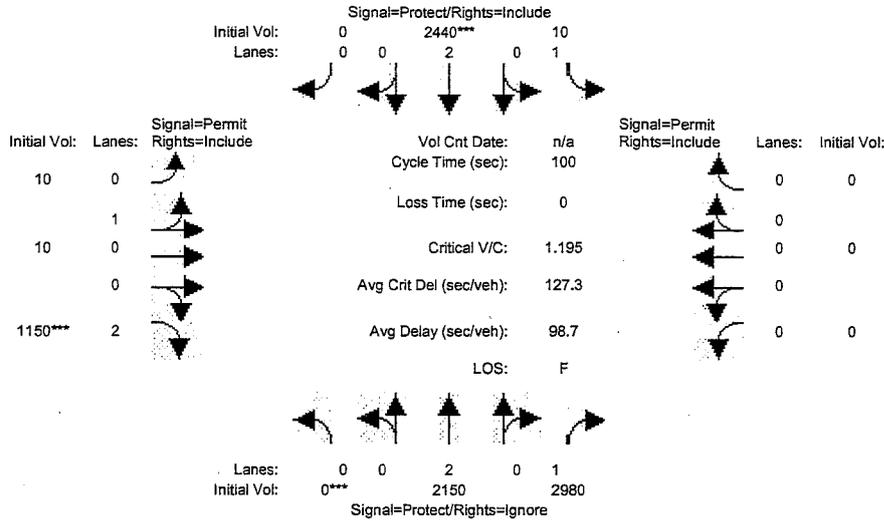


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	780	2140	80	310	2650	570	660	1120	1130	100	1180	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	780	2140	80	310	2650	570	660	1120	1130	100	1180	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	780	2140	80	310	2650	570	660	1120	1130	100	1180	430
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:	780	2140	80	310	2650	570	660	1120	1130	100	1180	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	780	2140	80	310	2650	570	660	1120	1130	100	1180	430
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
Final Vol.:	780	2140	80	310	2650	570	660	1120	1130	100	1180	430
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.52	0.48	0.05	0.21	0.59	0.38	0.44	0.75	0.75	0.07	0.79	0.29
Crit Vol:	780			883			660			1180		
Crit Moves:	****			****			****			****		

Preserve at Sunrise

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project w/ Hazel Ave

Intersection #131: Sunrise Reliever/50EB

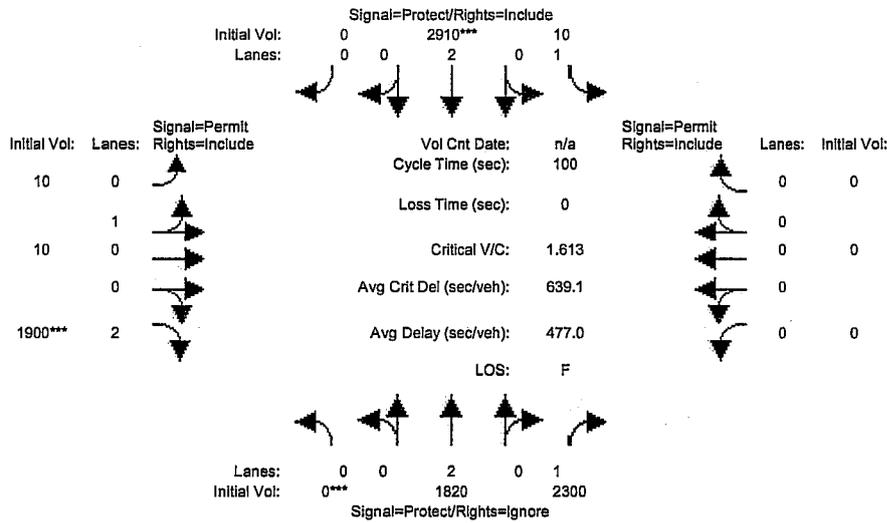


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2150	2980	10	2440	0	10	10	1150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2150	2980	10	2440	0	10	10	1150	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2150	2980	10	2440	0	10	10	1150	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2150	0	10	2440	0	10	10	1150	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2150	0	10	2440	0	10	10	1150	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2150	0	10	2440	0	10	10	1265	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	2.00	1.00	1.00	2.00	0.00	0.50	0.50	2.00	0.00	0.00	0.00
Final Sat.:	0	3100	1550	1550	3100	0	775	775	3100	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.69	0.00	0.01	0.79	0.00	0.01	0.01	0.41	0.00	0.00	0.00
Crit Vol:	0			1220					633	0		
Crit Moves:	****			****					****			

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #131: Sunrise Reliever/50EB

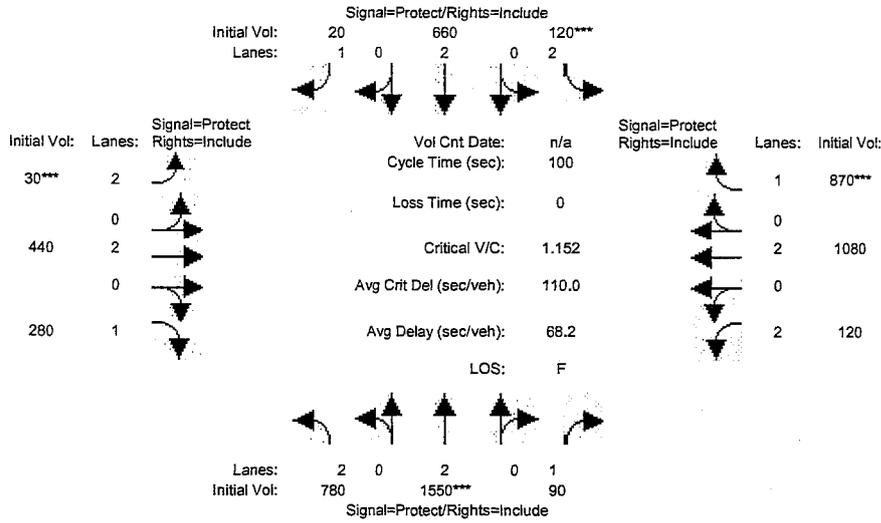


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1820	2300	10	2910	0	10	10	1900	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1820	2300	10	2910	0	10	10	1900	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1820	2300	10	2910	0	10	10	1900	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1820	0	10	2910	0	10	10	1900	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1820	0	10	2910	0	10	10	1900	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1820	0	10	2910	0	10	10	2090	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	2.00	1.00	1.00	2.00	0.00	0.50	0.50	2.00	0.00	0.00	0.00
Final Sat.:	0	3100	1550	1550	3100	0	775	775	3100	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.00	0.01	0.94	0.00	0.01	0.01	0.67	0.00	0.00	0.00
Crit Vol:	0				1455				1045	0		
Crit Moves:	****				****				****			

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project w/ Hazel Ave

Intersection #133: Jaeger/Douglas

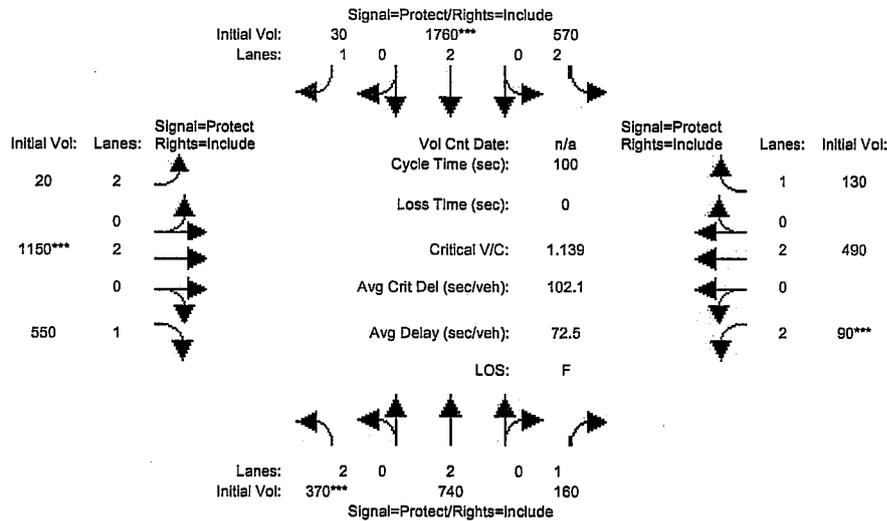


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	780	1550	90	120	660	20	30	440	280	120	1080	870
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	780	1550	90	120	660	20	30	440	280	120	1080	870
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	780	1550	90	120	660	20	30	440	280	120	1080	870
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:	780	1550	90	120	660	20	30	440	280	120	1080	870
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	780	1550	90	120	660	20	30	440	280	120	1080	870
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	858	1550	90	132	660	20	33	440	280	132	1080	870
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.29	0.52	0.06	0.04	0.22	0.01	0.01	0.15	0.19	0.04	0.36	0.58
Crit Vol:	775			66			17			870		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #133: Jaeger/Douglas

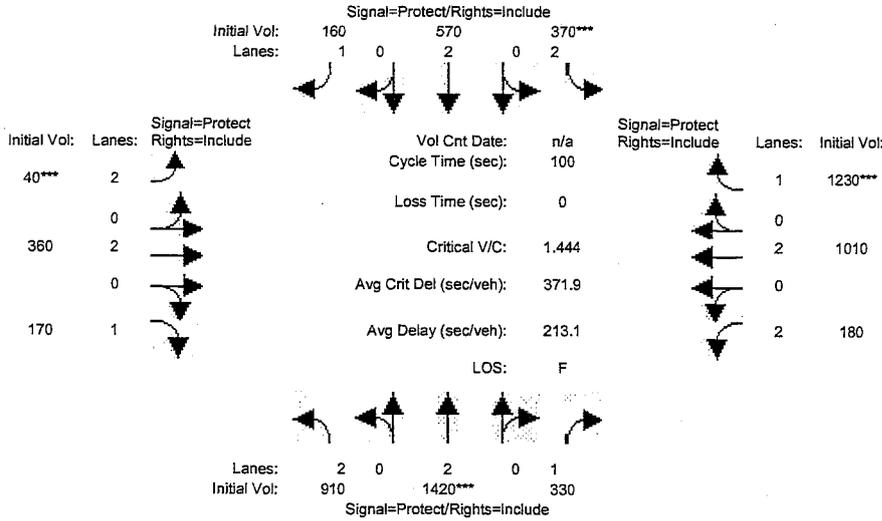


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	370	740	160	570	1760	30	20	1150	550	90	490	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	740	160	570	1760	30	20	1150	550	90	490	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	740	160	570	1760	30	20	1150	550	90	490	130
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:	370	740	160	570	1760	30	20	1150	550	90	490	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	740	160	570	1760	30	20	1150	550	90	490	130
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	407	740	160	627	1760	30	22	1150	550	99	490	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.11	0.21	0.59	0.02	0.01	0.38	0.37	0.03	0.16	0.09
Crit Vol:	204			880			575			50		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #134: Americanos/Douglas

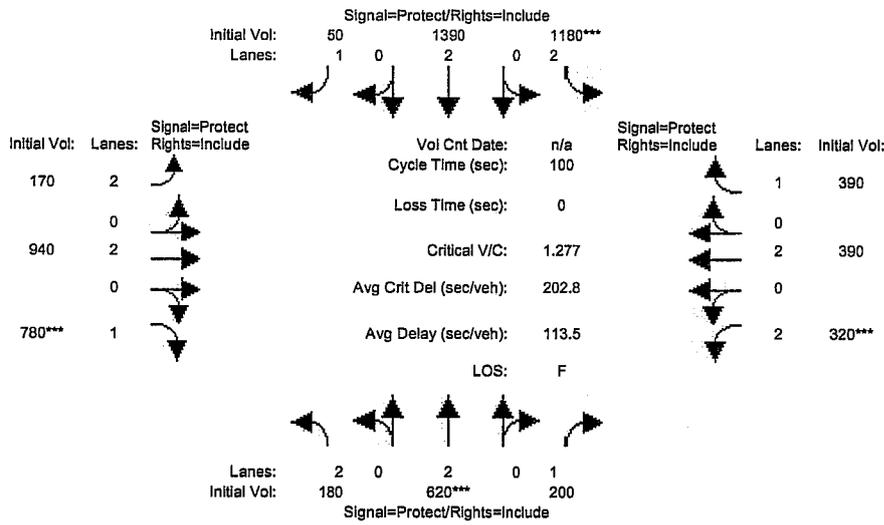


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	910	1420	330	370	570	160	40	360	170	180	1010	1230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	910	1420	330	370	570	160	40	360	170	180	1010	1230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	910	1420	330	370	570	160	40	360	170	180	1010	1230
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:	910	1420	330	370	570	160	40	360	170	180	1010	1230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	910	1420	330	370	570	160	40	360	170	180	1010	1230
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	1001	1420	330	407	570	160	44	360	170	198	1010	1230
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.33	0.47	0.22	0.14	0.19	0.11	0.01	0.12	0.11	0.07	0.34	0.82
Crit Vol:		710		204			22				1230	
Crit Moves:	****			****			****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #134: Americanos/Douglas

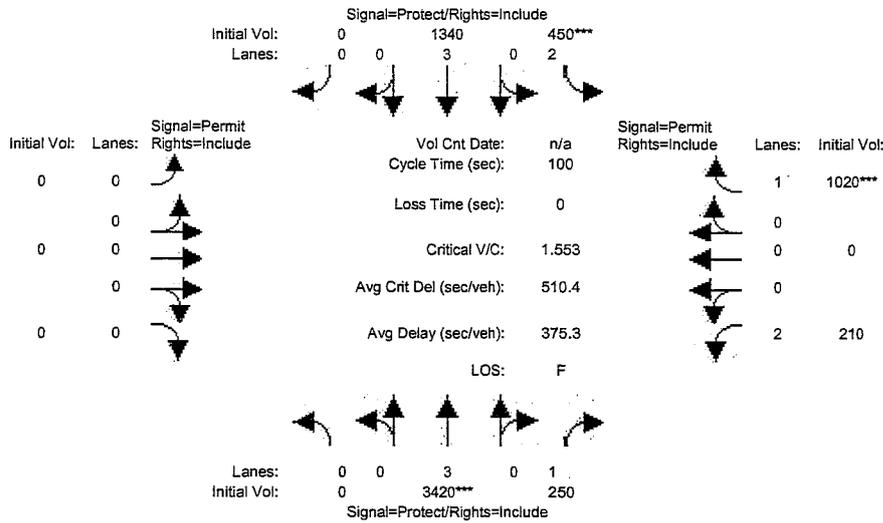


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	620	200	1180	1390	50	170	940	780	320	390	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	620	200	1180	1390	50	170	940	780	320	390	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	620	200	1180	1390	50	170	940	780	320	390	390
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:	180	620	200	1180	1390	50	170	940	780	320	390	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	620	200	1180	1390	50	170	940	780	320	390	390
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	198	620	200	1298	1390	50	187	940	780	352	390	390
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.13	0.43	0.46	0.03	0.06	0.31	0.52	0.12	0.13	0.26
Crit Vol:		310			649				780		176	
Crit Moves:		***			***				***		***	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #135: Sunrise/Chrysanthy Blvd

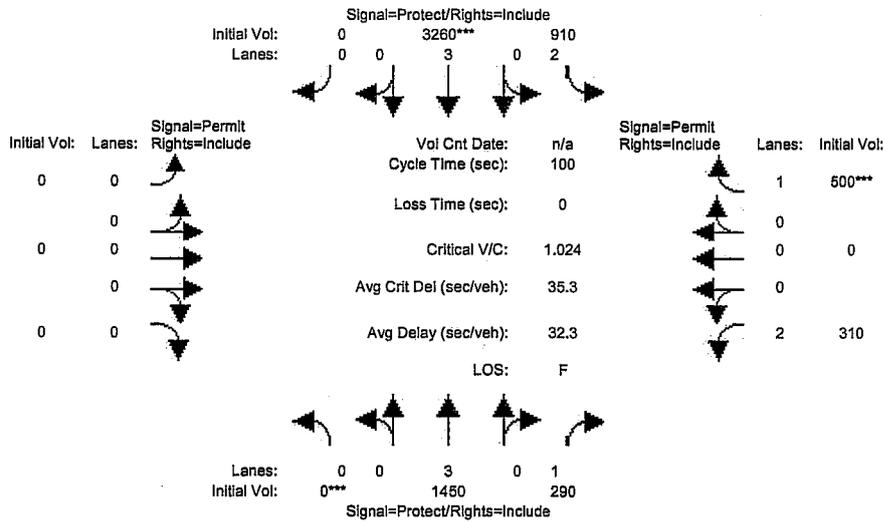


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3420	250	450	1340	0	0	0	0	210	0	1020
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3420	250	450	1340	0	0	0	0	210	0	1020
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3420	250	450	1340	0	0	0	0	210	0	1020
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	3420	250	450	1340	0	0	0	0	210	0	1020
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3420	250	450	1340	0	0	0	0	210	0	1020
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	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	3420	250	495	1340	0	0	0	0	231	0	1020
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4650	1550	3100	4650	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.74	0.16	0.16	0.29	0.00	0.00	0.00	0.00	0.07	0.00	0.66
Crit Vol:		1140		248			0					1020
Crit Moves:	****			****								****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #135: Sunrise/Chrysanthy Blvd

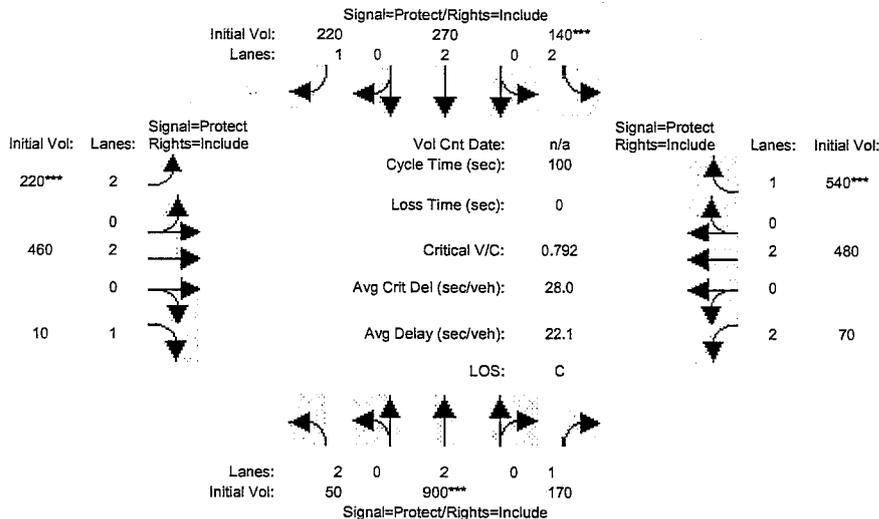


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1450	290	910	3260	0	0	0	0	310	0	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1450	290	910	3260	0	0	0	0	310	0	500
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1450	290	910	3260	0	0	0	0	310	0	500
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	1450	290	910	3260	0	0	0	0	310	0	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1450	290	910	3260	0	0	0	0	310	0	500
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	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1450	290	1001	3260	0	0	0	0	341	0	500
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4650	1550	3100	4650	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.19	0.32	0.70	0.00	0.00	0.00	0.00	0.11	0.00	0.32
Crit Vol:	0			1087			0			500		
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project w/ Hazel Ave

Intersection #136: Jaeger Rd/Chrysanthy Blvd

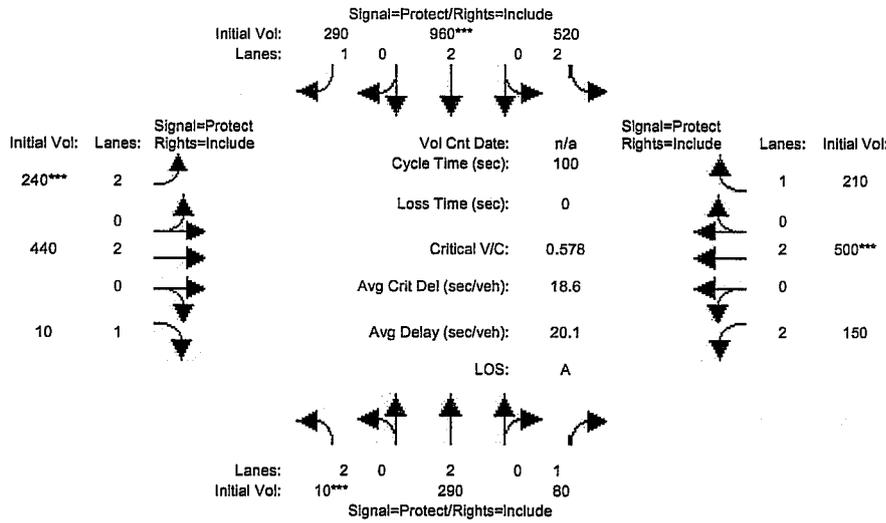


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	50	900	170	140	270	220	220	460	10	70	480	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	900	170	140	270	220	220	460	10	70	480	540
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	900	170	140	270	220	220	460	10	70	480	540
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:	50	900	170	140	270	220	220	460	10	70	480	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	900	170	140	270	220	220	460	10	70	480	540
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	55	900	170	154	270	220	242	460	10	77	480	540
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.11	0.05	0.09	0.15	0.08	0.15	0.01	0.03	0.16	0.36
Crit Vol:		450		77			121					540
Crit Moves:	****		****				****					****

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project w/ Hazel Ave

Intersection #136: Jaeger Rd/Chrysanthy Blvd

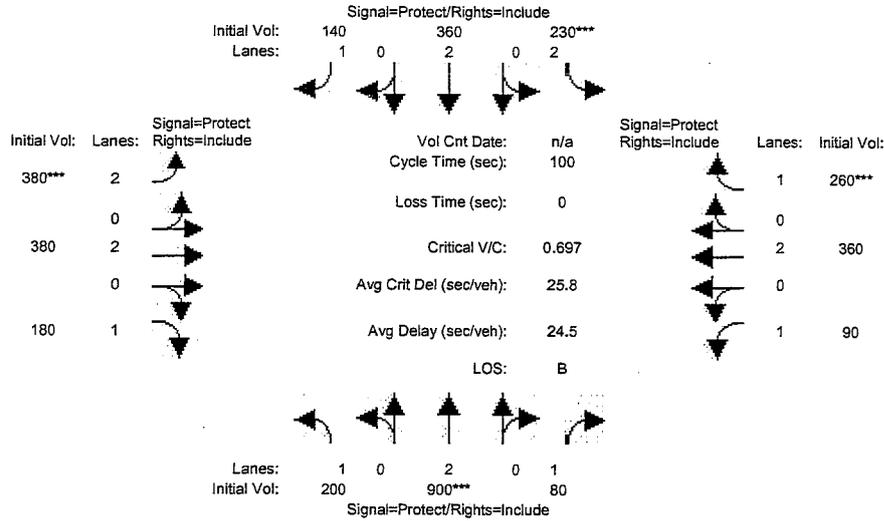


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	290	80	520	960	290	240	440	10	150	500	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	290	80	520	960	290	240	440	10	150	500	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	290	80	520	960	290	240	440	10	150	500	210
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:	10	290	80	520	960	290	240	440	10	150	500	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	290	80	520	960	290	240	440	10	150	500	210
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	11	290	80	572	960	290	264	440	10	165	500	210
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.05	0.19	0.32	0.19	0.09	0.15	0.01	0.06	0.17	0.14
Crit Vol:	6			480			132			250		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #137: Americanos/Chrysanthy

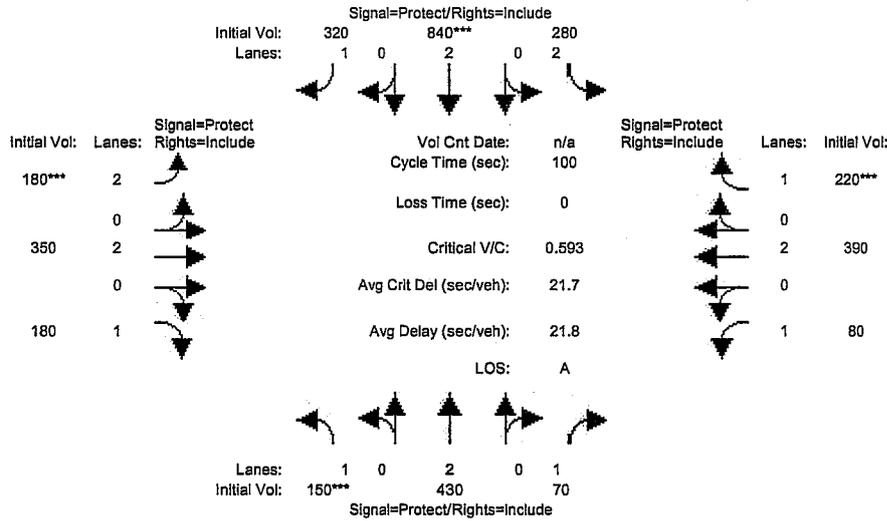


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	200	900	80	230	360	140	380	380	180	90	360	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	900	80	230	360	140	380	380	180	90	360	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	900	80	230	360	140	380	380	180	90	360	260
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:	200	900	80	230	360	140	380	380	180	90	360	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	900	80	230	360	140	380	380	180	90	360	260
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	200	900	80	253	360	140	418	380	180	90	360	260
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	3000	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.30	0.05	0.08	0.12	0.09	0.14	0.13	0.12	0.06	0.12	0.17
Crit Vol:		450		127			209					260
Crit Moves:	****			****			****					****

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #137: Americanos/Chrysanthy

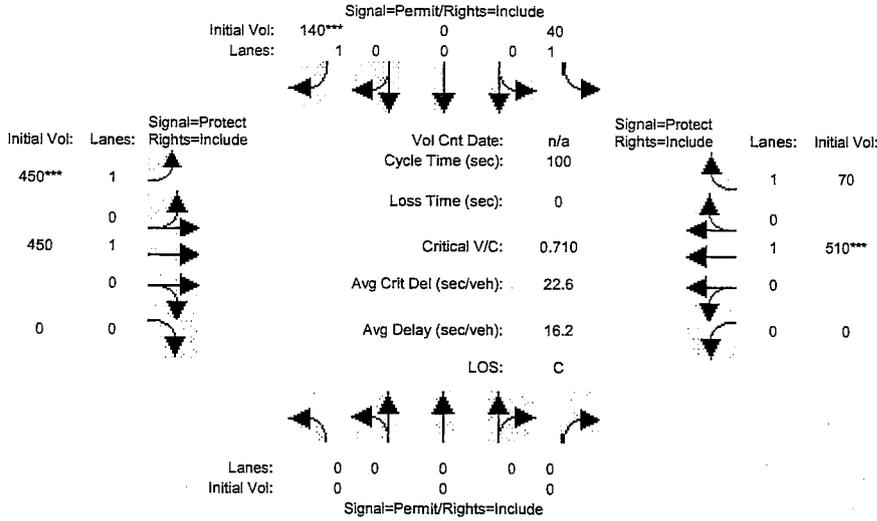


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	430	70	280	840	320	180	350	180	80	390	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	430	70	280	840	320	180	350	180	80	390	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	430	70	280	840	320	180	350	180	80	390	220
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:	150	430	70	280	840	320	180	350	180	80	390	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	430	70	280	840	320	180	350	180	80	390	220
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	430	70	308	840	320	198	350	180	80	390	220
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	3000	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.05	0.10	0.28	0.21	0.07	0.12	0.12	0.05	0.13	0.15
Crit Vol:	150			420			99			220		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative No Project w/ Hazel Ave

Intersection #138: Jaeger/Kiefer

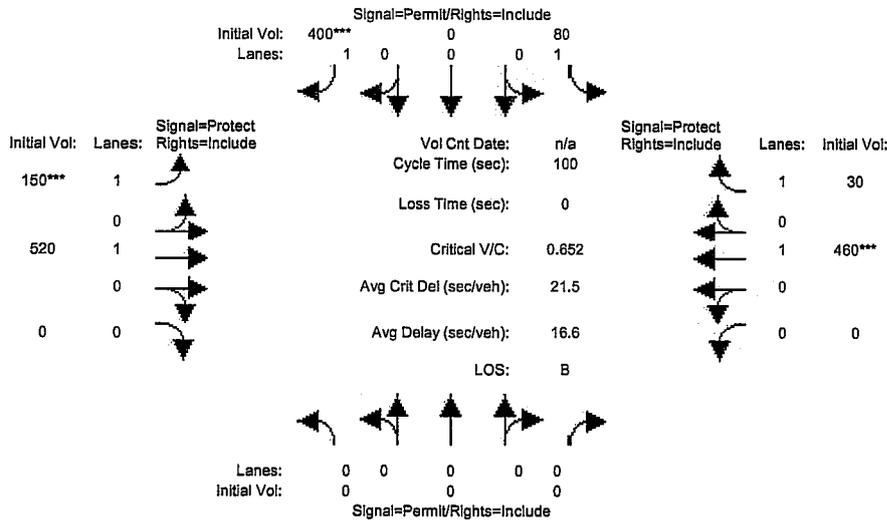


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	40	0	140	450	450	0	0	510	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	140	450	450	0	0	510	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	140	450	450	0	0	510	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	0	0	40	0	140	450	450	0	0	510	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	140	450	450	0	0	510	70
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
Final Vol.:	0	0	0	40	0	140	450	450	0	0	510	70
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1550	0	1550	1550	1550	0	0	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.09	0.29	0.29	0.00	0.00	0.33	0.05
Crit Vol:	0					140	450			510		
Crit Moves:				****		****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative No Project w/ Hazel Ave

Intersection #138: Jaeger/Kiefer

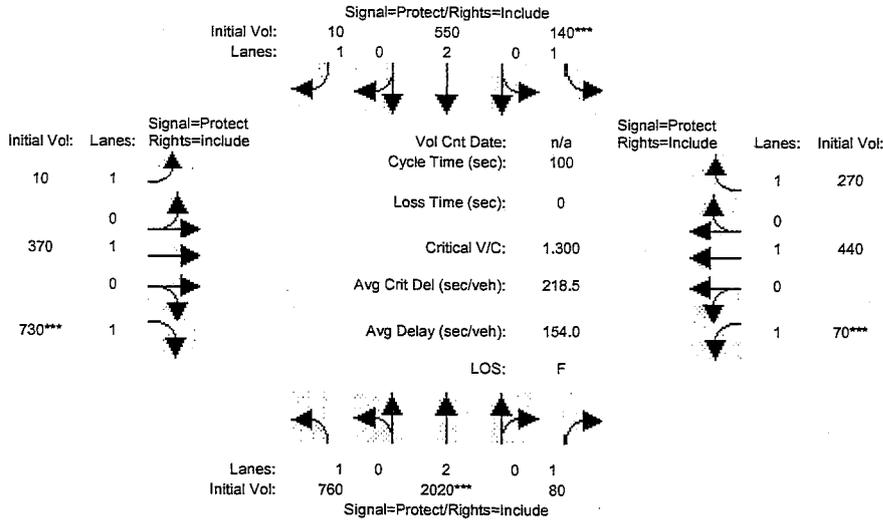


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	80	0	400	150	520	0	0	460	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	0	400	150	520	0	0	460	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	400	150	520	0	0	460	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:	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	0	0	80	0	400	150	520	0	0	460	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	400	150	520	0	0	460	30
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
Final Vol.:	0	0	0	80	0	400	150	520	0	0	460	30
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1550	0	1550	1550	1550	0	0	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.26	0.10	0.34	0.00	0.00	0.30	0.02
Crit Vol:	0					400	150				460	
Crit Moves:						****	****				****	

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative No Project w/ Hazel Ave

Intersection #139: Americano/White Rock

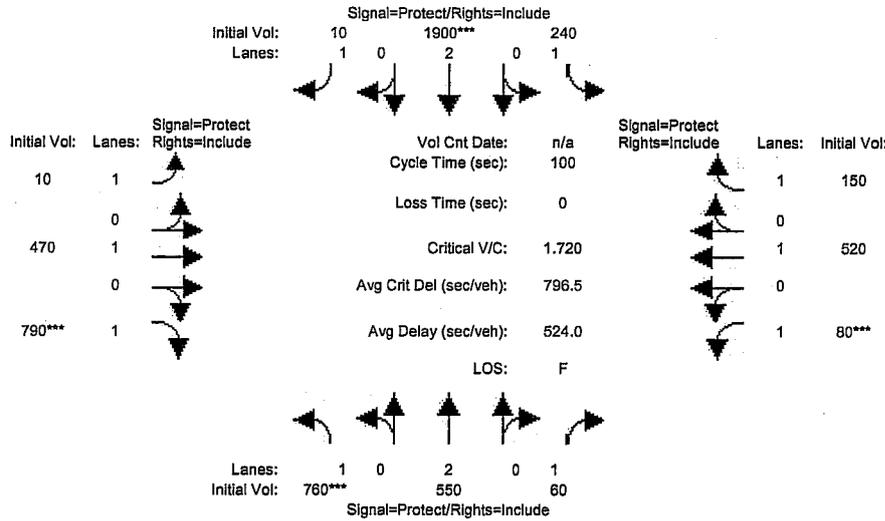


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	760	2020	80	140	550	10	10	370	730	70	440	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	760	2020	80	140	550	10	10	370	730	70	440	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	760	2020	80	140	550	10	10	370	730	70	440	270
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:	760	2020	80	140	550	10	10	370	730	70	440	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	760	2020	80	140	550	10	10	370	730	70	440	270
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
Final Vol.:	760	2020	80	140	550	10	10	370	730	70	440	270
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.51	0.67	0.05	0.09	0.18	0.01	0.01	0.25	0.49	0.05	0.29	0.18
Crit Vol:	1010			140					730	70		
Crit Moves:	****			****					****	****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative No Project w/ Hazel Ave

Intersection #139: Americano/White Rock



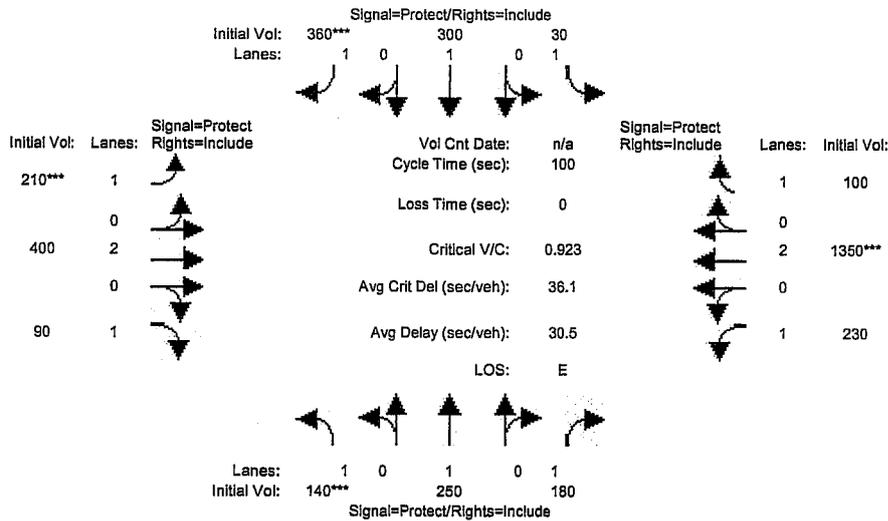
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	760	550	60	240	1900	10	10	470	790	80	520	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	760	550	60	240	1900	10	10	470	790	80	520	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	760	550	60	240	1900	10	10	470	790	80	520	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:	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:	760	550	60	240	1900	10	10	470	790	80	520	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	760	550	60	240	1900	10	10	470	790	80	520	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
Final Vol.:	760	550	60	240	1900	10	10	470	790	80	520	150
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.51	0.18	0.04	0.16	0.63	0.01	0.01	0.31	0.53	0.05	0.35	0.10
Crit Vol:	760			950			790		80			
Crit Moves:	****			****			****		****	****		



Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project w/ Hazel Ave

Intersection #101: Excelsior Road/Jackson Road/SR 16

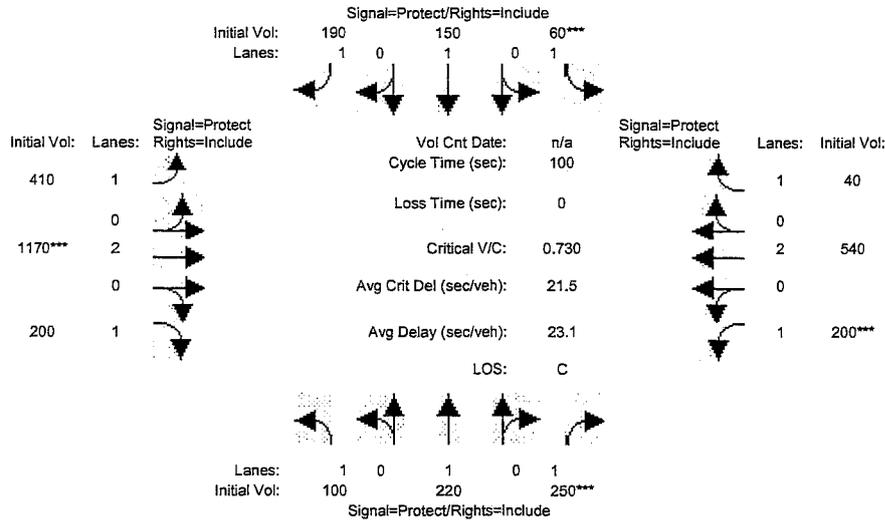


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	140	250	180	30	300	360	210	400	90	230	1350	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	250	180	30	300	360	210	400	90	230	1350	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	250	180	30	300	360	210	400	90	230	1350	100
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:	140	250	180	30	300	360	210	400	90	230	1350	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	250	180	30	300	360	210	400	90	230	1350	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
Final Vol.:	140	250	180	30	300	360	210	400	90	230	1350	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.12	0.02	0.20	0.24	0.14	0.13	0.06	0.15	0.45	0.07
Crit Vol:	140					360	210			675		
Crit Moves:	****					****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #101: Excelsior Road/Jackson Road/SR 16

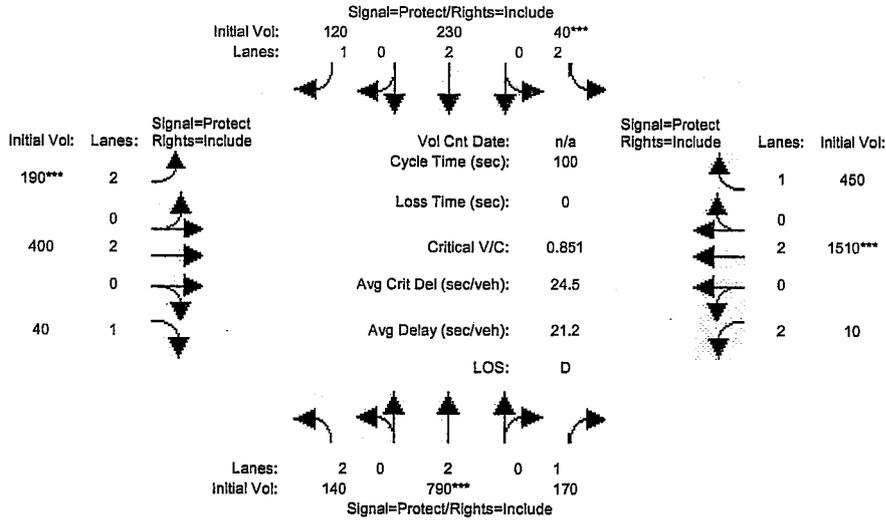


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	220	250	60	150	190	410	1170	200	200	540	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	220	250	60	150	190	410	1170	200	200	540	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	220	250	60	150	190	410	1170	200	200	540	40
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:	100	220	250	60	150	190	410	1170	200	200	540	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	220	250	60	150	190	410	1170	200	200	540	40
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
Final Vol.:	100	220	250	60	150	190	410	1170	200	200	540	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.17	0.04	0.10	0.13	0.27	0.39	0.13	0.13	0.18	0.03
Crit Vol:			250		60			585			200	
Crit Moves:			****		****			****			****	

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #102: Eagles Nest Road/Jackson Road/SR 16

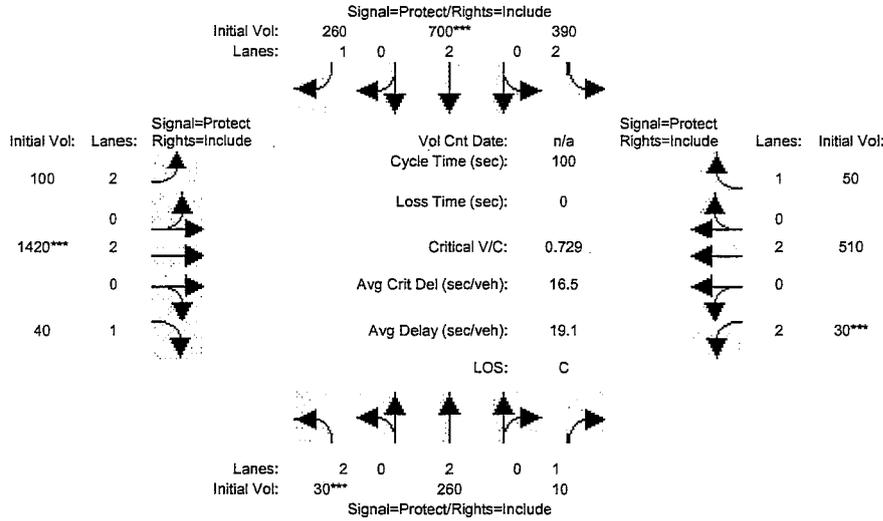


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	140	790	170	40	230	120	190	400	40	10	1510	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	790	170	40	230	120	190	400	40	10	1510	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	790	170	40	230	120	190	400	40	10	1510	450
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:	140	790	170	40	230	120	190	400	40	10	1510	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	790	170	40	230	120	190	400	40	10	1510	450
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	154	790	170	44	230	120	209	400	40	11	1510	450
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.11	0.01	0.08	0.08	0.07	0.13	0.03	0.00	0.50	0.30
Crit Vol:		395		22			104			755		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #102: Eagles Nest Road/Jackson Road/SR 16

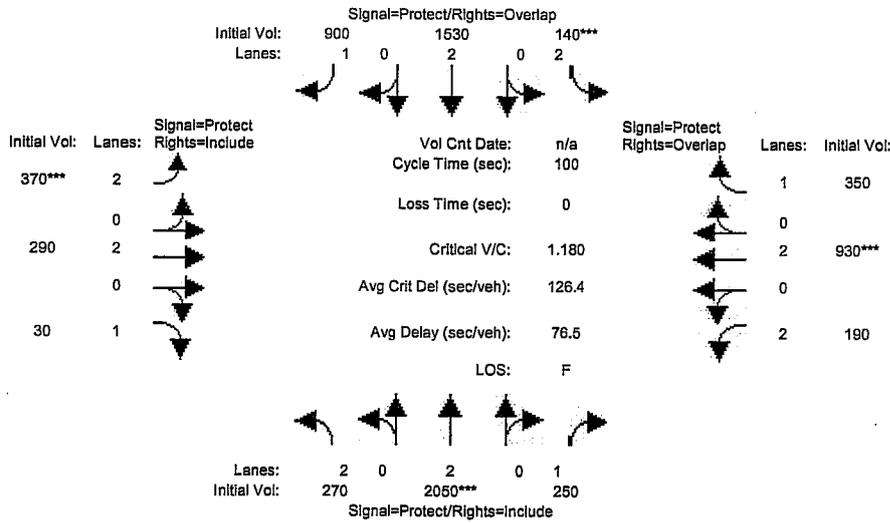


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	260	10	390	700	260	100	1420	40	30	510	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	260	10	390	700	260	100	1420	40	30	510	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	260	10	390	700	260	100	1420	40	30	510	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:	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:	30	260	10	390	700	260	100	1420	40	30	510	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	260	10	390	700	260	100	1420	40	30	510	50
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	33	260	10	429	700	260	110	1420	40	33	510	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.01	0.14	0.23	0.17	0.04	0.47	0.03	0.01	0.17	0.03
Crit Vol:	17			350			710			17		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

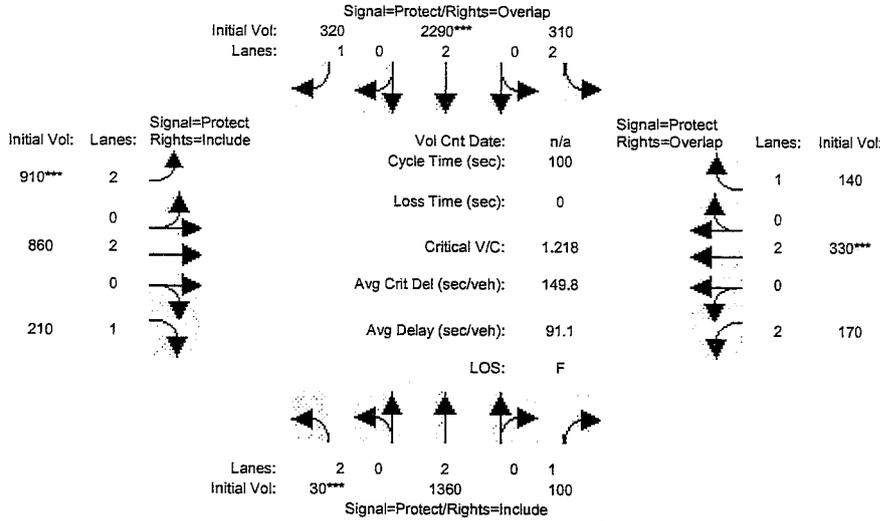


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	270	2050	250	140	1530	900	370	290	30	190	930	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	2050	250	140	1530	900	370	290	30	190	930	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	2050	250	140	1530	900	370	290	30	190	930	350
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:	270	2050	250	140	1530	900	370	290	30	190	930	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	2050	250	140	1530	900	370	290	30	190	930	350
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	297	2050	250	154	1530	900	407	290	30	209	930	350
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.68	0.17	0.05	0.51	0.60	0.14	0.10	0.02	0.07	0.31	0.23
Crit Vol:		1025			77			204			465	
Crit Moves:		***			***			***			***	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #103: Sunrise Boulevard/Jackson Road/SR 16

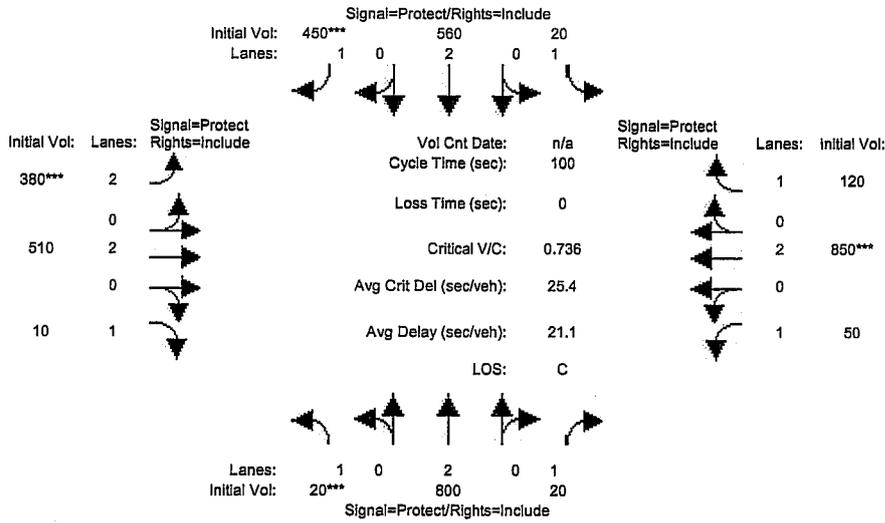


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	1360	100	310	2290	320	910	860	210	170	330	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1360	100	310	2290	320	910	860	210	170	330	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1360	100	310	2290	320	910	860	210	170	330	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:	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:	30	1360	100	310	2290	320	910	860	210	170	330	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1360	100	310	2290	320	910	860	210	170	330	140
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	33	1360	100	341	2290	320	1001	860	210	187	330	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.07	0.11	0.76	0.21	0.33	0.29	0.14	0.06	0.11	0.09
Crit Vol:	17			1145			501			165		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #104: Grant Line Road/Jackson Road/SR 16

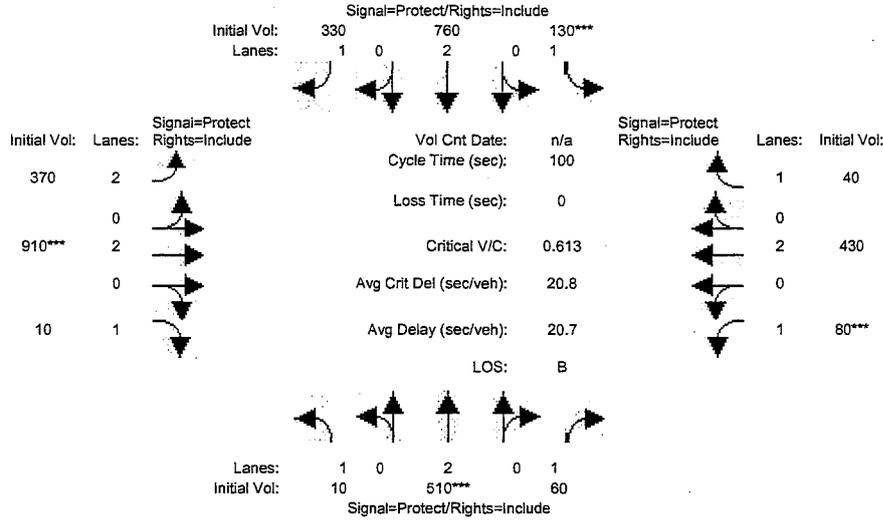


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	800	20	20	560	450	380	510	10	50	850	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	800	20	20	560	450	380	510	10	50	850	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	800	20	20	560	450	380	510	10	50	850	120
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:	20	800	20	20	560	450	380	510	10	50	850	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	800	20	20	560	450	380	510	10	50	850	120
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	800	20	20	560	450	418	510	10	50	850	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.01	0.01	0.19	0.30	0.14	0.17	0.01	0.03	0.28	0.08
Crit Vol:	20					450	209			425		
Crit Moves:	****					****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project w/ Hazel Ave

Intersection #104: Grant Line Road/Jackson Road/SR 16

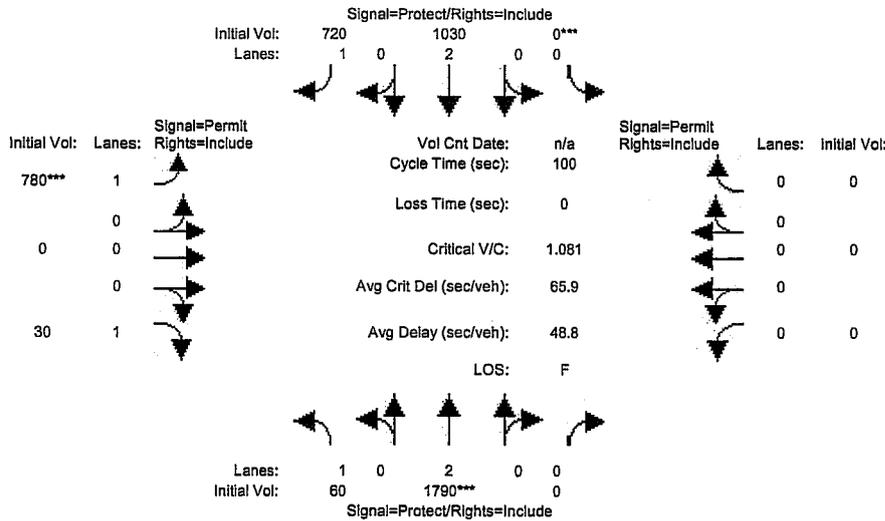


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	510	60	130	760	330	370	910	10	80	430	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	510	60	130	760	330	370	910	10	80	430	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	510	60	130	760	330	370	910	10	80	430	40
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:	10	510	60	130	760	330	370	910	10	80	430	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	510	60	130	760	330	370	910	10	80	430	40
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	510	60	130	760	330	407	910	10	80	430	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.04	0.09	0.25	0.22	0.14	0.30	0.01	0.05	0.14	0.03
Crit Vol:		255		130			455			80		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #105: Sunrise Boulevard/Florin Road

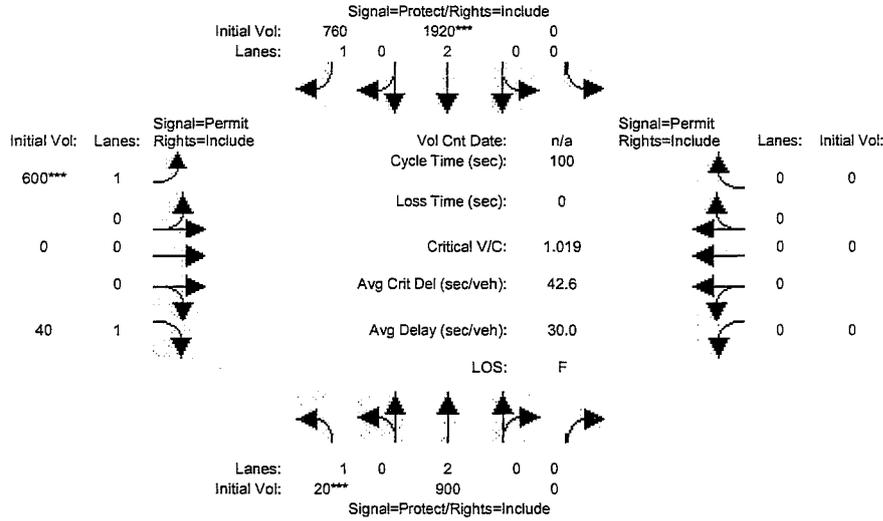


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	1790	0	0	1030	720	780	0	30	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1790	0	0	1030	720	780	0	30	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1790	0	0	1030	720	780	0	30	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:	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:	60	1790	0	0	1030	720	780	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1790	0	0	1030	720	780	0	30	0	0	0
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
Final Vol.:	60	1790	0	0	1030	720	780	0	30	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	3100	0	0	3100	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.58	0.00	0.00	0.33	0.46	0.50	0.00	0.02	0.00	0.00	0.00
Crit Vol:	895		0	0		780	0		0	0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #105: Sunrise Boulevard/Florin Road

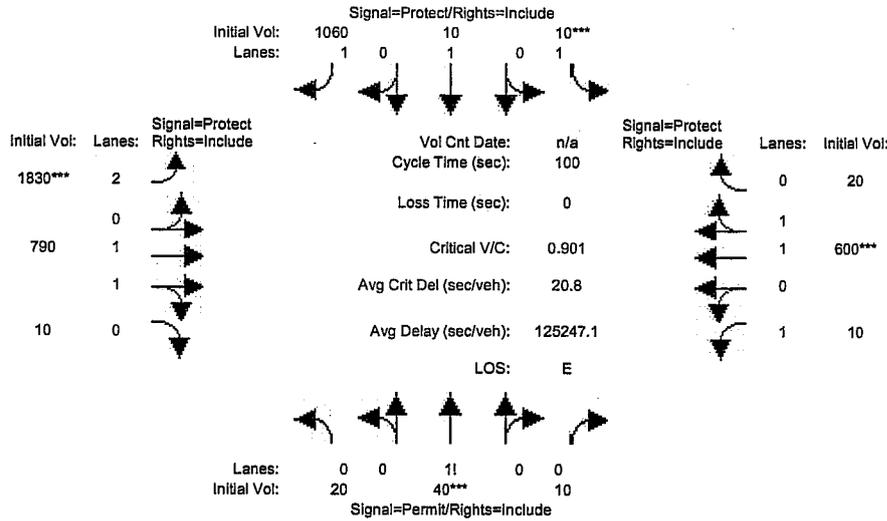


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	900	0	0	1920	760	600	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	900	0	0	1920	760	600	0	40	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	900	0	0	1920	760	600	0	40	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:	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:	20	900	0	0	1920	760	600	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	900	0	0	1920	760	600	0	40	0	0	0
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
Final Vol.:	20	900	0	0	1920	760	600	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1550	3100	0	0	3100	1550	1550	0	1550	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.00	0.00	0.62	0.49	0.39	0.00	0.03	0.00	0.00	0.00
Crit Vol:	20			960			600			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #106: Sunrise Boulevard/Grant Line Road

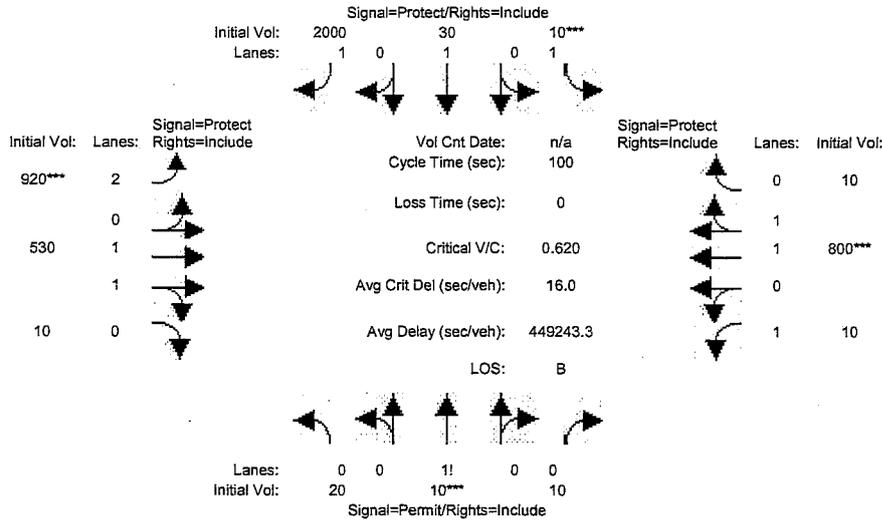


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	40	10	10	10	1060	1830	790	10	10	600	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	40	10	10	10	1060	1830	790	10	10	600	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	40	10	10	10	1060	1830	790	10	10	600	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:	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:	20	40	10	10	10	1060	1830	790	10	10	600	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	40	10	10	10	1060	1830	790	10	10	600	20
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	40	10	10	10	1060	2013	790	10	10	600	20
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.29	0.57	0.14	1.00	1.00	1.00	2.00	1.98	0.02	1.00	1.94	0.06
Final Sat.:	443	886	221	1550	1550	1550	3100	3061	39	1550	3000	100
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.01	0.01	0.68	0.65	0.26	0.26	0.01	0.20	0.20
Crit Vol:		70		10			1007			310		
Crit Moves:	***			***			***			***		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #106: Sunrise Boulevard/Grant Line Road

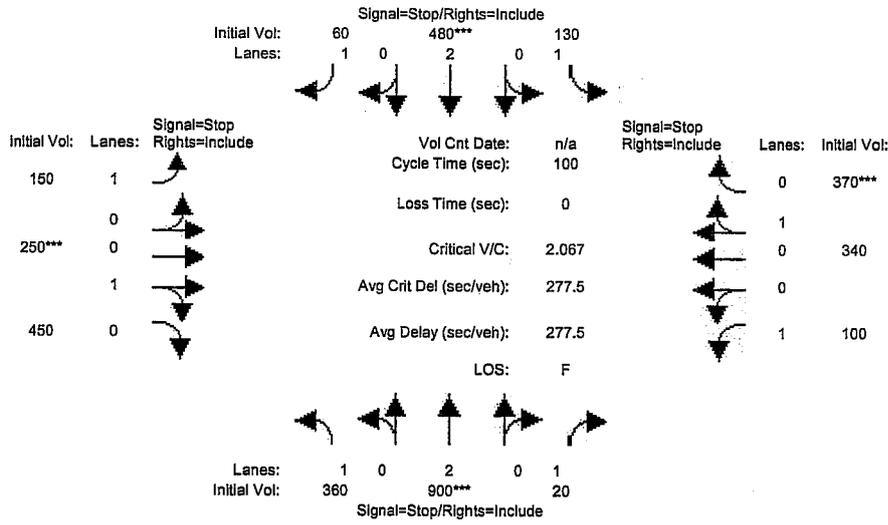


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	10	10	10	30	2000	920	530	10	10	800	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	10	10	30	2000	920	530	10	10	800	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	10	10	30	2000	920	530	10	10	800	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:	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:	20	10	10	10	30	2000	920	530	10	10	800	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	10	30	2000	920	530	10	10	800	10
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	10	10	10	30	2000	1012	530	10	10	800	10
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.50	0.25	0.25	1.00	1.00	1.00	2.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	775	388	388	1550	1550	1550	3100	3043	57	1550	3062	38
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.02	1.29	0.33	0.17	0.17	0.01	0.26	0.26
Crit Vol:		40		10			506			405		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #107: Grant Line Road/Kiefer Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																					
Base Vol:	360	900	20	130	480	60	150	250	450	100	340	370									
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:	360	900	20	130	480	60	150	250	450	100	340	370									
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0									
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0									
Initial Fut:	360	900	20	130	480	60	150	250	450	100	340	370									
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:	360	900	20	130	480	60	150	250	450	100	340	370									
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0									
Reduced Vol:	360	900	20	130	480	60	150	250	450	100	340	370									
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									
Final Vol.:	360	900	20	130	480	60	150	250	450	100	340	370									
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.36	0.64	1.00	0.48	0.52									
Final Sat.:	305	637	336	285	595	315	317	124	223	316	165	179									
Capacity Analysis Module:																					
Vol/Sat:	1.18	1.41	0.06	0.46	0.81	0.19	0.47	2.01	2.01	0.32	2.07	2.07									
Crit Moves:	****			****			****			****											
Delay/Veh:	143.8	232	14.0	25.4	50.6	16.8	23.7	489	489.3	19.2	513	512.8									
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:	143.8	232	14.0	25.4	50.6	16.8	23.7	489	489.3	19.2	513	512.8									
LOS by Move:	F	F	B	D	F	C	C	F	F	C	F	F									
ApproachDel:	204.0			42.7			407.1			451.8											
Delay Adj:	1.00			1.00			1.00			1.00											
ApprAdjDel:	204.0			42.7			407.1			451.8											
LOS by Appr:	F			E			F			F											

Signal Warrant Report

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 Intersection #107 Grant Line Road/Kiefer Boulevard  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant Met

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					
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0	1	0
Final Vol.:	360	900	20	130	480	60	150	250	450	100	340	370			
ApprAdjDel:	204.0			42.7			407.1			451.8					

-----|-----|-----|-----|

Approach[northbound][lanes=4][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=72.5]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=1280]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3610]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

-----|-----|-----|-----|

Approach[southbound][lanes=4][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=7.9]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=670]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3610]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

-----|-----|-----|-----|

Approach[eastbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=96.1]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=850]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=3610]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

-----|-----|-----|-----|

Approach[westbound][lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=101.7]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=810]

SUCCEED - Approach volume >= 150 for two or more lane approach.

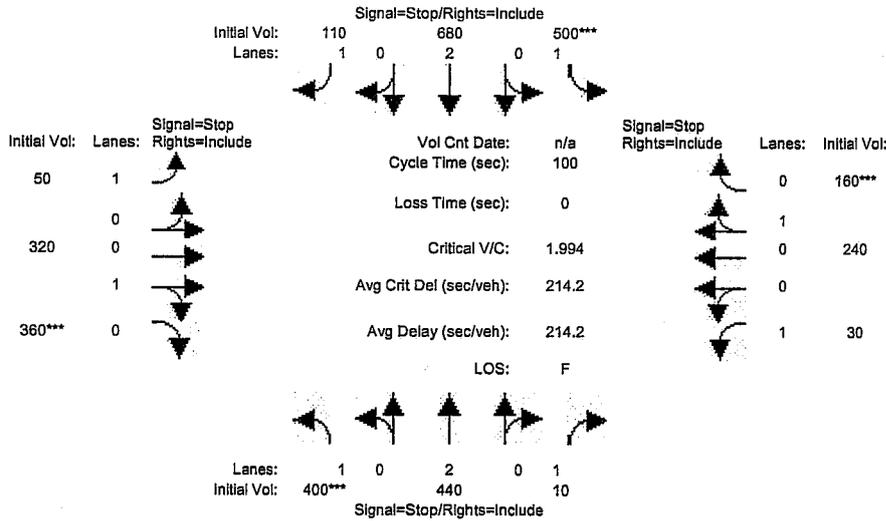
Signal Warrant Rule #3: [approach count=4][total volume=3610]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Preserve at Sunridge

Level of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #107: Grant Line Road/Kiefer Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	400	440	10	500	680	110	50	320	360	30	240	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:	400	440	10	500	680	110	50	320	360	30	240	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	440	10	500	680	110	50	320	360	30	240	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:	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:	400	440	10	500	680	110	50	320	360	30	240	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	440	10	500	680	110	50	320	360	30	240	160
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
Final Vol.:	400	440	10	500	680	110	50	320	360	30	240	160
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.47	0.53	1.00	0.60	0.40
Final Sat.:	294	612	324	314	658	348	314	161	181	314	203	135
Capacity Analysis Module:												
Vol/Sat:	1.36	0.72	0.03	1.59	1.03	0.32	0.16	1.99	1.99	0.10	1.18	1.18
Crit Moves:	****			****				****			****	
Delay/Veh:	215.3	39.5	14.1	307.5	93.0	17.5	16.3	481	480.6	15.3	140	140.5
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:	215.3	39.5	14.1	307.5	93.0	17.5	16.3	481	480.6	15.3	140	140.5
LOS by Move:	F	E	B	F	F	C	C	F	F	C	F	F
ApproachDel:	121.9			169.7			448.8			131.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	121.9			169.7			448.8			131.7		
LOS by Appr:	F			F			F			F		

Signal Warrant Report

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Intersection #107 Grant Line Road/Kiefer Boulevard  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant Met

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			
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0
Final Vol.:	400	440	10	500	680	110	50	320	360	30	240	160	
ApprAdjDel:	121.9			169.7			448.8			131.7			

-----  
 Approach[northbound] [lanes=4] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=28.8]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=850]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4] [total volume=3300]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

-----  
 Approach[southbound] [lanes=4] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=60.8]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=1290]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4] [total volume=3300]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

-----  
 Approach[eastbound] [lanes=2] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=91.0]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=730]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4] [total volume=3300]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

-----  
 Approach[westbound] [lanes=2] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=15.7]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=430]

SUCCEED - Approach volume >= 150 for two or more lane approach.

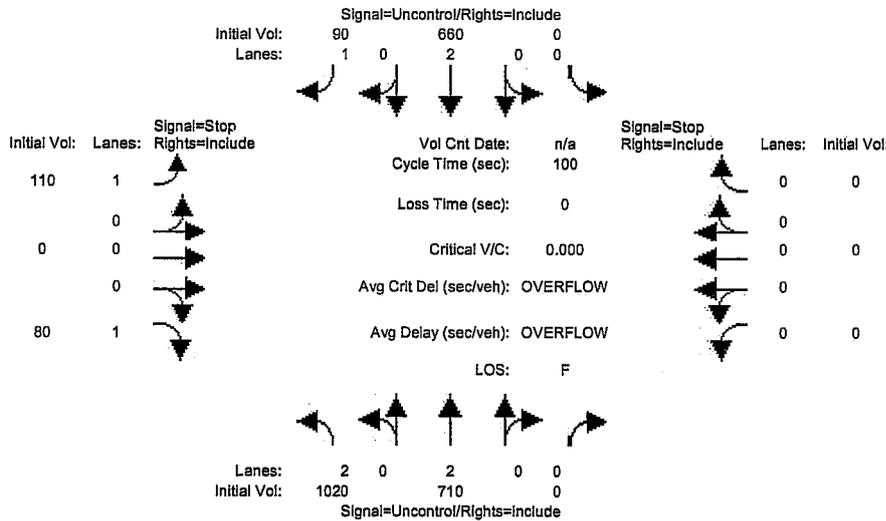
Signal Warrant Rule #3: [approach count=4] [total volume=3300]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Preserve at Sunridge

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #108: Grant Line Road/Douglas Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1020	710	0	0	660	90	110	0	80	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:	1020	710	0	0	660	90	110	0	80	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1020	710	0	0	660	90	110	0	80	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:	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:	1020	710	0	0	660	90	110	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1020	710	0	0	660	90	110	0	80	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	750	xxxx	xxxxx	xxxx	xxxx	xxxxx	3055	xxxx	330	xxxx	xxxx	xxxxx
Potent Cap.:	868	xxxx	xxxxx	xxxx	xxxx	xxxxx	10	xxxx	672	xxxx	xxxx	xxxxx
Move Cap.:	868	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	672	xxxx	xxxx	xxxxx
Volume/Cap:	1.17	xxxx	0.12	xxxx	xxxx	xxxx						
Level of Service Module:												
Queue:	31.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx
Stopped Del:	109.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.1	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	B	*	*	*
Movement:	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 StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			*		

Signal Warrant Report

\*\*\*\*\*  
Intersection #108 Grant Line Road/Douglas Road  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant Met

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							
Lanes:	2	0	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Final Vol.:	1020	710	0	0	0	660	90	110	0	80	0	0	0	0	0	0	0	0	0	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx							

Approach[eastbound] [lanes=2] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=190]

SUCCEED - Approach volume >= 150 for two or more lane approach.

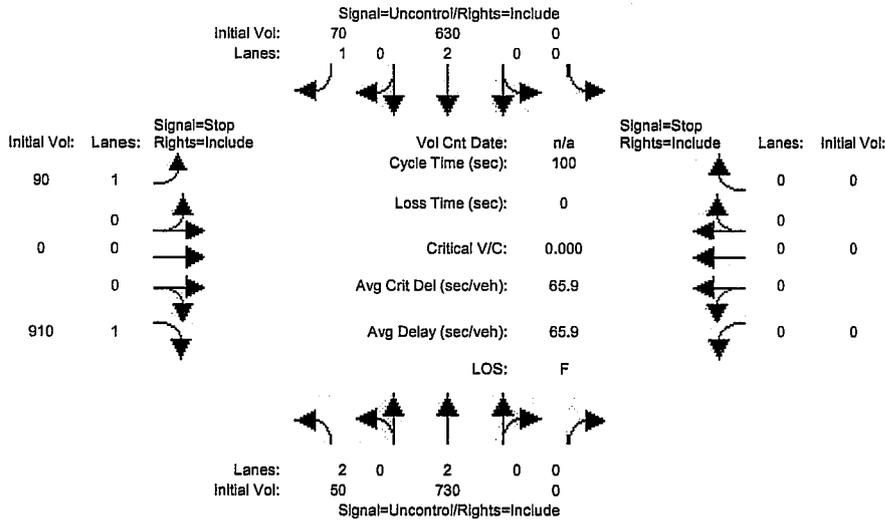
Signal Warrant Rule #3: [approach count=3] [total volume=2670]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Preserve at Sunridge

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #108: Grant Line Road/Douglas Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	50	730	0	0	630	70	90	0	910	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:	50	730	0	0	630	70	90	0	910	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	730	0	0	630	70	90	0	910	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:	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:	50	730	0	0	630	70	90	0	910	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	50	730	0	0	630	70	90	0	910	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	6.8	xxxx	6.9	xxxxxx	xxxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	3.5	xxxx	3.3	xxxxxx	xxxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	700	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1095	xxxx	315	xxxx	xxxx	xxxxxx
Potent Cap.:	906	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	211	xxxx	687	xxxx	xxxx	xxxxxx
Move Cap.:	906	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	202	xxxx	687	xxxx	xxxx	xxxxxx
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.44	xxxx	1.33	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	2.1	xxxx	37.1	xxxxxx	xxxxx	xxxxxx
Stopped Del:	9.2	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	36.3	xxxx	175.5	xxxxxx	xxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	E	*	F	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			163.0			xxxxxxx		
ApproachLOS:	*			*			F			*		

Signal Warrant Report

\*\*\*\*\*  
Intersection #108 Grant Line Road/Douglas Road  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant Met

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

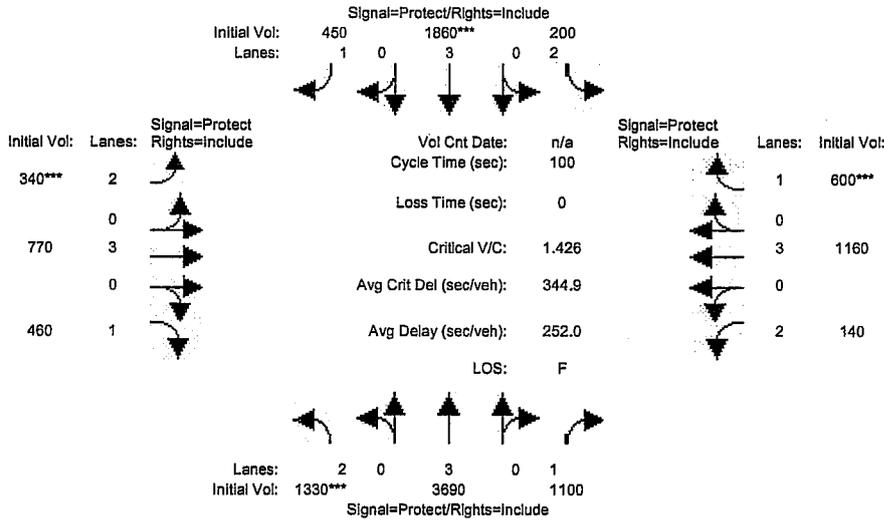
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Lanes:	2	0	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Final Vol.:	50	730	0	0	0	630	70	90	0	910	0	0	0	0	0	0	0	0		
ApproachDel:	xxxxxx				xxxxxx				163.0				xxxxxx							

Approach[eastbound] [lanes=2] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=45.3]  
     SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=1000]  
     SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=2480]  
     SUCCEED - Total volume greater than or equal to 650 for intersection  
         with less than four approaches.

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #109: Sunrise Boulevard/Douglas Road

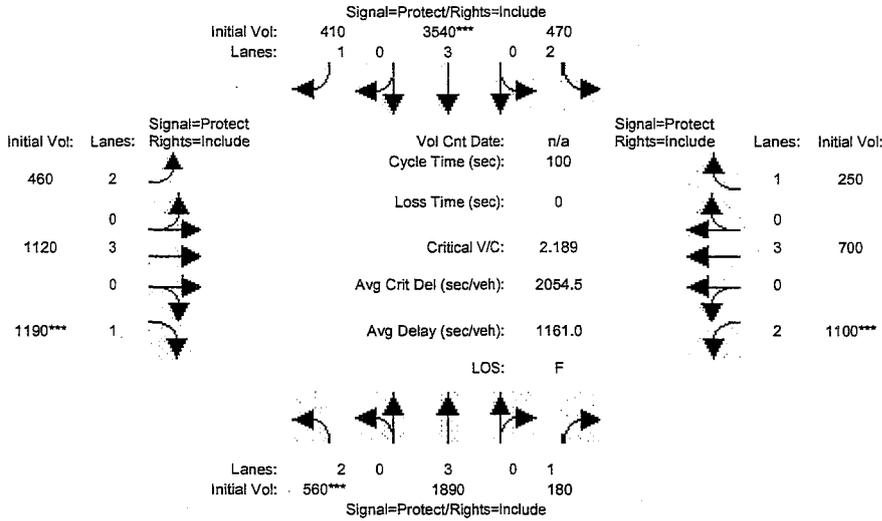


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1330	3690	1100	200	1860	450	340	770	460	140	1160	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1330	3690	1100	200	1860	450	340	770	460	140	1160	600
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1330	3690	1100	200	1860	450	340	770	460	140	1160	600
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:	1330	3690	1100	200	1860	450	340	770	460	140	1160	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1330	3690	1100	200	1860	450	340	770	460	140	1160	600
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	1463	3690	1100	220	1860	450	374	770	460	154	1160	600
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.49	0.82	0.73	0.07	0.41	0.30	0.12	0.17	0.31	0.05	0.26	0.40
Crit Vol:	732			620			187			600		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #109: Sunrise Boulevard/Douglas Road

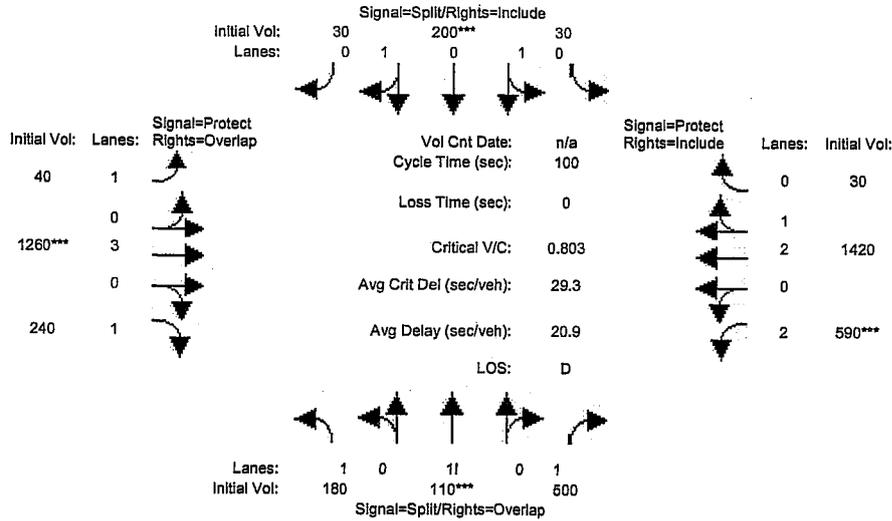


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	560	1890	180	470	3540	410	460	1120	1190	1100	700	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	1890	180	470	3540	410	460	1120	1190	1100	700	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	1890	180	470	3540	410	460	1120	1190	1100	700	250
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:	560	1890	180	470	3540	410	460	1120	1190	1100	700	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	1890	180	470	3540	410	460	1120	1190	1100	700	250
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	616	1890	180	517	3540	410	506	1120	1190	1210	700	250
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.42	0.12	0.17	0.79	0.27	0.17	0.25	0.79	0.40	0.16	0.17
Crit Vol:	308			1180			1190		605			
Crit Moves:	****			****			****		****	****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project w/ Hazel Ave

Intersection #110: Mather Field Rd/Folsom Boulevard

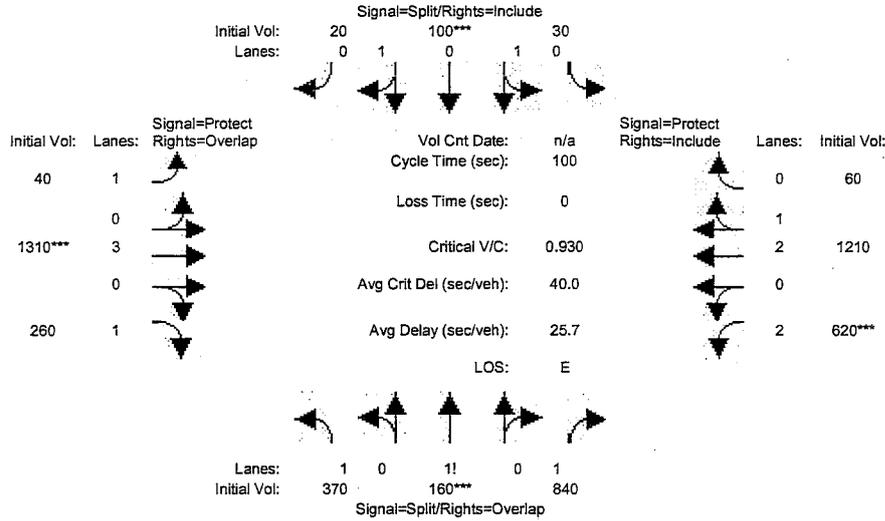


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	110	500	30	200	30	40	1260	240	590	1420	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	110	500	30	200	30	40	1260	240	590	1420	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	110	500	30	200	30	40	1260	240	590	1420	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:	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:	180	110	500	30	200	30	40	1260	240	590	1420	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	110	500	30	200	30	40	1260	240	590	1420	30
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	198	110	550	30	200	30	40	1260	240	649	1420	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.33	1.67	0.23	1.54	0.23	1.00	3.00	1.00	2.00	2.94	0.06
Final Sat.:	1500	500	2500	346	2308	346	1500	4500	1500	3000	4407	93
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.09	0.09	0.09	0.03	0.28	0.16	0.22	0.32	0.32
Crit Vol:		330			130			420			325	
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #110: Mather Field Rd/Folsom Boulevard

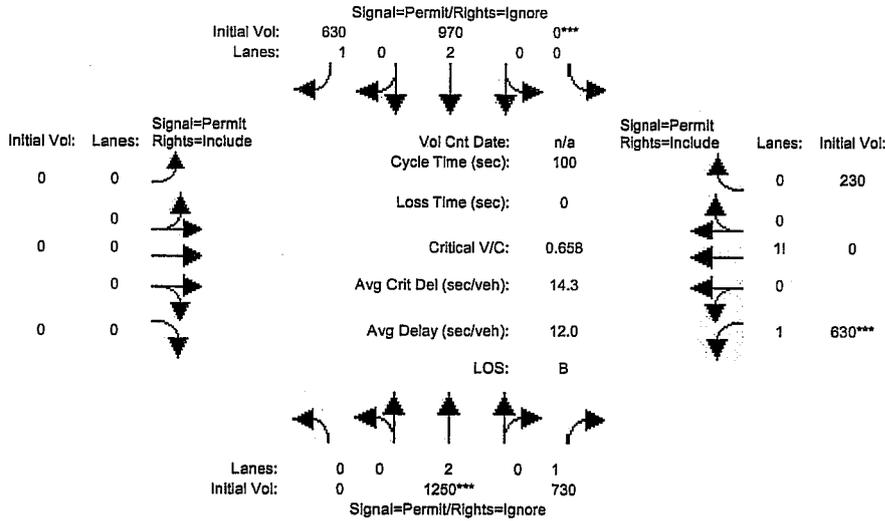


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	370	160	840	30	100	20	40	1310	260	620	1210	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	160	840	30	100	20	40	1310	260	620	1210	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	160	840	30	100	20	40	1310	260	620	1210	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:	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:	370	160	840	30	100	20	40	1310	260	620	1210	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	160	840	30	100	20	40	1310	260	620	1210	60
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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	407	160	924	30	100	20	40	1310	260	682	1210	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	0.30	1.70	0.40	1.33	0.27	1.00	3.00	1.00	2.00	2.86	0.14
Final Sat.:	1500	443	2557	600	2000	400	1500	4500	1500	3000	4287	213
Capacity Analysis Module:												
Vol/Sat:	0.27	0.36	0.36	0.05	0.05	0.05	0.03	0.29	0.17	0.23	0.28	0.28
Crit Vol:	542			75			437			341		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

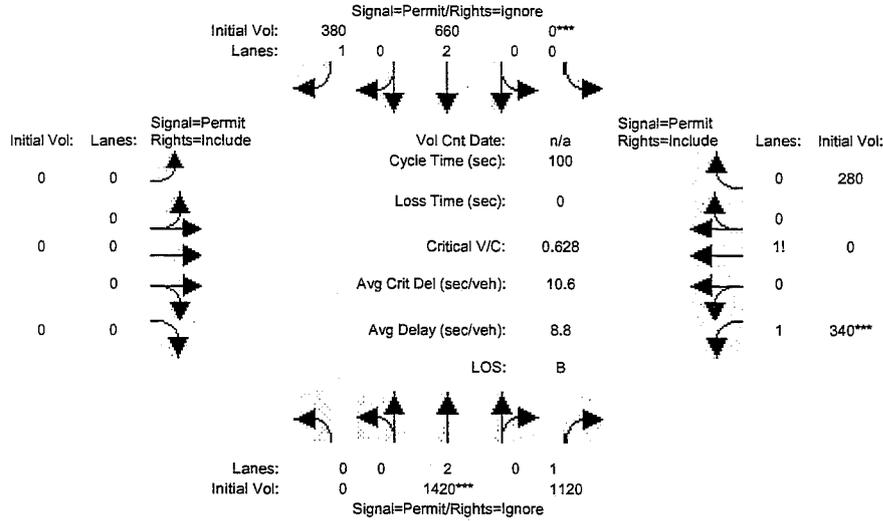


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1250	730	0	970	630	0	0	0	630	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1250	730	0	970	630	0	0	0	630	0	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1250	730	0	970	630	0	0	0	630	0	230
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1250	0	0	970	0	0	0	0	630	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1250	0	0	970	0	0	0	0	630	0	230
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1250	0	0	970	0	0	0	0	693	0	230
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.50	0.00	0.50
Final Sat.:	0	3300	1650	0	3300	1650	0	0	0	2478	0	822
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Crit Vol:		625			0			0			462	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project w/ Hazel Ave

Intersection #111: Mather Field Rd/US 50 Westbound Ramps

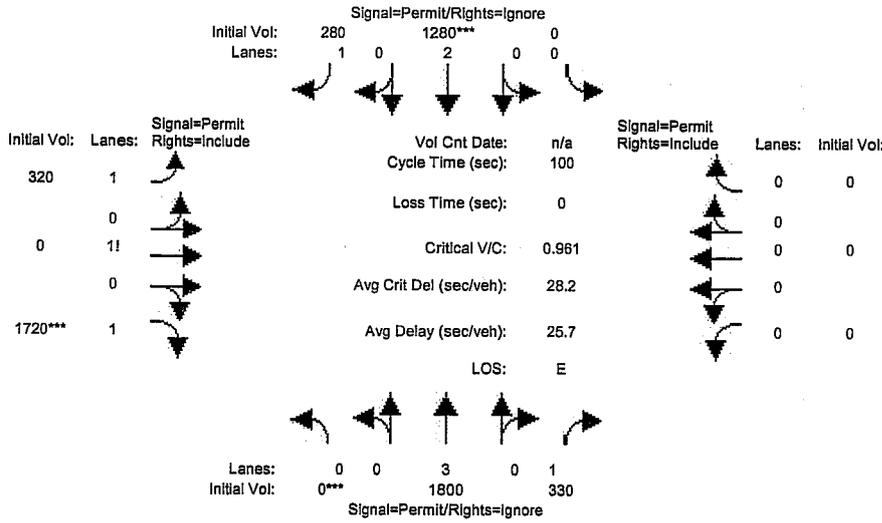


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1420	1120	0	660	380	0	0	0	340	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1420	1120	0	660	380	0	0	0	340	0	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1420	1120	0	660	380	0	0	0	340	0	280
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1420	0	0	660	0	0	0	0	340	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	0	660	0	0	0	0	340	0	280
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1420	0	0	660	0	0	0	0	374	0	280
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	1.14	0.00	0.86
Final Sat.:	0	3300	1650	0	3300	1650	0	0	0	1887	0	1413
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Crit Vol:		710			0			0			327	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

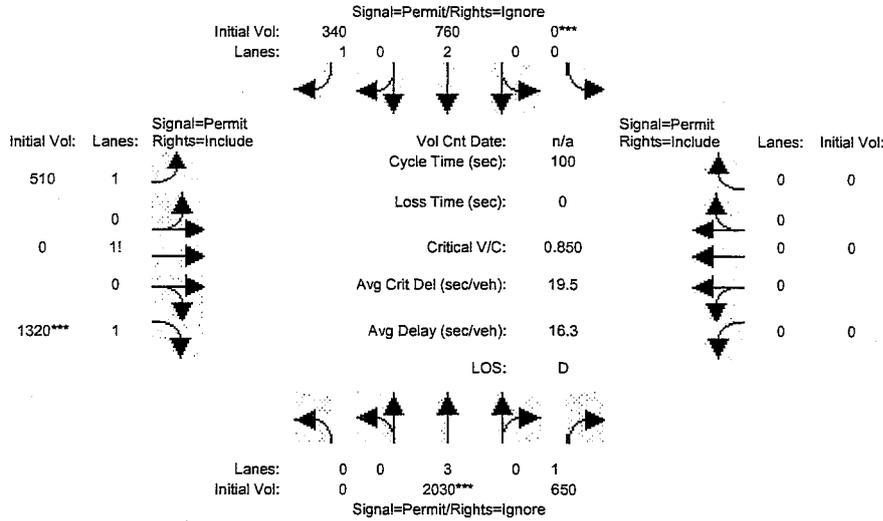


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1800	330	0	1280	280	320	0	1720	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1800	330	0	1280	280	320	0	1720	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1800	330	0	1280	280	320	0	1720	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1800	0	0	1280	0	320	0	1720	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1800	0	0	1280	0	320	0	1720	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1800	0	0	1280	0	352	0	1892	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4950	1650	0	3300	1650	1650	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.39	0.00	0.21	0.00	0.57	0.00	0.00	0.00
Crit Vol:	0			640			946			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #112: Mather Field Rd/US 50 Eastbound Ramps

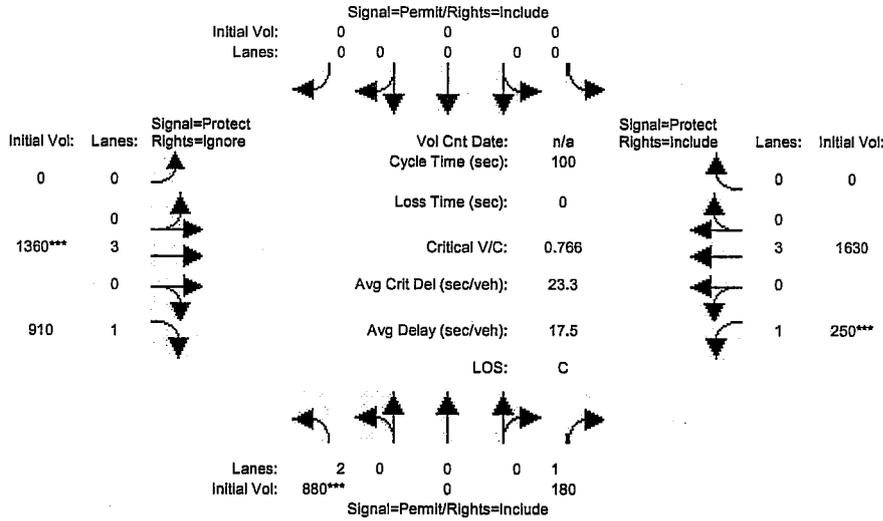


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2030	650	0	760	340	510	0	1320	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2030	650	0	760	340	510	0	1320	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2030	650	0	760	340	510	0	1320	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2030	0	0	760	0	510	0	1320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2030	0	0	760	0	510	0	1320	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2030	0	0	760	0	561	0	1452	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	4950	1650	0	3300	1650	1650	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.23	0.00	0.34	0.00	0.44	0.00	0.00	0.00
Crit Vol:		677			0				726		0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #113: Mather Field Rd/International Drive

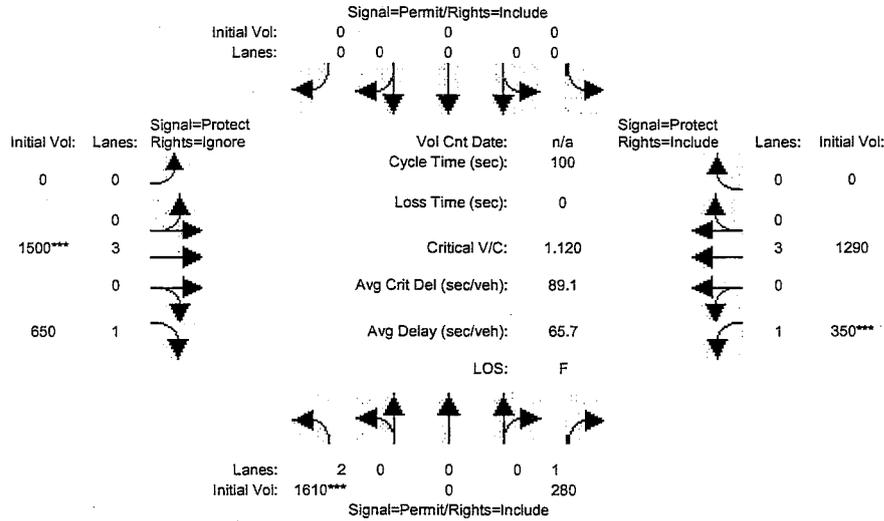


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	880	0	180	0	0	0	0	1360	910	250	1630	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	880	0	180	0	0	0	0	1360	910	250	1630	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	880	0	180	0	0	0	0	1360	910	250	1630	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	880	0	180	0	0	0	0	1360	0	250	1630	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	880	0	180	0	0	0	0	1360	0	250	1630	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	968	0	180	0	0	0	0	1360	0	250	1630	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3100	0	1550	0	0	0	0	4650	1550	1550	4650	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.12	0.00	0.00	0.00	0.00	0.29	0.00	0.16	0.35	0.00
Crit Vol:	484				0			453		250		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #113: Mather Field Rd/International Drive

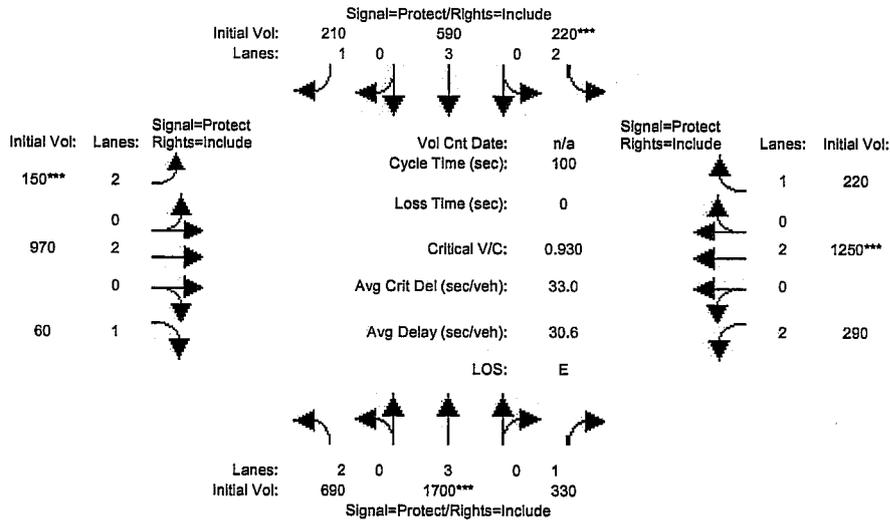


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1610	0	280	0	0	0	0	1500	650	350	1290	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1610	0	280	0	0	0	0	1500	650	350	1290	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1610	0	280	0	0	0	0	1500	650	350	1290	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1610	0	280	0	0	0	0	1500	0	350	1290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1610	0	280	0	0	0	0	1500	0	350	1290	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Vol.:	1771	0	280	0	0	0	0	1500	0	350	1290	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3100	0	1550	0	0	0	0	4650	1550	1550	4650	0
Capacity Analysis Module:												
Vol/Sat:	0.57	0.00	0.18	0.00	0.00	0.00	0.00	0.32	0.00	0.23	0.28	0.00
Crit Vol:	886							500		350		
Crit Moves:	****							****		****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project w/ Hazel Ave

Intersection #114: Zinfandel Drive/International Drive

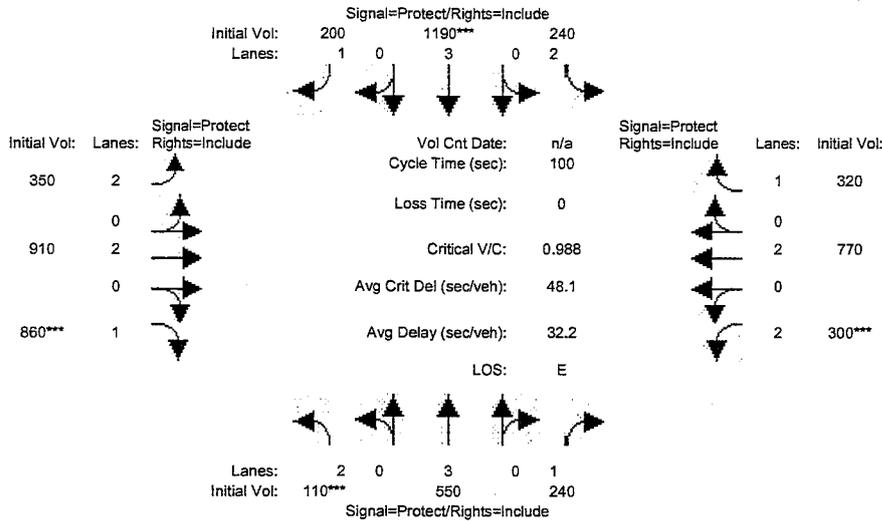


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	690	1700	330	220	590	210	150	970	60	290	1250	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	1700	330	220	590	210	150	970	60	290	1250	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	690	1700	330	220	590	210	150	970	60	290	1250	220
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:	690	1700	330	220	590	210	150	970	60	290	1250	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	1700	330	220	590	210	150	970	60	290	1250	220
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	759	1700	330	242	590	210	165	970	60	319	1250	220
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.25	0.38	0.22	0.08	0.13	0.14	0.06	0.32	0.04	0.11	0.42	0.15
Crit Vol:	567			121			83			625		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project w/ Hazel Ave

Intersection #114: Zinfandel Drive/International Drive

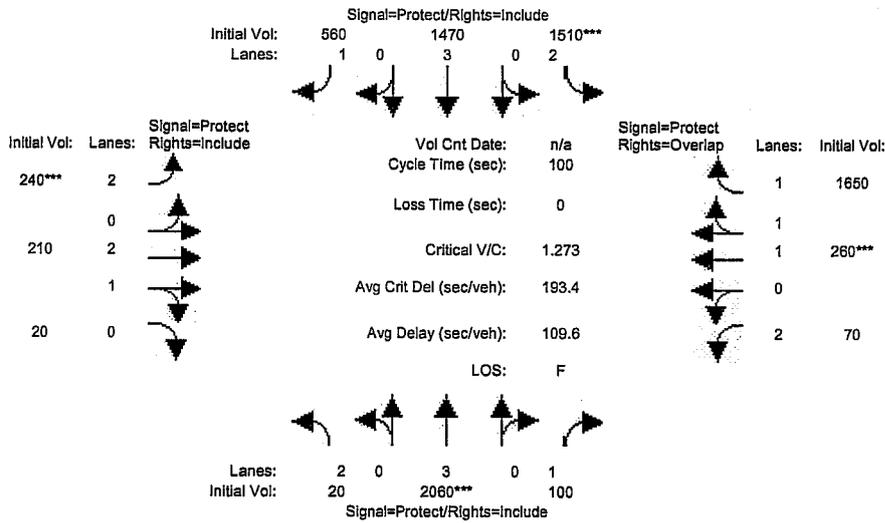


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	110	550	240	240	1190	200	350	910	860	300	770	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	550	240	240	1190	200	350	910	860	300	770	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	550	240	240	1190	200	350	910	860	300	770	320
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:	110	550	240	240	1190	200	350	910	860	300	770	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	550	240	240	1190	200	350	910	860	300	770	320
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	121	550	240	264	1190	200	385	910	860	330	770	320
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.16	0.09	0.26	0.13	0.13	0.30	0.57	0.11	0.26	0.21
Crit Vol:	61				397				860	165		
Crit Moves:	****			****					****	****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #115: Zinfandel Drive/White Rock Road

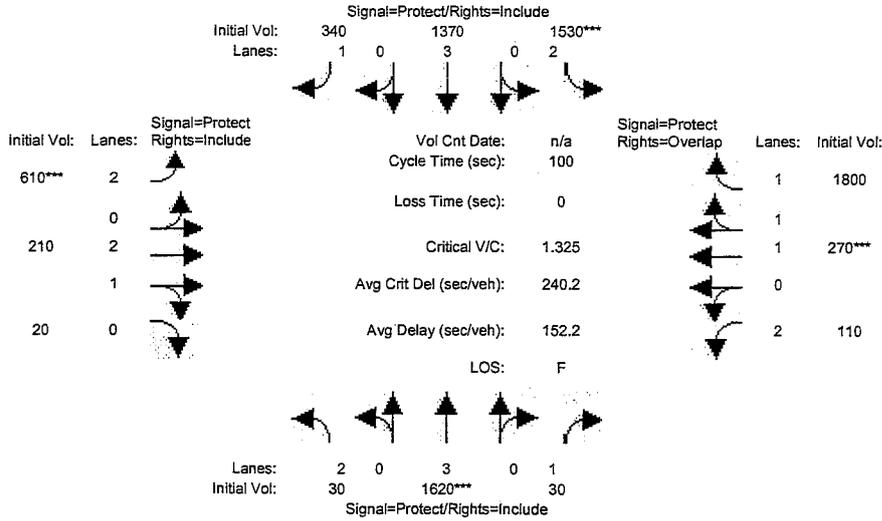


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	2060	100	1510	1470	560	240	210	20	70	260	1650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2060	100	1510	1470	560	240	210	20	70	260	1650
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	2060	100	1510	1470	560	240	210	20	70	260	1650
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:	20	2060	100	1510	1470	560	240	210	20	70	260	1650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2060	100	1510	1470	560	240	210	20	70	260	1650
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	22	2060	100	1661	1470	560	264	210	20	77	260	1815
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.74	0.26	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4109	391	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.07	0.55	0.33	0.37	0.09	0.05	0.05	0.03	0.17	0.61
Crit Vol:	687			831			132			260		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project w/ Hazel Ave

Intersection #115: Zinfandel Drive/White Rock Road

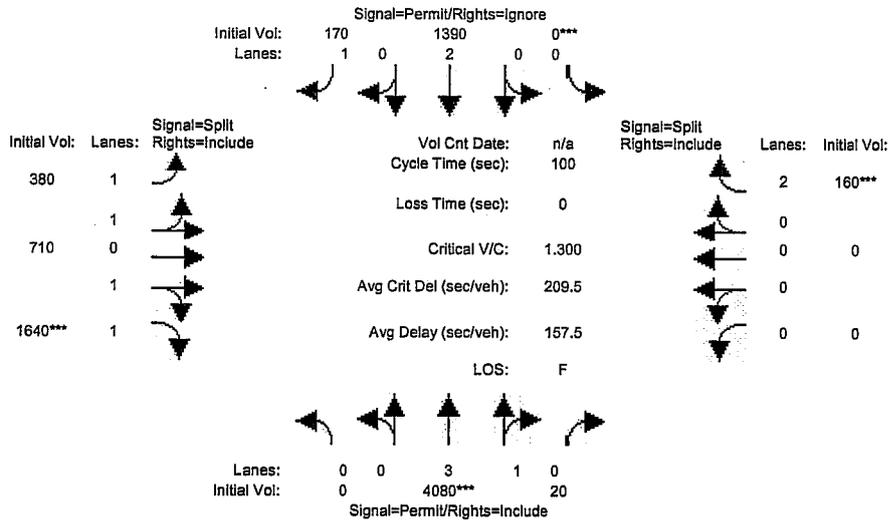


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	1620	30	1530	1370	340	610	210	20	110	270	1800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1620	30	1530	1370	340	610	210	20	110	270	1800
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1620	30	1530	1370	340	610	210	20	110	270	1800
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:	30	1620	30	1530	1370	340	610	210	20	110	270	1800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1620	30	1530	1370	340	610	210	20	110	270	1800
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	33	1620	30	1683	1370	340	671	210	20	121	270	1980
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.74	0.26	2.00	1.00	2.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4109	391	3000	1500	3000
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.02	0.56	0.30	0.23	0.22	0.05	0.05	0.04	0.18	0.66
Crit Vol:		540		842			336			270		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project w/ Hazel Ave

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

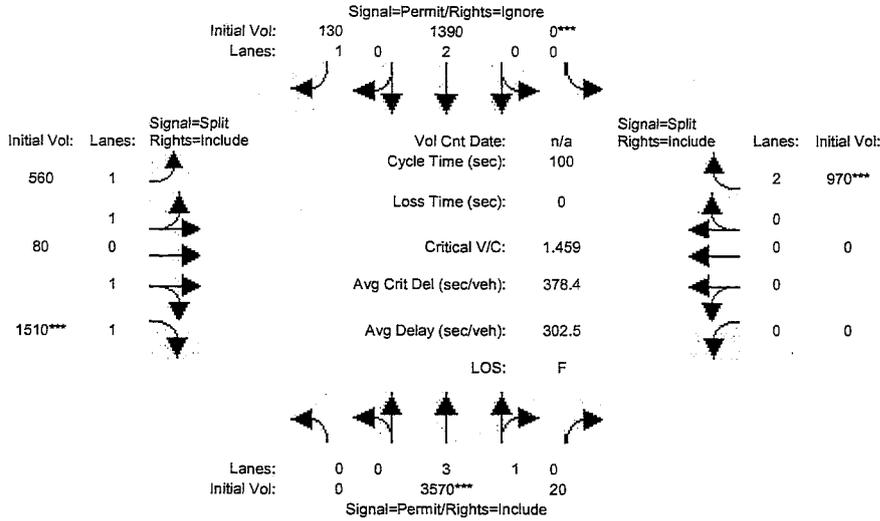


Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Volume Module:																				
Base Vol:	0	4080			20	0	1390			170	380	710			1640	0	0			160
Growth Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Initial Bse:	0	4080			20	0	1390			170	380	710			1640	0	0			160
Added Vol:	0	0			0	0	0			0	0	0			0	0	0			0
PasserByVol:	0	0			0	0	0			0	0	0			0	0	0			0
Initial Fut:	0	4080			20	0	1390			170	380	710			1640	0	0			160
User Adj:	1.00	1.00			1.00	1.00	1.00			0.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00			1.00	1.00	1.00			0.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Volume:	0	4080			20	0	1390			0	380	710			1640	0	0			160
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
Reduced Vol:	0	4080			20	0	1390			0	380	710			1640	0	0			160
PCE Adj:	1.00	1.00			1.00	1.00	1.00			0.00	1.00	1.00			1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00			1.00	1.00	1.00			0.00	1.10	1.00			1.10	1.00	1.00			1.10
Final Vol.:	0	4080			20	0	1390			0	418	710			1804	0	0			176
Saturation Flow Module:																				
Sat/Lane:	1550	1550			1550	1550	1550			1550	1550	1550			1550	1550	1550			1550
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:	0.00	3.98			0.02	0.00	2.00			1.00	1.00	1.00			2.00	0.00	0.00			2.00
Final Sat.:	0	6170			30	0	3100			1550	1550	1550			3100	0	0			3100
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.66			0.66	0.00	0.45			0.00	0.27	0.46			0.58	0.00	0.00			0.06
Crit Vol:		1025				0					902					88				
Crit Moves:	****					****					****					****				

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project w/ Hazel Ave

Intersection #116: Zinfandel Drive/US 50 Eastbound Ramps

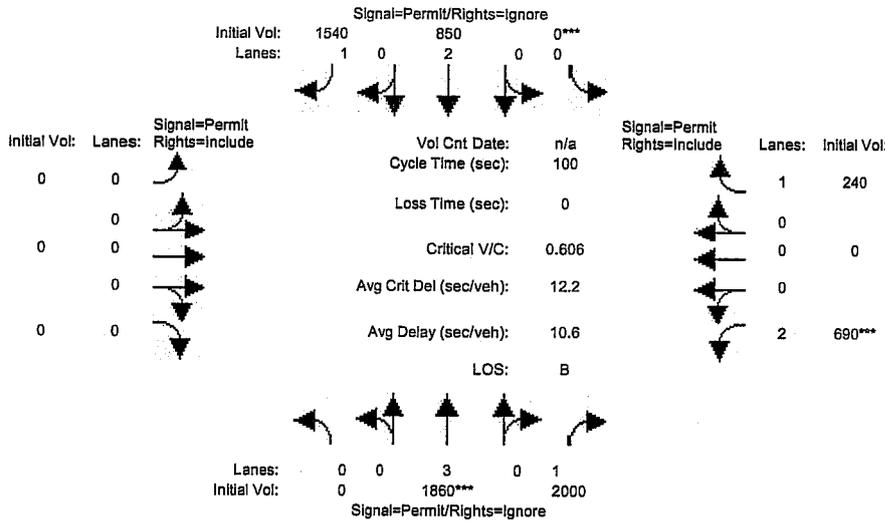


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3570	20	0	1390	130	560	80	1510	0	0	970
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3570	20	0	1390	130	560	80	1510	0	0	970
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3570	20	0	1390	130	560	80	1510	0	0	970
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3570	20	0	1390	0	560	80	1510	0	0	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3570	20	0	1390	0	560	80	1510	0	0	970
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.10
Final Vol.:	0	3570	20	0	1390	0	616	80	1661	0	0	1067
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.98	0.02	0.00	2.00	1.00	1.77	0.23	2.00	0.00	0.00	2.00
Final Sat.:	0	6165	35	0	3100	1550	2744	356	3100	0	0	3100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	0.00	0.45	0.00	0.22	0.22	0.54	0.00	0.00	0.34
Crit Vol:		898		0					831			534
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

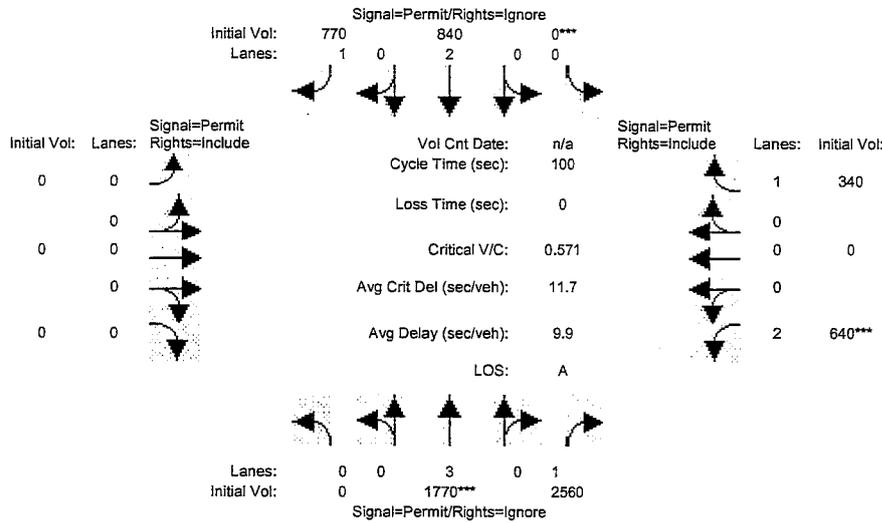


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1860	2000	0	850	1540	0	0	0	690	0	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1860	2000	0	850	1540	0	0	0	690	0	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1860	2000	0	850	1540	0	0	0	690	0	240
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1860	0	0	850	0	0	0	0	690	0	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1860	0	0	850	0	0	0	0	690	0	240
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1860	0	0	850	0	0	0	0	759	0	240
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4950	1650	0	3300	1650	0	0	0	3300	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.23	0.00	0.15
Crit Vol:		620			0			0			380	
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #117: Zinfandel Drive/US 50 Westbound Ramps

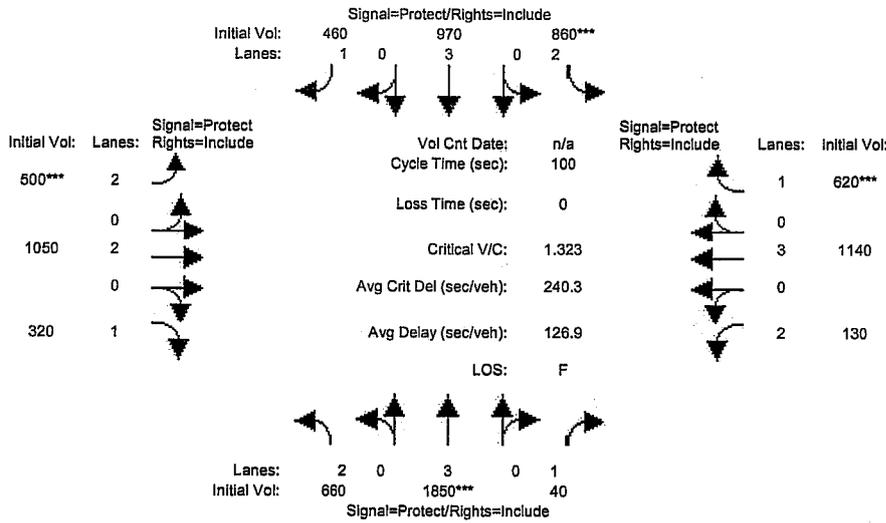


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1770	2560	0	840	770	0	0	0	640	0	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1770	2560	0	840	770	0	0	0	640	0	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1770	2560	0	840	770	0	0	0	640	0	340
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1770	0	0	840	0	0	0	0	640	0	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1770	0	0	840	0	0	0	0	640	0	340
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1770	0	0	840	0	0	0	0	704	0	340
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4950	1650	0	3300	1650	0	0	0	3300	0	1650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Vol:		590		0			0			352		
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #118: Sunrise Boulevard/White Rock Road

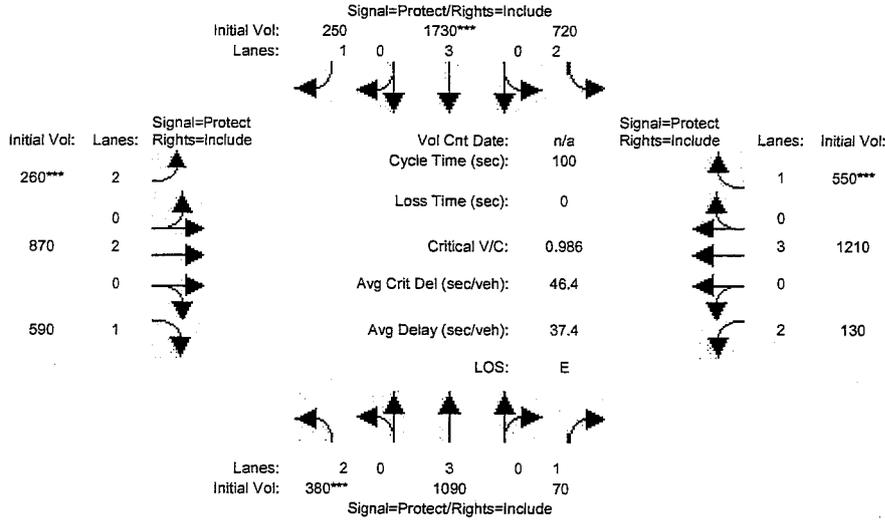


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	660	1850	40	860	970	460	500	1050	320	130	1140	620
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	1850	40	860	970	460	500	1050	320	130	1140	620
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	660	1850	40	860	970	460	500	1050	320	130	1140	620
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:	660	1850	40	860	970	460	500	1050	320	130	1140	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	1850	40	860	970	460	500	1050	320	130	1140	620
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	726	1850	40	946	970	460	550	1050	320	143	1140	620
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.24	0.41	0.03	0.32	0.22	0.31	0.18	0.35	0.21	0.05	0.25	0.41
Crit Vol:	617			473			275			620		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project w/ Hazel Ave

Intersection #118: Sunrise Boulevard/White Rock Road

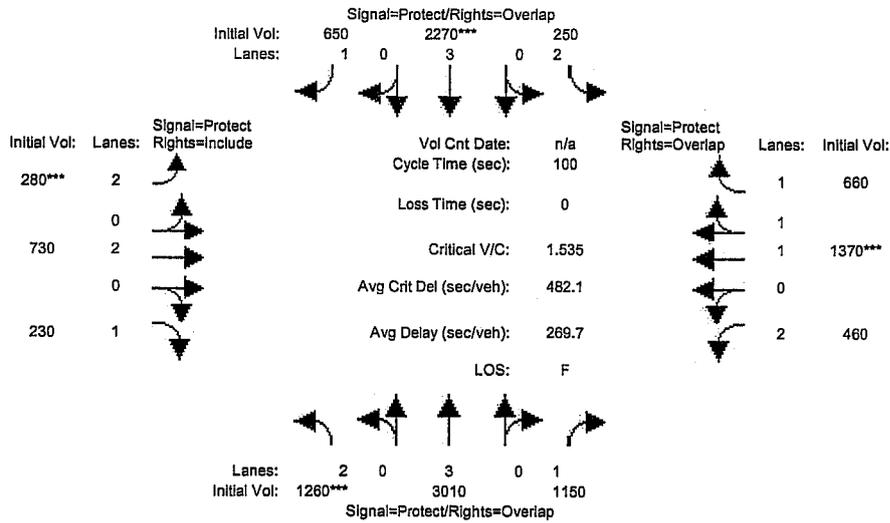


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	380	1090	70	720	1730	250	260	870	590	130	1210	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1090	70	720	1730	250	260	870	590	130	1210	550
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	1090	70	720	1730	250	260	870	590	130	1210	550
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:	380	1090	70	720	1730	250	260	870	590	130	1210	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1090	70	720	1730	250	260	870	590	130	1210	550
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	418	1090	70	792	1730	250	286	870	590	143	1210	550
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.05	0.26	0.38	0.17	0.10	0.29	0.39	0.05	0.27	0.37
Crit Vol:	209			577			143					550
Crit Moves:	****			****			****					****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #119: Sunrise Boulevard/Folsom Boulevard

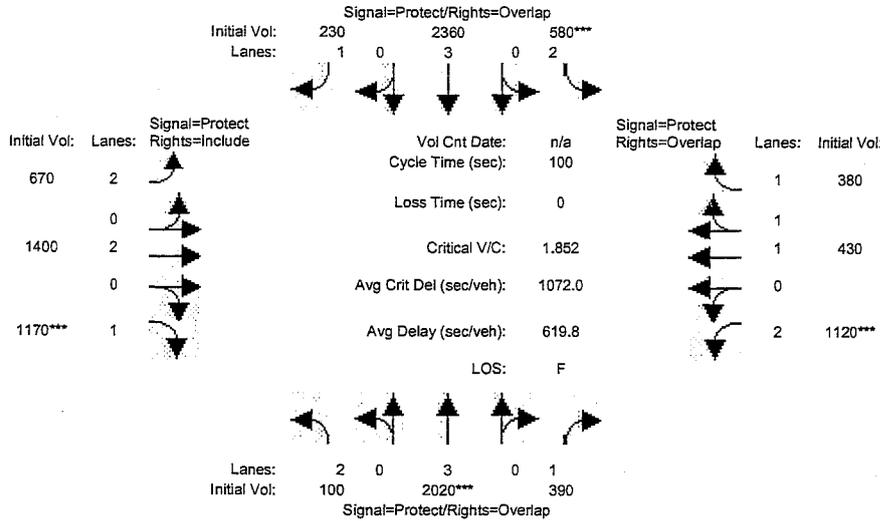


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1260	3010	1150	250	2270	650	280	730	230	460	1370	660
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1260	3010	1150	250	2270	650	280	730	230	460	1370	660
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1260	3010	1150	250	2270	650	280	730	230	460	1370	660
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:	1260	3010	1150	250	2270	650	280	730	230	460	1370	660
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1260	3010	1150	250	2270	650	280	730	230	460	1370	660
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	1386	3010	1150	275	2270	650	308	730	230	506	1370	726
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.96	1.04
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	2941	1559
Capacity Analysis Module:												
Vol/Sat:	0.46	0.67	0.77	0.09	0.50	0.43	0.10	0.24	0.15	0.17	0.47	0.47
Crit Vol:	693				757		154			699		
Crit Moves:	****				****		****			****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project w/ Hazel Ave

Intersection #119: Sunrise Boulevard/Folsom Boulevard

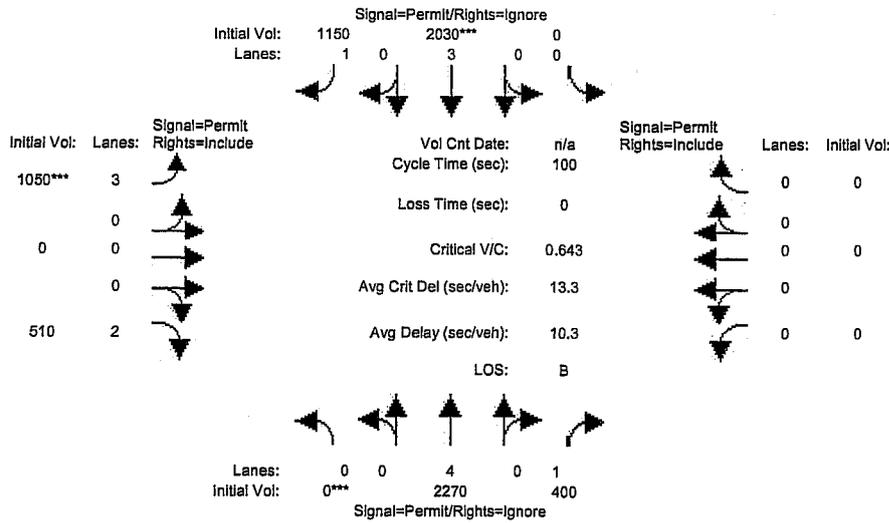


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	2020	390	580	2360	230	670	1400	1170	1120	430	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	2020	390	580	2360	230	670	1400	1170	1120	430	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	2020	390	580	2360	230	670	1400	1170	1120	430	380
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:	100	2020	390	580	2360	230	670	1400	1170	1120	430	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2020	390	580	2360	230	670	1400	1170	1120	430	380
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	110	2020	390	638	2360	230	737	1400	1170	1232	430	418
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.52	1.48
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	2282	2218
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.26	0.21	0.52	0.15	0.25	0.47	0.78	0.41	0.19	0.19
Crit Vol:	673			319			1170			616		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

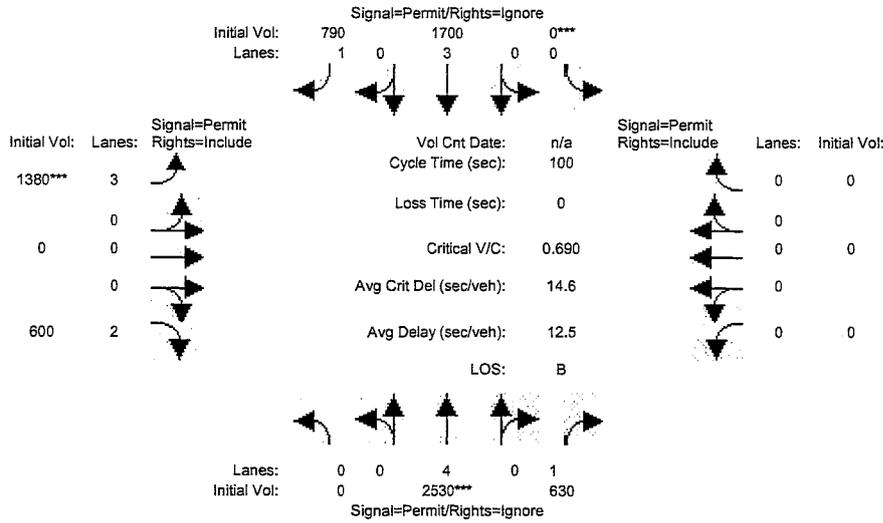


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2270	400	0	2030	1150	1050	0	510	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2270	400	0	2030	1150	1050	0	510	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2270	400	0	2030	1150	1050	0	510	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2270	0	0	2030	0	1050	0	510	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2270	0	0	2030	0	1050	0	510	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2270	0	0	2030	0	1155	0	561	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6600	1650	0	4950	1650	4950	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.41	0.00	0.23	0.00	0.17	0.00	0.00	0.00
Crit Vol:	0			677			385			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #120: Sunrise Boulevard/US 50 Eastbound Ramps

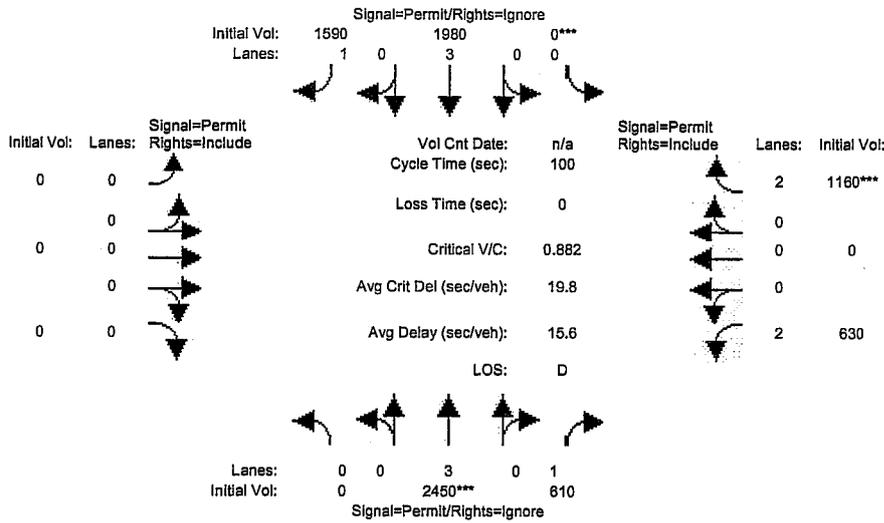


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2530	630	0	1700	790	1380	0	600	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2530	630	0	1700	790	1380	0	600	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2530	630	0	1700	790	1380	0	600	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2530	0	0	1700	0	1380	0	600	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2530	0	0	1700	0	1380	0	600	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2530	0	0	1700	0	1518	0	660	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	4.00	1.00	0.00	3.00	1.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6600	1650	0	4950	1650	4950	0	3300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.34	0.00	0.31	0.00	0.20	0.00	0.00	0.00
Crit Vol:		633			0		506				0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

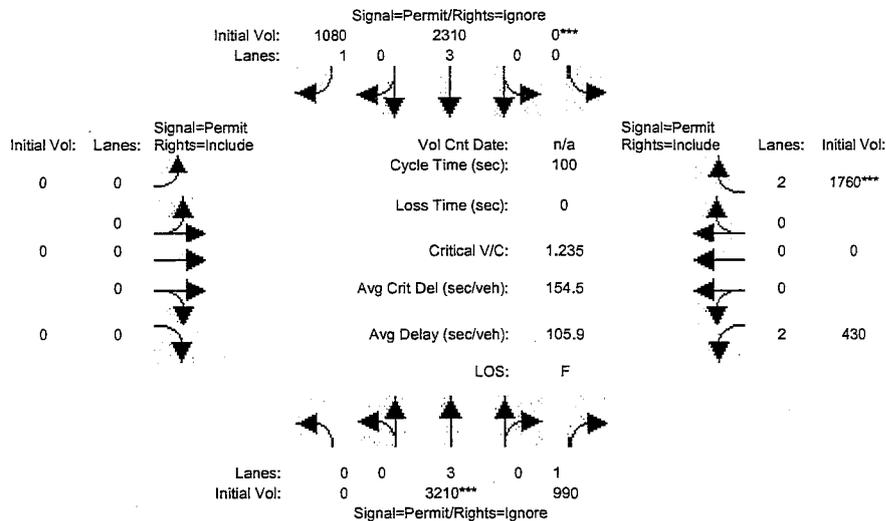


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2450	610	0	1980	1590	0	0	0	630	0	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2450	610	0	1980	1590	0	0	0	630	0	1160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2450	610	0	1980	1590	0	0	0	630	0	1160
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2450	0	0	1980	0	0	0	0	630	0	1160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2450	0	0	1980	0	0	0	0	630	0	1160
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	2450	0	0	1980	0	0	0	0	693	0	1276
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4950	1650	0	4950	1650	0	0	0	3300	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.21	0.00	0.39
Crit Vol:		817			0			0				638
Crit Moves:	****			****						****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #121: Sunrise Boulevard/US 50 Westbound Ramps

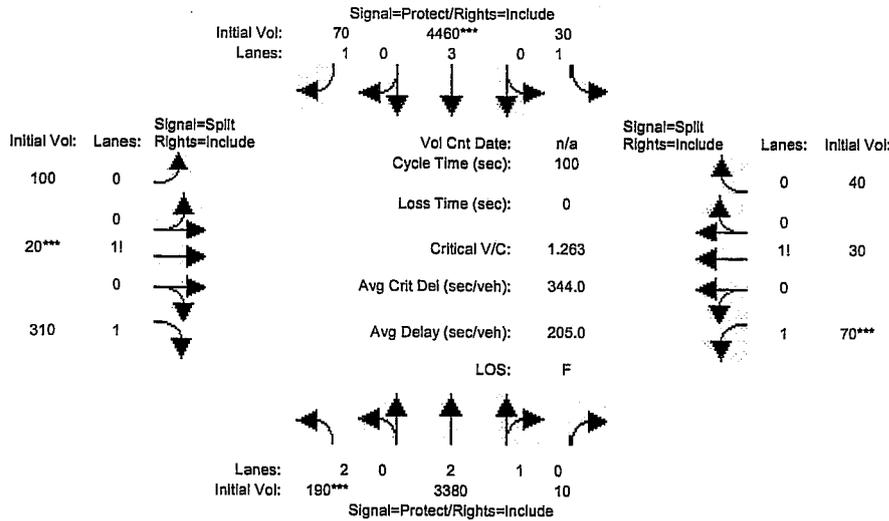


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3210	990	0	2310	1080	0	0	0	430	0	1760
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3210	990	0	2310	1080	0	0	0	430	0	1760
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3210	990	0	2310	1080	0	0	0	430	0	1760
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3210	0	0	2310	0	0	0	0	430	0	1760
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3210	0	0	2310	0	0	0	0	430	0	1760
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.10	1.00	1.10
Final Vol.:	0	3210	0	0	2310	0	0	0	0	473	0	1936
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	4950	1650	0	4950	1650	0	0	0	3300	0	3300
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.14	0.00	0.59
Crit Vol:		1070			0							968
Crit Moves:	****			****								****

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project w/ Hazel Ave

Intersection #122: Sunrise Boulevard/Zinfandel Drive

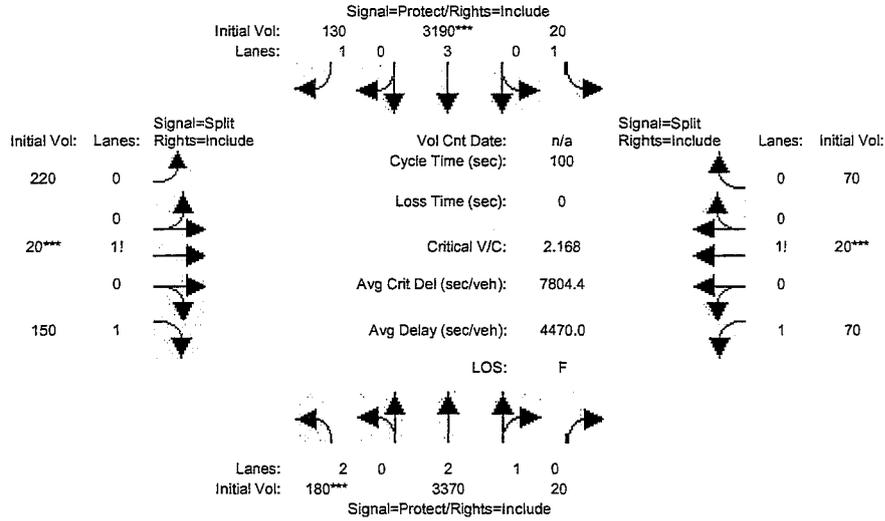


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	190	3380	10	30	4460	70	100	20	310	70	30	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	3380	10	30	4460	70	100	20	310	70	30	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	3380	10	30	4460	70	100	20	310	70	30	40
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:	190	3380	10	30	4460	70	100	20	310	70	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	3380	10	30	4460	70	100	20	310	70	30	40
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	209	3380	10	30	4460	70	100	20	341	77	30	40
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.99	0.01	1.00	3.00	1.00	0.43	0.09	1.48	1.05	0.41	0.54
Final Sat.:	3000	4487	13	1500	4500	1500	651	130	2219	1571	612	816
Capacity Analysis Module:												
Vol/Sat:	0.07	0.75	0.75	0.02	0.99	0.05	0.15	0.15	0.15	0.05	0.05	0.05
Crit Vol:	104			1487			231			74		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project w/ Hazel Ave

Intersection #122: Sunrise Boulevard/Zinfandel Drive

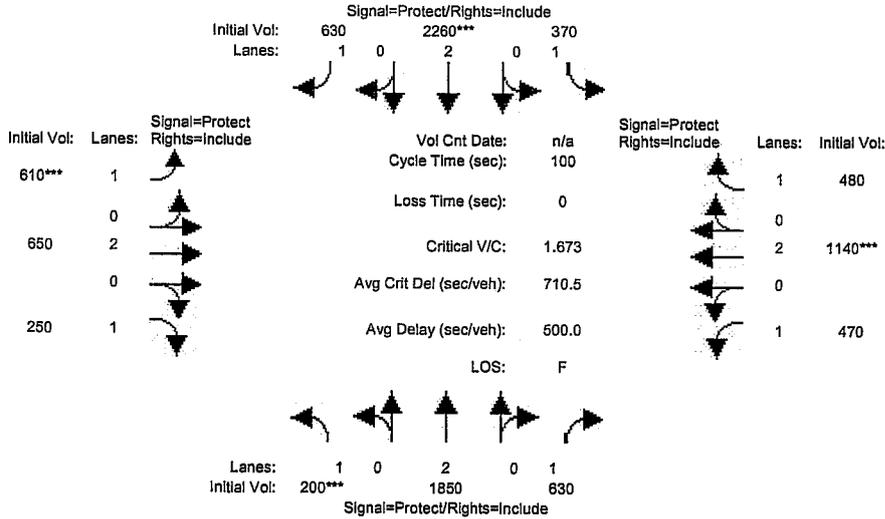


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	3370	20	20	3190	130	220	20	150	70	20	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	3370	20	20	3190	130	220	20	150	70	20	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	3370	20	20	3190	130	220	20	150	70	20	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:	180	3370	20	20	3190	130	220	20	150	70	20	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	3370	20	20	3190	130	220	20	150	70	20	70
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Vol.:	198	3370	20	20	3190	130	220	20	165	77	20	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.98	0.02	1.00	3.00	1.00	0.99	0.01	1.00	1.00	0.22	0.78
Final Sat.:	3000	4473	27	1500	4500	1500	1485	15	1500	1500	333	1167
Capacity Analysis Module:												
Vol/Sat:	0.07	0.75	0.75	0.01	0.71	0.09	0.15	1.33	0.11	0.05	0.06	0.06
Crit Vol:	99			1063			2000			90		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #123: Hazel Avenue/Folsom Boulevard

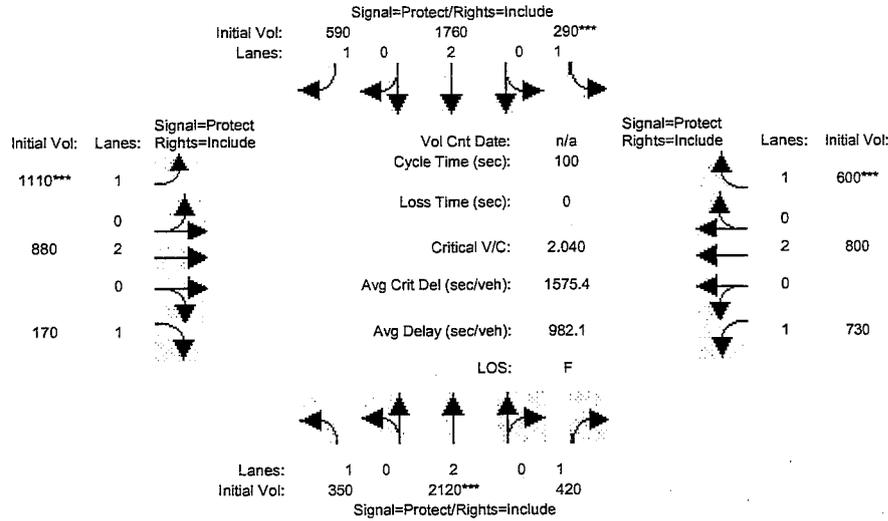


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	200	1850	630	370	2260	630	610	650	250	470	1140	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1850	630	370	2260	630	610	650	250	470	1140	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1850	630	370	2260	630	610	650	250	470	1140	480
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:	200	1850	630	370	2260	630	610	650	250	470	1140	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1850	630	370	2260	630	610	650	250	470	1140	480
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
Final Vol.:	200	1850	630	370	2260	630	610	650	250	470	1140	480
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.62	0.42	0.25	0.75	0.42	0.41	0.22	0.17	0.31	0.38	0.32
Crit Vol:	200			1130			610			570		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #123: Hazel Avenue/Folsom Boulevard

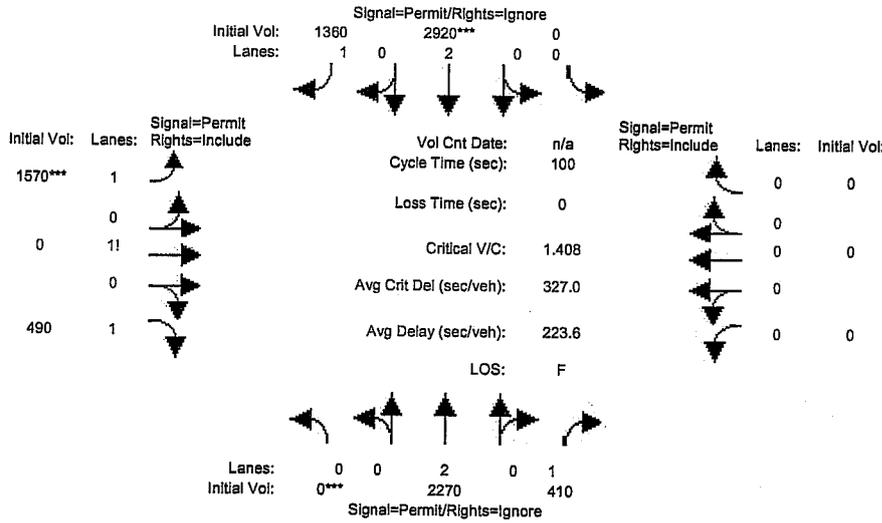


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	350	2120	420	290	1760	590	1110	880	170	730	800	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	2120	420	290	1760	590	1110	880	170	730	800	600
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	2120	420	290	1760	590	1110	880	170	730	800	600
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:	350	2120	420	290	1760	590	1110	880	170	730	800	600
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	2120	420	290	1760	590	1110	880	170	730	800	600
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
Final Vol.:	350	2120	420	290	1760	590	1110	880	170	730	800	600
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.23	0.71	0.28	0.19	0.59	0.39	0.74	0.29	0.11	0.49	0.27	0.40
Crit Vol:		1060			290			1110				600
Crit Moves:	****			****			****					****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

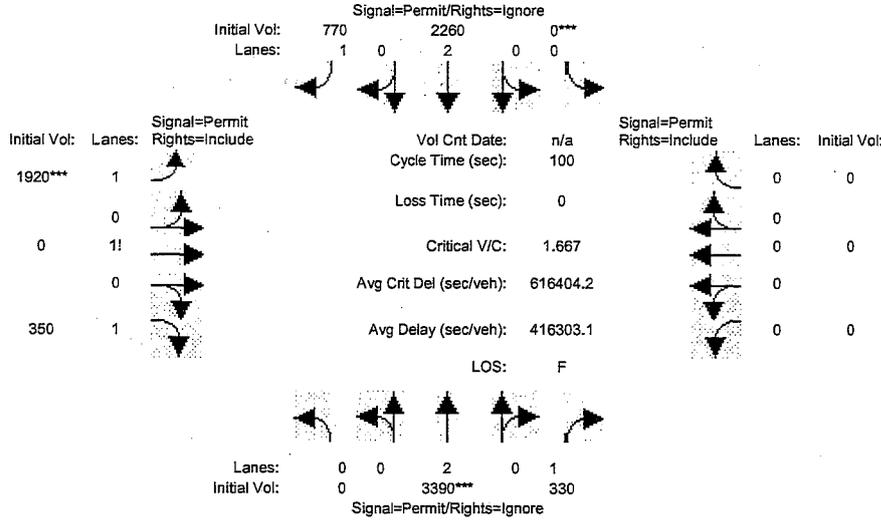


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2270	410	0	2920	1360	1570	0	490	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2270	410	0	2920	1360	1570	0	490	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2270	410	0	2920	1360	1570	0	490	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2270	0	0	2920	0	1570	0	490	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2270	0	0	2920	0	1570	0	490	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2270	0	0	2920	0	1727	0	539	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3300	1650	0	3300	1650	3300	0	1650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.69	0.00	0.00	0.88	0.00	0.52	0.00	0.33	0.00	0.00	0.00
Crit Vol:	0			1460			864			0		
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #124: Hazel Avenue/US 50 Eastbound Ramps

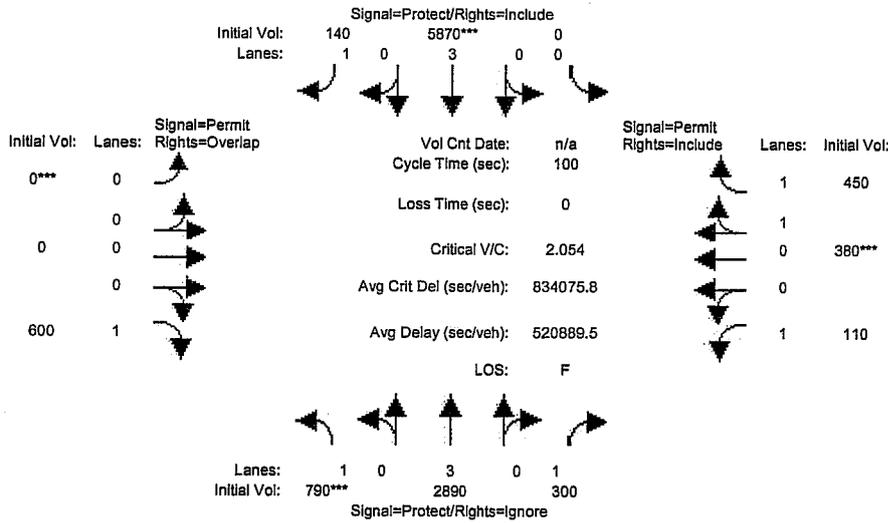


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3390	330	0	2260	770	1920	0	350	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3390	330	0	2260	770	1920	0	350	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3390	330	0	2260	770	1920	0	350	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3390	0	0	2260	0	1920	0	350	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3390	0	0	2260	0	1920	0	350	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	3390	0	0	2260	0	2112	0	385	0	0	0
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
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:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3300	1650	0	3300	1650	3300	0	1650	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	1.03	0.00	0.00	0.68	0.00	0.64	0.00	0.23	0.00	0.00	0.00
Crit Vol:		1695			0		1056				0	
Crit Moves:	****			****			****					

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project w/ Hazel Ave

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

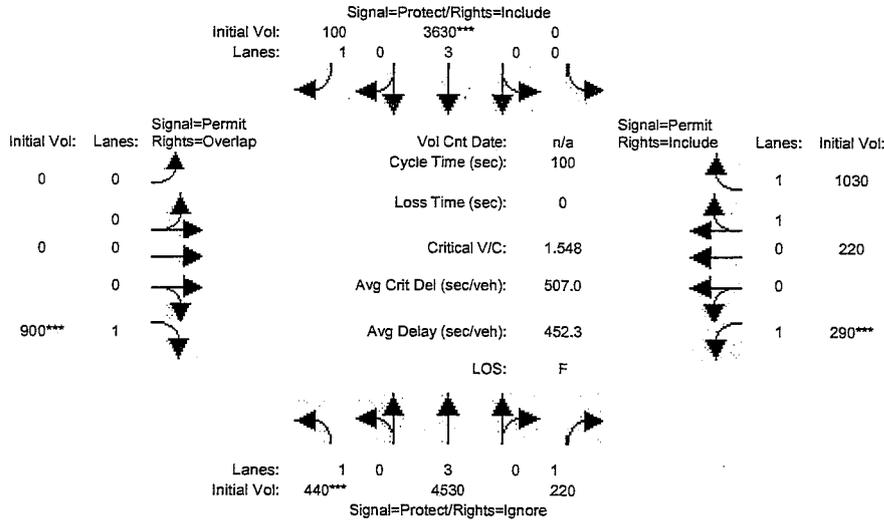


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	790	2890	300	0	5870	140	0	0	600	110	380	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	790	2890	300	0	5870	140	0	0	600	110	380	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	790	2890	300	0	5870	140	0	0	600	110	380	450
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	790	2890	0	0	5870	140	0	0	600	110	380	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	790	2890	0	0	5870	140	0	0	600	110	380	450
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	790	2890	0	0	5870	140	0	0	600	110	380	495
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.87	1.13
Final Sat.:	1550	4650	1550	0	4650	1550	0	0	1550	1550	1346	1754
Capacity Analysis Module:												
Vol/Sat:	0.51	0.62	0.00	0.00	1.26	0.09	0.00	0.00	0.39	0.07	0.28	0.28
Crit Vol:	790			1957			0			438		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project w/ Hazel Ave

Intersection #125: Hazel Avenue/US 50 Westbound Ramps

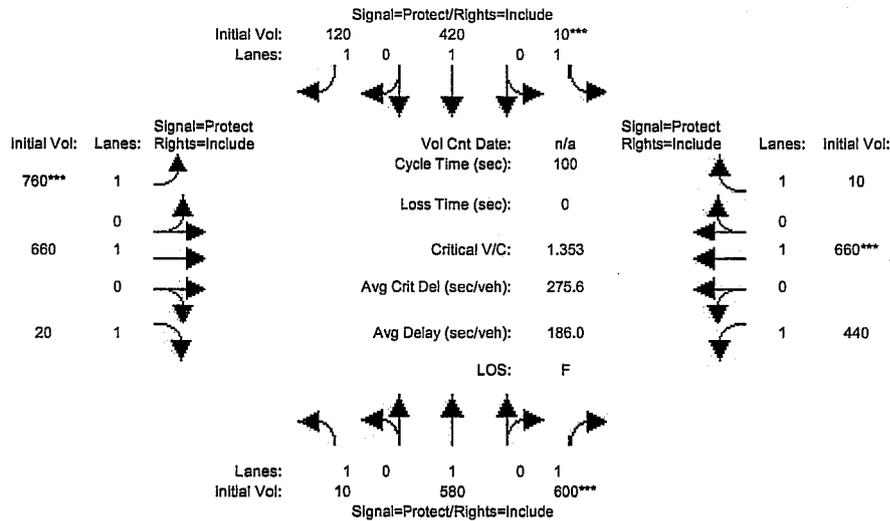


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	440	4530	220	0	3630	100	0	0	900	290	220	1030
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	4530	220	0	3630	100	0	0	900	290	220	1030
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	4530	220	0	3630	100	0	0	900	290	220	1030
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	4530	0	0	3630	100	0	0	900	290	220	1030
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	4530	0	0	3630	100	0	0	900	290	220	1030
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10
Final Vol.:	440	4530	0	0	3630	100	0	0	900	290	220	1133
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	1.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	1.00	1.00	0.33	1.67
Final Sat.:	1550	4650	1550	0	4650	1550	0	0	1550	1550	504	2596
Capacity Analysis Module:												
Vol/Sat:	0.28	0.97	0.00	0.00	0.78	0.06	0.00	0.00	0.58	0.19	0.44	0.44
Crit Vol:	0			1210			900		290			
Crit Moves:	****			****			****		****			

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #126: Grant Line/White Rock Road

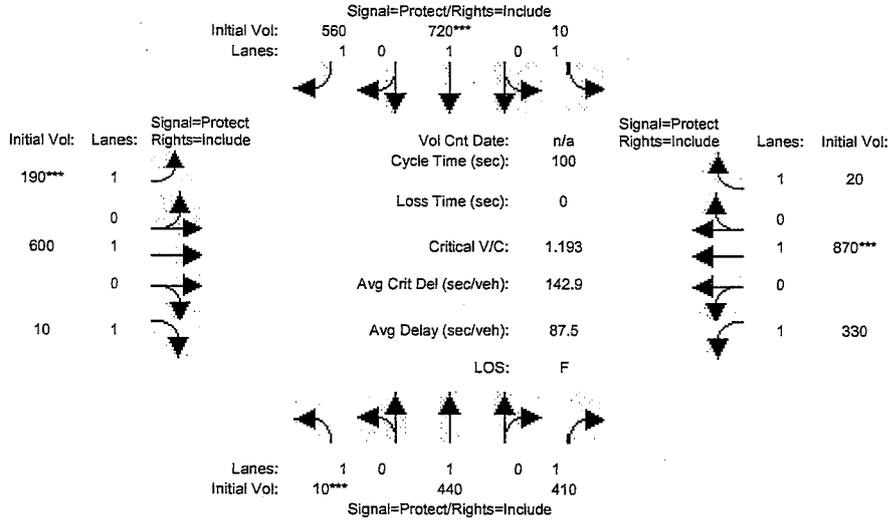


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	580	600	10	420	120	760	660	20	440	660	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	580	600	10	420	120	760	660	20	440	660	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	580	600	10	420	120	760	660	20	440	660	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:	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:	10	580	600	10	420	120	760	660	20	440	660	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	580	600	10	420	120	760	660	20	440	660	10
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
Final Vol.:	10	580	600	10	420	120	760	660	20	440	660	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.40	0.01	0.28	0.08	0.51	0.44	0.01	0.29	0.44	0.01
Crit Vol:			600			10			760			660
Crit Moves:			****			****			****			****

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #126: Grant Line/White Rock Road

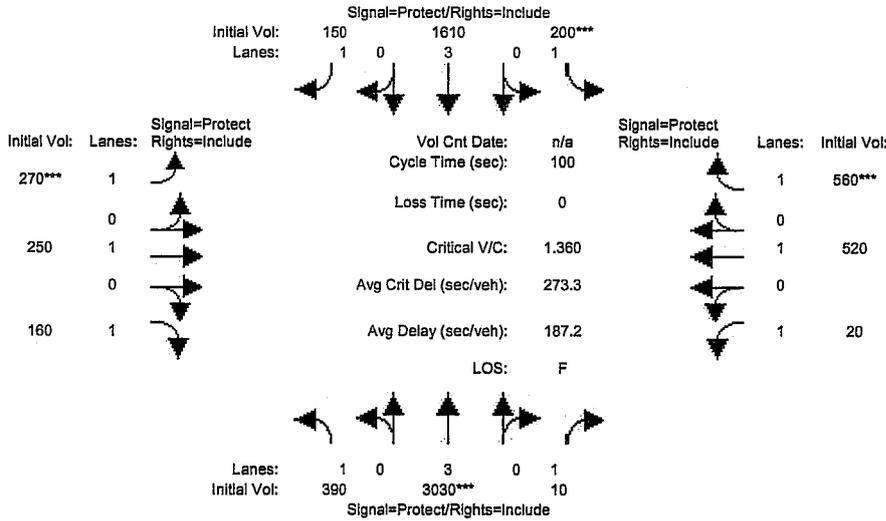


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	440	410	10	720	560	190	600	10	330	870	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	440	410	10	720	560	190	600	10	330	870	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	440	410	10	720	560	190	600	10	330	870	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:	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:	10	440	410	10	720	560	190	600	10	330	870	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	440	410	10	720	560	190	600	10	330	870	20
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
Final Vol.:	10	440	410	10	720	560	190	600	10	330	870	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.27	0.01	0.48	0.37	0.13	0.40	0.01	0.22	0.58	0.01
Crit Vol:	10			720			190			870		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #127: Sunrise Blvd/Kiefer Blvd

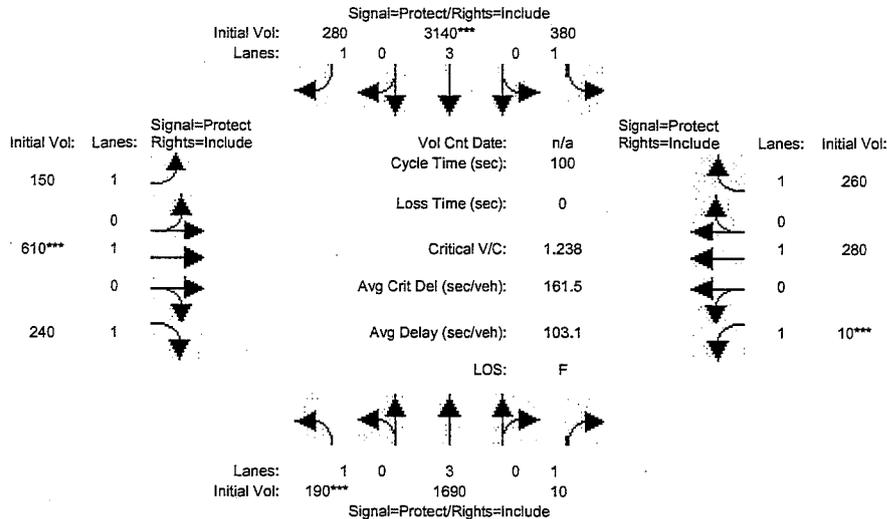


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	390	3030	10	200	1610	150	270	250	160	20	520	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	390	3030	10	200	1610	150	270	250	160	20	520	560
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	3030	10	200	1610	150	270	250	160	20	520	560
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:	390	3030	10	200	1610	150	270	250	160	20	520	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	3030	10	200	1610	150	270	250	160	20	520	560
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
Final Vol.:	390	3030	10	200	1610	150	270	250	160	20	520	560
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.26	0.67	0.01	0.13	0.36	0.10	0.18	0.17	0.11	0.01	0.35	0.37
Crit Vol:	1010			200			270			560		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #127: Sunrise Blvd/Kiefer Blvd

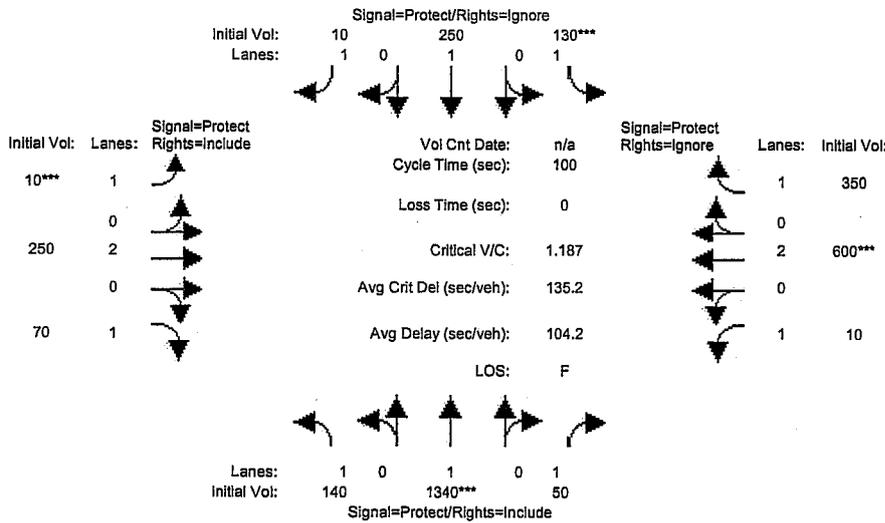


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	190	1690	10	380	3140	280	150	610	240	10	280	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1690	10	380	3140	280	150	610	240	10	280	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1690	10	380	3140	280	150	610	240	10	280	260
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:	190	1690	10	380	3140	280	150	610	240	10	280	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1690	10	380	3140	280	150	610	240	10	280	260
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
Final Vol.:	190	1690	10	380	3140	280	150	610	240	10	280	260
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.38	0.01	0.25	0.70	0.19	0.10	0.41	0.16	0.01	0.19	0.17
Crit Vol:	190			1047			610			10		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project w/ Hazel Ave

Intersection #128: Eagles Nest/Kiefer

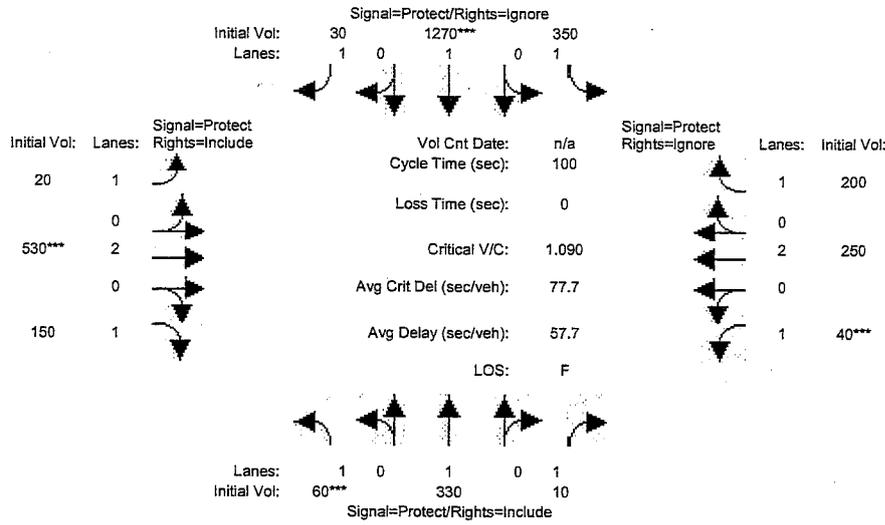


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	140	1340	50	130	250	10	10	250	70	10	600	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1340	50	130	250	10	10	250	70	10	600	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	1340	50	130	250	10	10	250	70	10	600	350
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	1340	50	130	250	0	10	250	70	10	600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1340	50	130	250	0	10	250	70	10	600	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	140	1340	50	130	250	0	10	250	70	10	600	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.89	0.03	0.09	0.17	0.00	0.01	0.08	0.05	0.01	0.20	0.00
Crit Vol:	1340			130			10			300		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #128: Eagles Nest/Kiefer

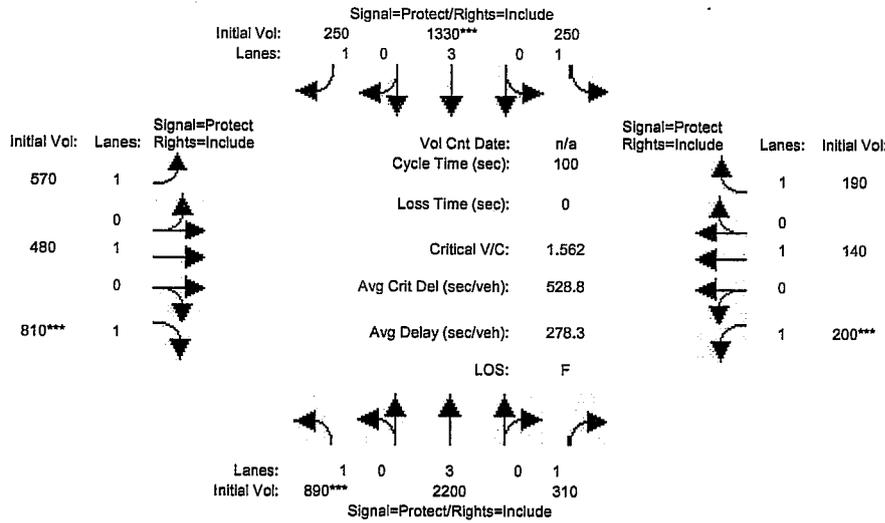


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	330	10	350	1270	30	20	530	150	40	250	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	330	10	350	1270	30	20	530	150	40	250	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	330	10	350	1270	30	20	530	150	40	250	200
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	60	330	10	350	1270	0	20	530	150	40	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	330	10	350	1270	0	20	530	150	40	250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	60	330	10	350	1270	0	20	530	150	40	250	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.01	0.23	0.85	0.00	0.01	0.18	0.10	0.03	0.08	0.00
Crit Vol:	60			1270			265			40		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #129: Sunrise/International

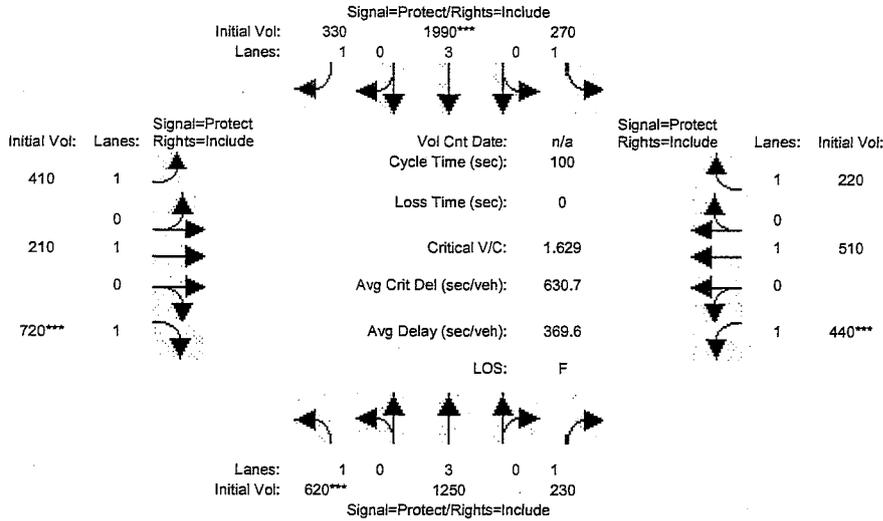


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	890	2200	310	250	1330	250	570	480	810	200	140	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	890	2200	310	250	1330	250	570	480	810	200	140	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	890	2200	310	250	1330	250	570	480	810	200	140	190
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:	890	2200	310	250	1330	250	570	480	810	200	140	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	890	2200	310	250	1330	250	570	480	810	200	140	190
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
Final Vol.:	890	2200	310	250	1330	250	570	480	810	200	140	190
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.59	0.49	0.21	0.17	0.30	0.17	0.38	0.32	0.54	0.13	0.09	0.13
Crit Vol:	890			443			810		200			
Crit Moves:	****			****			****		****			

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #129: Sunrise/International

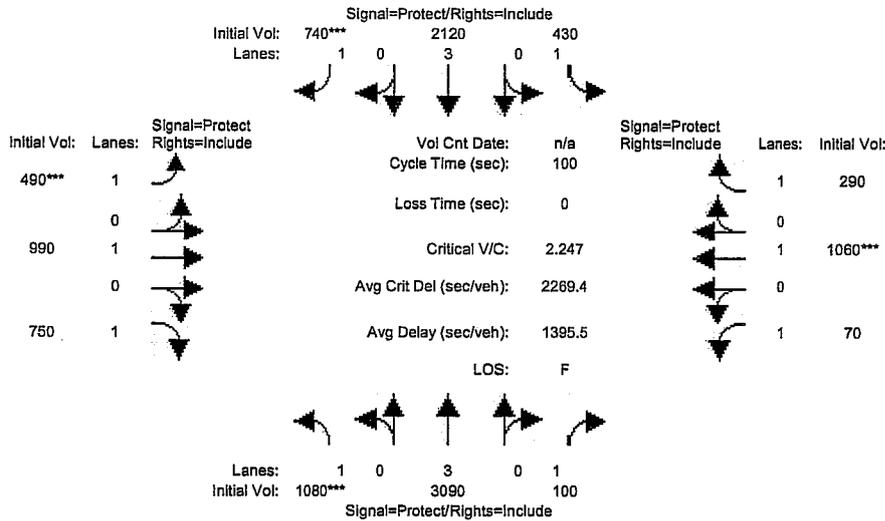


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	620	1250	230	270	1990	330	410	210	720	440	510	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	620	1250	230	270	1990	330	410	210	720	440	510	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	1250	230	270	1990	330	410	210	720	440	510	220
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:	620	1250	230	270	1990	330	410	210	720	440	510	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	1250	230	270	1990	330	410	210	720	440	510	220
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
Final Vol.:	620	1250	230	270	1990	330	410	210	720	440	510	220
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.41	0.28	0.15	0.18	0.44	0.22	0.27	0.14	0.48	0.29	0.34	0.15
Crit Vol:	620			663			720	440				
Crit Moves:	****			****			****	****				

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #130: Jaeger/White Rock

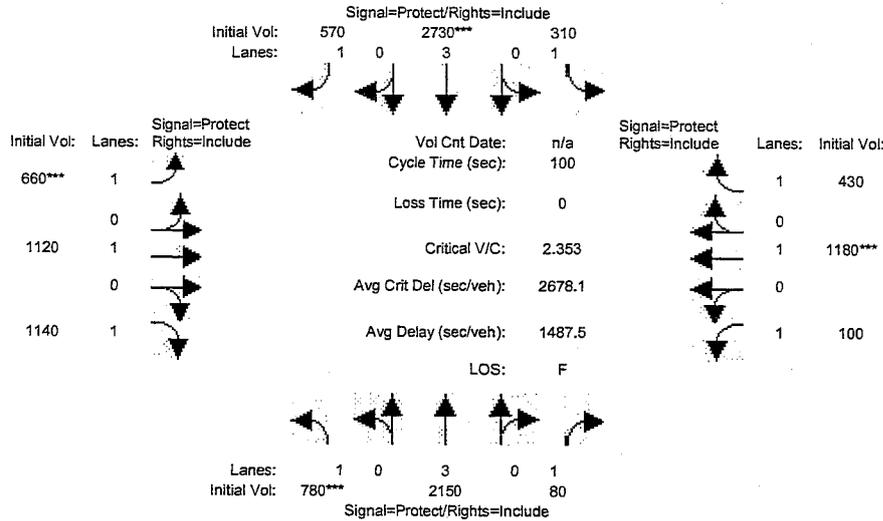


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	1080	3090	100	430	2120	740	490	990	750	70	1060	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1080	3090	100	430	2120	740	490	990	750	70	1060	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1080	3090	100	430	2120	740	490	990	750	70	1060	290
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:	1080	3090	100	430	2120	740	490	990	750	70	1060	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1080	3090	100	430	2120	740	490	990	750	70	1060	290
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
Final Vol.:	1080	3090	100	430	2120	740	490	990	750	70	1060	290
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.72	0.69	0.07	0.29	0.47	0.49	0.33	0.66	0.50	0.05	0.71	0.19
Crit Vol:	1080					740	490			1060		
Crit Moves:	****					****	****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #130: Jaeger/White Rock

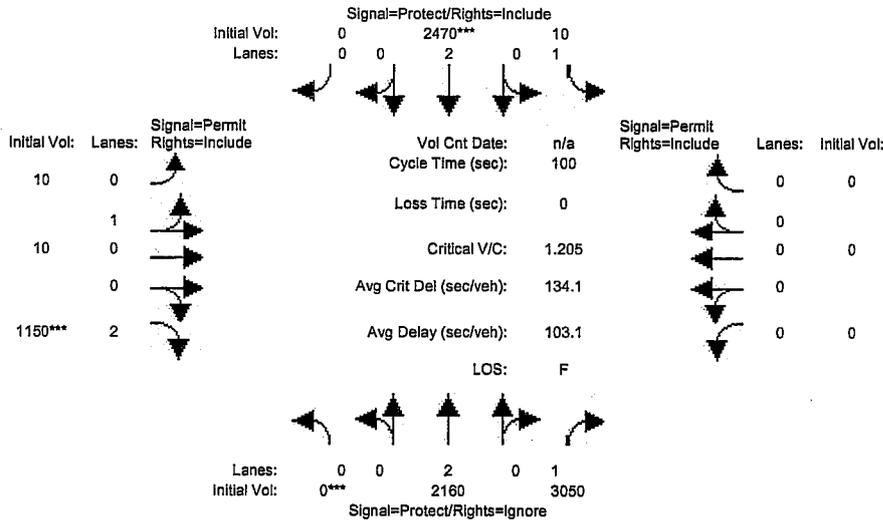


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	780	2150	80	310	2730	570	660	1120	1140	100	1180	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	780	2150	80	310	2730	570	660	1120	1140	100	1180	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	780	2150	80	310	2730	570	660	1120	1140	100	1180	430
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:	780	2150	80	310	2730	570	660	1120	1140	100	1180	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	780	2150	80	310	2730	570	660	1120	1140	100	1180	430
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
Final Vol.:	780	2150	80	310	2730	570	660	1120	1140	100	1180	430
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.52	0.48	0.05	0.21	0.61	0.38	0.44	0.75	0.76	0.07	0.79	0.29
Crit Vol:	780			910			660			1180		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #131: Sunrise Reliever/50EB

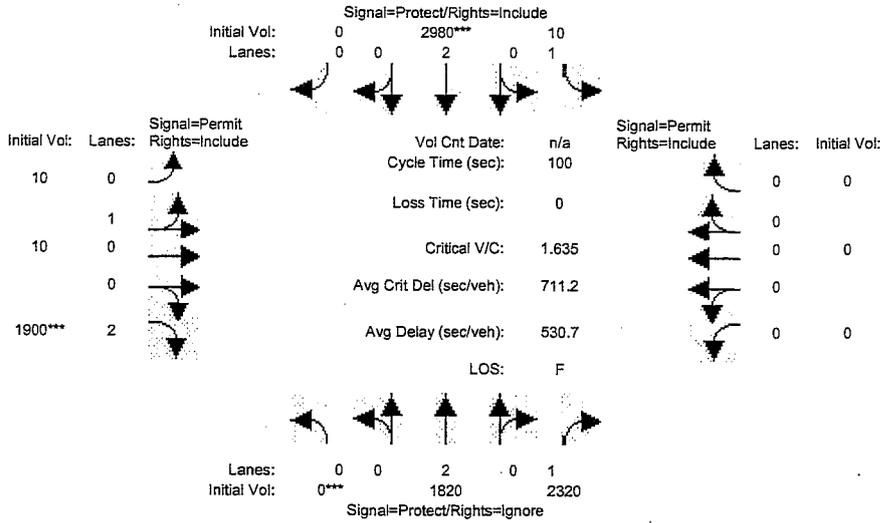


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	2160	3050	10	2470	0	10	10	1150	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2160	3050	10	2470	0	10	10	1150	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2160	3050	10	2470	0	10	10	1150	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2160	0	10	2470	0	10	10	1150	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2160	0	10	2470	0	10	10	1150	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	2160	0	10	2470	0	10	10	1265	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	2.00	1.00	1.00	2.00	0.00	0.50	0.50	2.00	0.00	0.00	0.00
Final Sat.:	0	3100	1550	1550	3100	0	775	775	3100	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.70	0.00	0.01	0.80	0.00	0.01	0.01	0.41	0.00	0.00	0.00
Crit Vol:	0			1235			633			0		
Crit Moves:	***			***			***					

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #131: Sunrise Reliever/50EB

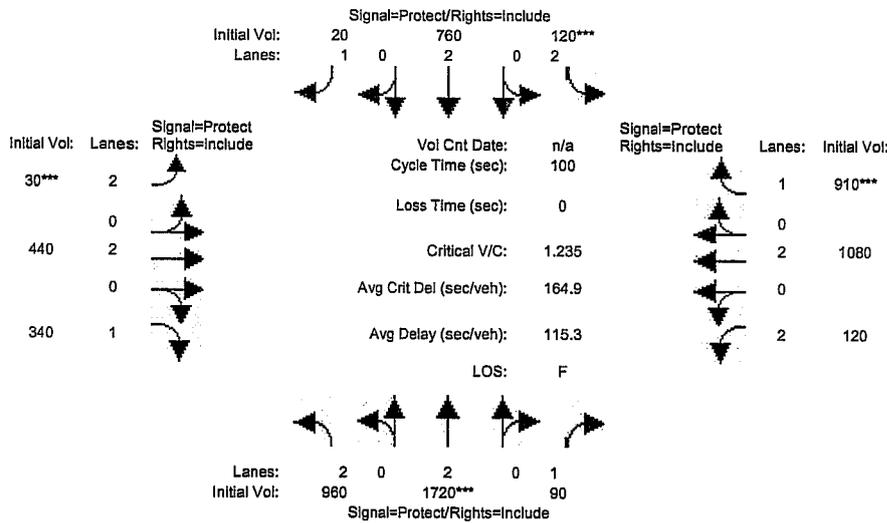


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1820	2320	10	2980	0	10	10	1900	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1820	2320	10	2980	0	10	10	1900	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1820	2320	10	2980	0	10	10	1900	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1820	0	10	2980	0	10	10	1900	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1820	0	10	2980	0	10	10	1900	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	1820	0	10	2980	0	10	10	2090	0	0	0
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	2.00	1.00	1.00	2.00	0.00	0.50	0.50	2.00	0.00	0.00	0.00
Final Sat.:	0	3100	1550	1550	3100	0	775	775	3100	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.00	0.01	0.96	0.00	0.01	0.01	0.67	0.00	0.00	0.00
Crit Vol:	0				1490				1045	0		
Crit Moves:	****				****				****			

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project w/ Hazel Ave

Intersection #133: Jaeger/Douglas

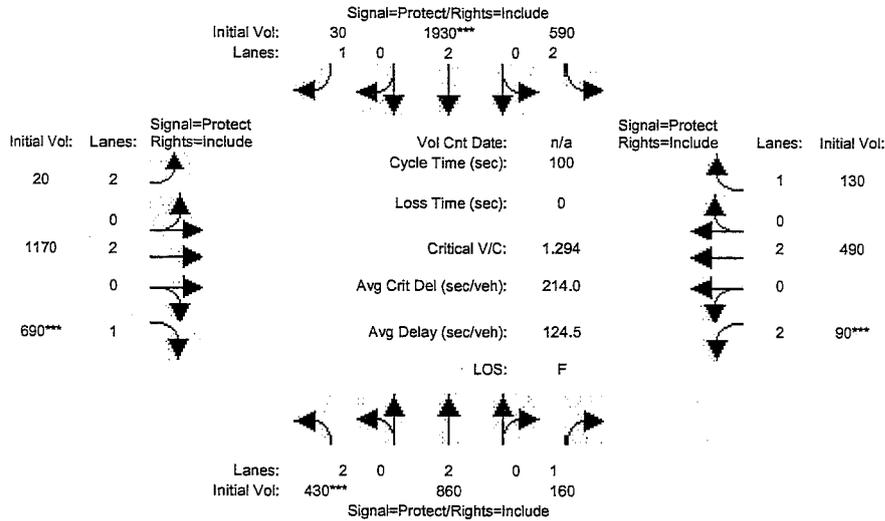


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	960	1720	90	120	760	20	30	440	340	120	1080	910
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	960	1720	90	120	760	20	30	440	340	120	1080	910
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	960	1720	90	120	760	20	30	440	340	120	1080	910
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:	960	1720	90	120	760	20	30	440	340	120	1080	910
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	960	1720	90	120	760	20	30	440	340	120	1080	910
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	1056	1720	90	132	760	20	33	440	340	132	1080	910
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.35	0.57	0.06	0.04	0.25	0.01	0.01	0.15	0.23	0.04	0.36	0.61
Crit Vol:	860			66			17			910		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project w/ Hazel Ave

Intersection #133: Jaeger/Douglas

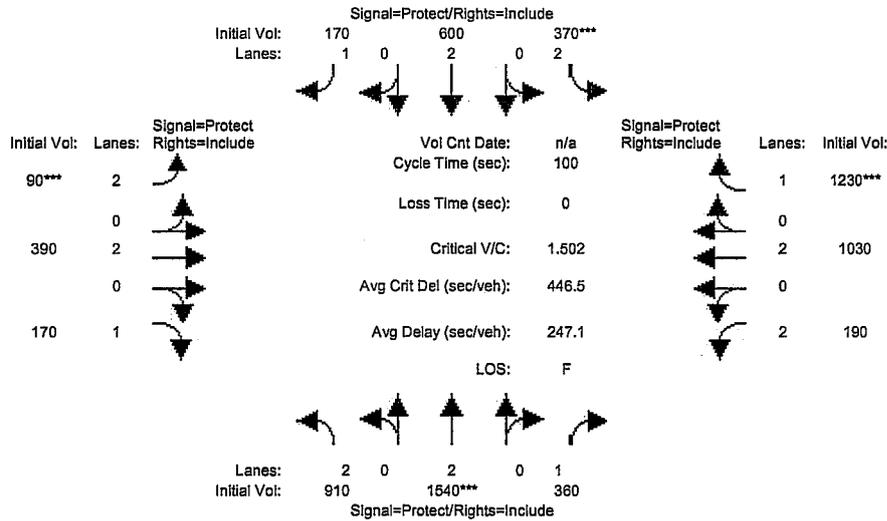


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	430	860	160	590	1930	30	20	1170	690	90	490	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	860	160	590	1930	30	20	1170	690	90	490	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	860	160	590	1930	30	20	1170	690	90	490	130
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:	430	860	160	590	1930	30	20	1170	690	90	490	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	860	160	590	1930	30	20	1170	690	90	490	130
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	473	860	160	649	1930	30	22	1170	690	99	490	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.11	0.22	0.64	0.02	0.01	0.39	0.46	0.03	0.16	0.09
Crit Vol:	237			965			690		50			
Crit Moves:	****			****			****		****	****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #134: Americanos/Douglas

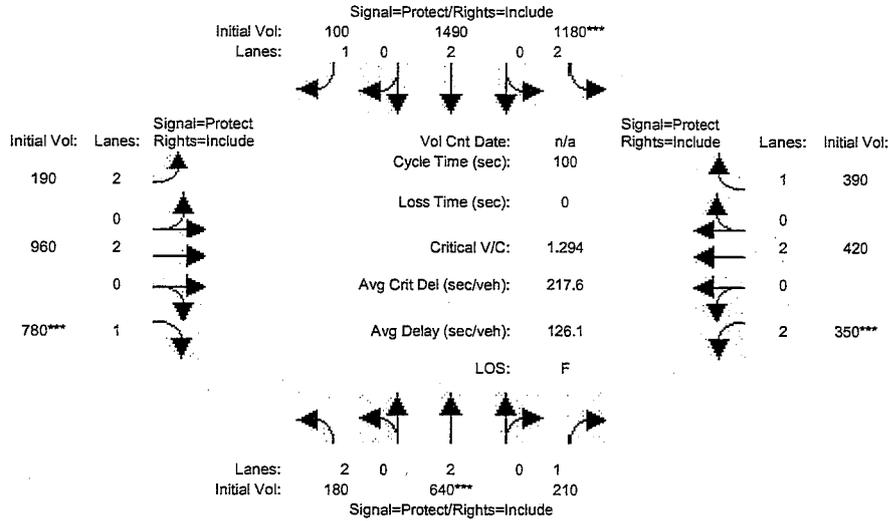


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	910	1540	360	370	600	170	90	390	170	190	1030	1230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	910	1540	360	370	600	170	90	390	170	190	1030	1230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	910	1540	360	370	600	170	90	390	170	190	1030	1230
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:	910	1540	360	370	600	170	90	390	170	190	1030	1230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	910	1540	360	370	600	170	90	390	170	190	1030	1230
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	1001	1540	360	407	600	170	99	390	170	209	1030	1230
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.33	0.51	0.24	0.14	0.20	0.11	0.03	0.13	0.11	0.07	0.34	0.82
Crit Vol:	770			204			50			1230		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #134: Americanos/Douglas

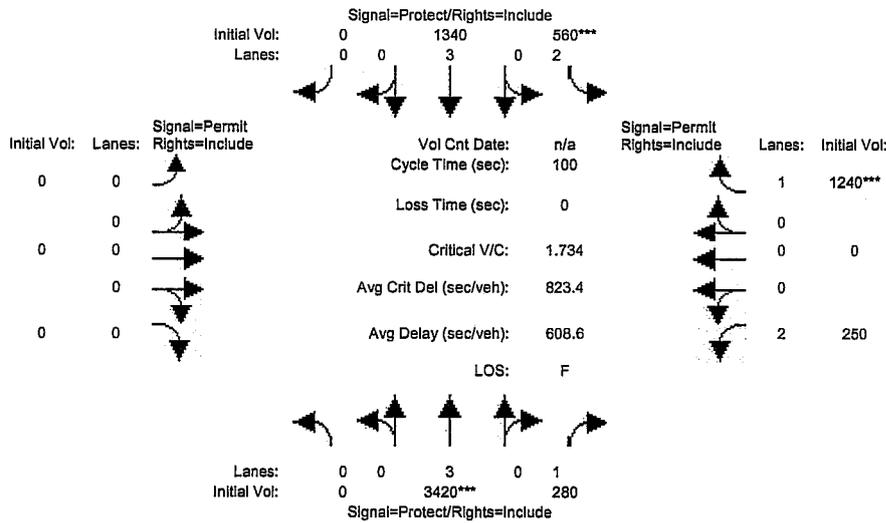


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	180	640	210	1180	1490	100	190	960	780	350	420	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	640	210	1180	1490	100	190	960	780	350	420	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	640	210	1180	1490	100	190	960	780	350	420	390
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:	180	640	210	1180	1490	100	190	960	780	350	420	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	640	210	1180	1490	100	190	960	780	350	420	390
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	198	640	210	1298	1490	100	209	960	780	385	420	390
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.14	0.43	0.50	0.07	0.07	0.32	0.52	0.13	0.14	0.26
Crit Vol:		320		649					780	193		
Crit Moves:	****			****					****	****		

Preserve at Sunridge

Level of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
AM Cumulative + Project w/ Hazel Ave

Intersection #135: Sunrise/Chrysanthy Blvd

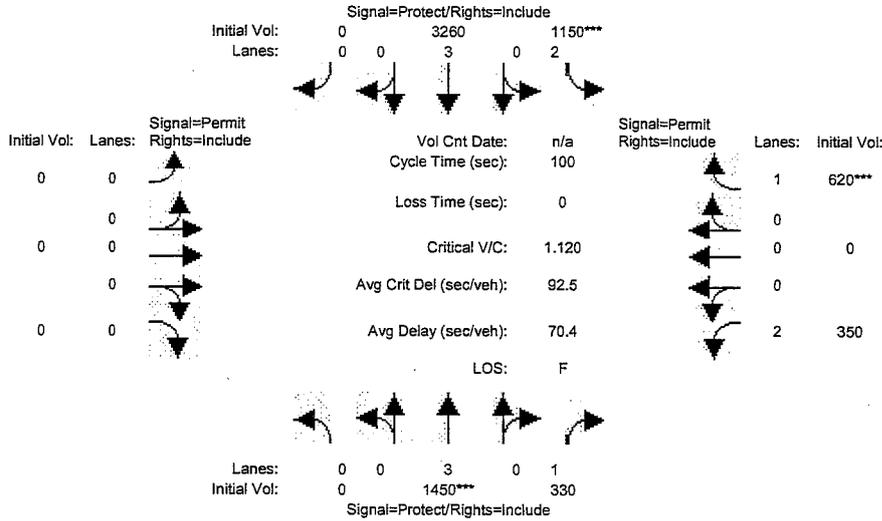


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3420	280	560	1340	0	0	0	0	250	0	1240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3420	280	560	1340	0	0	0	0	250	0	1240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3420	280	560	1340	0	0	0	0	250	0	1240
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	3420	280	560	1340	0	0	0	0	250	0	1240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3420	280	560	1340	0	0	0	0	250	0	1240
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	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	3420	280	616	1340	0	0	0	0	275	0	1240
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4650	1550	3100	4650	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.74	0.18	0.20	0.29	0.00	0.00	0.00	0.00	0.09	0.00	0.80
Crit Vol:		1140		308			0					1240
Crit Moves:		***		***								***

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #135: Sunrise/Chrysanthy Blvd

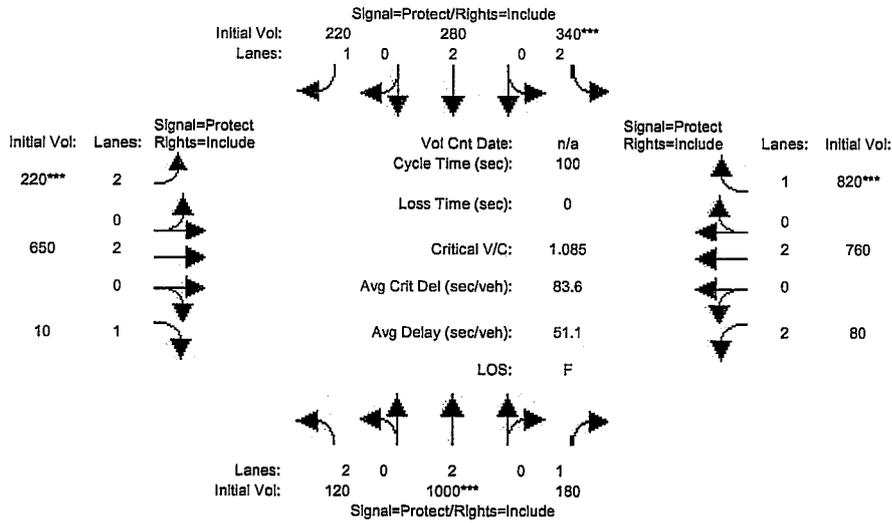


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1450	330	1150	3260	0	0	0	0	350	0	620
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1450	330	1150	3260	0	0	0	0	350	0	620
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1450	330	1150	3260	0	0	0	0	350	0	620
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	1450	330	1150	3260	0	0	0	0	350	0	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1450	330	1150	3260	0	0	0	0	350	0	620
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	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	1450	330	1265	3260	0	0	0	0	385	0	620
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4650	1550	3100	4650	0	0	0	0	3100	0	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.21	0.41	0.70	0.00	0.00	0.00	0.00	0.12	0.00	0.40
Crit Vol:		483		633			0					620
Crit Moves:		****		****								****

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project w/ Hazel Ave

Intersection #136: Jaeger Rd/Chrysanthy Blvd

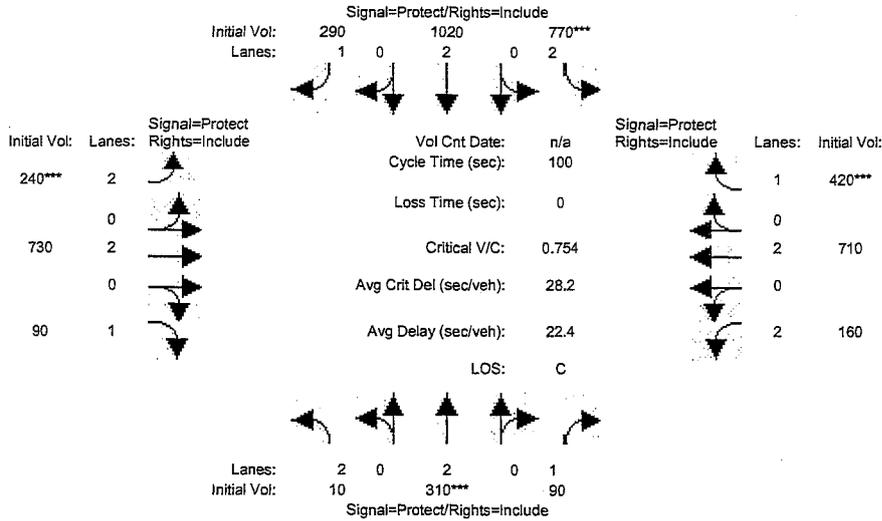


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	120	1000	180	340	280	220	220	650	10	80	760	820
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1000	180	340	280	220	220	650	10	80	760	820
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1000	180	340	280	220	220	650	10	80	760	820
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:	120	1000	180	340	280	220	220	650	10	80	760	820
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1000	180	340	280	220	220	650	10	80	760	820
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	132	1000	180	374	280	220	242	650	10	88	760	820
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.12	0.12	0.09	0.15	0.08	0.22	0.01	0.03	0.25	0.55
Crit Vol:	500			187			121			820		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #136: Jaeger Rd/Chrysanthy Blvd

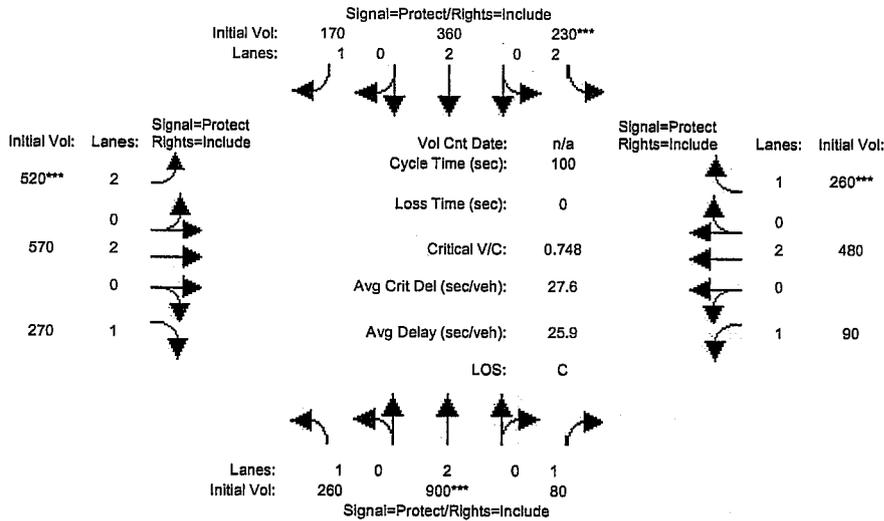


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	310	90	770	1020	290	240	730	90	160	710	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	310	90	770	1020	290	240	730	90	160	710	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	310	90	770	1020	290	240	730	90	160	710	420
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:	10	310	90	770	1020	290	240	730	90	160	710	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	310	90	770	1020	290	240	730	90	160	710	420
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	11	310	90	847	1020	290	264	730	90	176	710	420
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.06	0.28	0.34	0.19	0.09	0.24	0.06	0.06	0.24	0.28
Crit Vol:		155		424			132				420	
Crit Moves:	****			****			****				****	

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project w/ Hazel Ave

Intersection #137: Americanos/Chrysanthy

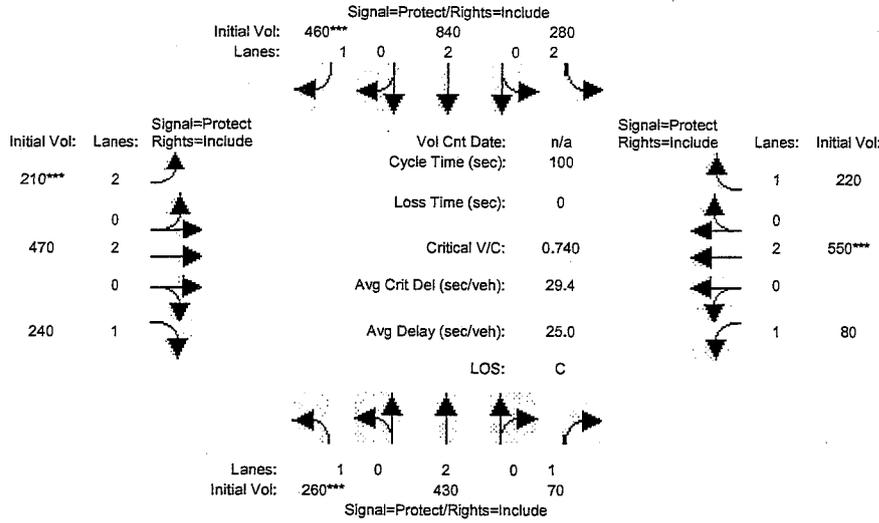


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	260	900	80	230	360	170	520	570	270	90	480	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	900	80	230	360	170	520	570	270	90	480	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	900	80	230	360	170	520	570	270	90	480	260
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:	260	900	80	230	360	170	520	570	270	90	480	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	900	80	230	360	170	520	570	270	90	480	260
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	260	900	80	253	360	170	572	570	270	90	480	260
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	3000	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.30	0.05	0.08	0.12	0.11	0.19	0.19	0.18	0.06	0.16	0.17
Crit Vol:	450			127			286			260		
Crit Moves:	****			****			****			****		

Preserve at Sunridge

Level Of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 PM Cumulative + Project w/ Hazel Ave

Intersection #137: Americanos/Chrysanthy

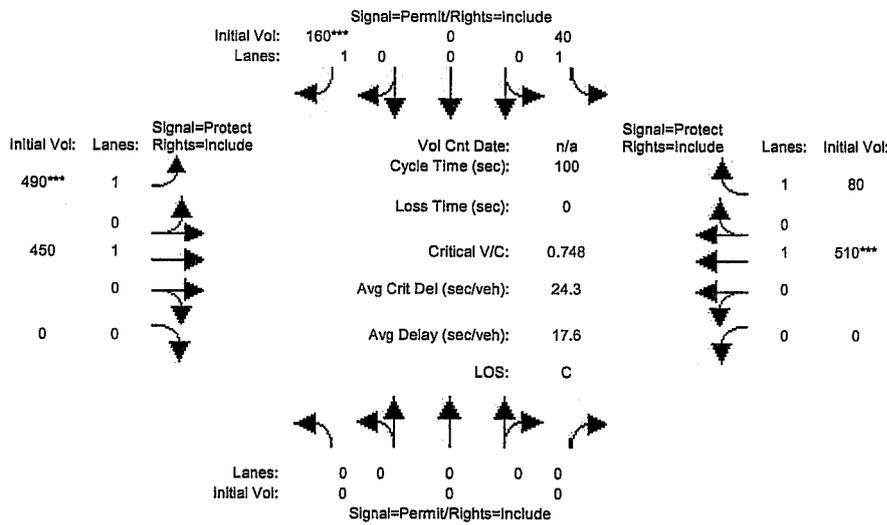


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	260	430	70	280	840	460	210	470	240	80	550	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	430	70	280	840	460	210	470	240	80	550	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	430	70	280	840	460	210	470	240	80	550	220
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:	260	430	70	280	840	460	210	470	240	80	550	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	430	70	280	840	460	210	470	240	80	550	220
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	260	430	70	308	840	460	231	470	240	80	550	220
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	3000	1500	3000	3000	1500	3000	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.05	0.10	0.28	0.31	0.08	0.16	0.16	0.05	0.18	0.15
Crit Vol:	260					460	116			275		
Crit Moves:	****					****	****			****		

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project w/ Hazel Ave

Intersection #138: Jaeger/Kiefer

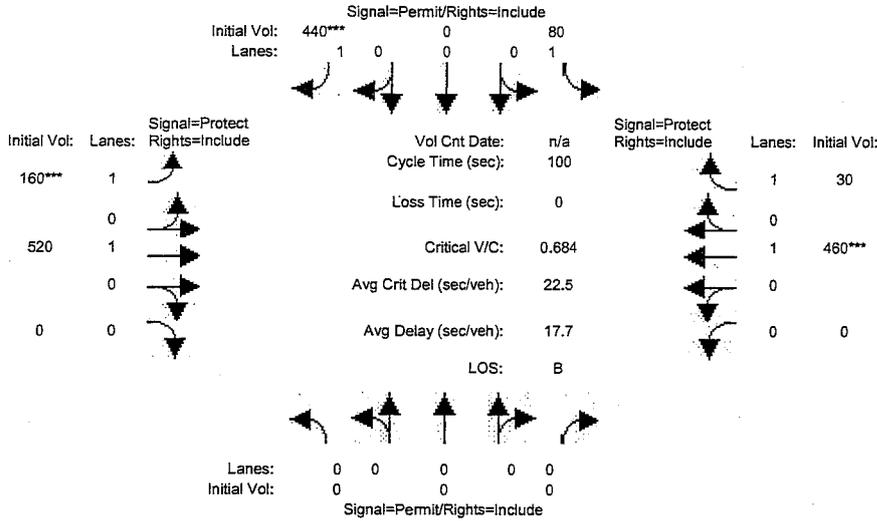


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	40	0	160	490	450	0	0	510	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	160	490	450	0	0	510	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	160	490	450	0	0	510	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:	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	0	0	40	0	160	490	450	0	0	510	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	160	490	450	0	0	510	80
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
Final Vol.:	0	0	0	40	0	160	490	450	0	0	510	80
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1550	0	1550	1550	1550	0	0	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.10	0.32	0.29	0.00	0.00	0.33	0.05
Crit Vol:	0					160	490				510	
Crit Moves:						****	****				****	

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #138: Jaeger/Kiefer

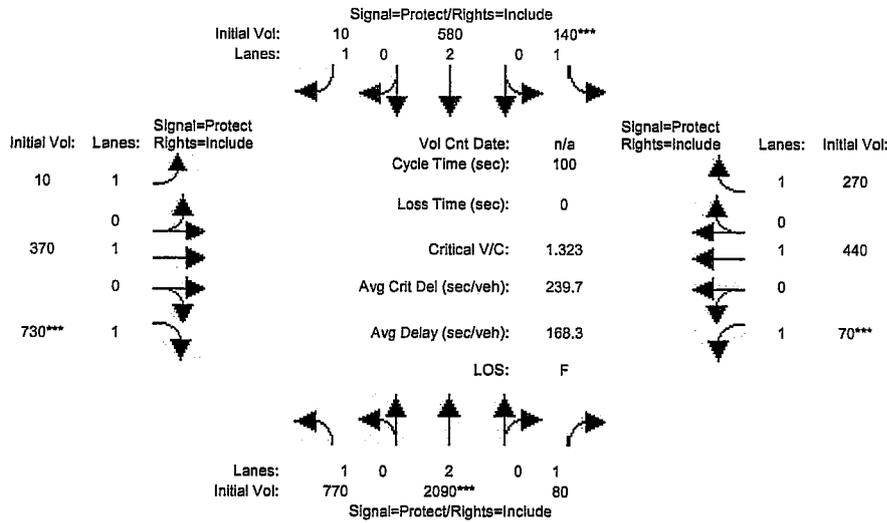


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	80	0	440	160	520	0	0	460	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	0	440	160	520	0	0	460	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	440	160	520	0	0	460	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:	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	0	0	80	0	440	160	520	0	0	460	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	440	160	520	0	0	460	30
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
Final Vol.:	0	0	0	80	0	440	160	520	0	0	460	30
Saturation Flow Module:												
Sat/Lane:	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550	1550
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1550	0	1550	1550	1550	0	0	1550	1550
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.28	0.10	0.34	0.00	0.00	0.30	0.02
Crit Vol:	0					440	160				460	
Crit Moves:						****	****				****	

Preserve at Sunridge

Level of Service Computation Report  
 Circular 212 Planning (Future Volume Alternative)  
 AM Cumulative + Project w/ Hazel Ave

Intersection #139: Americano/White Rock

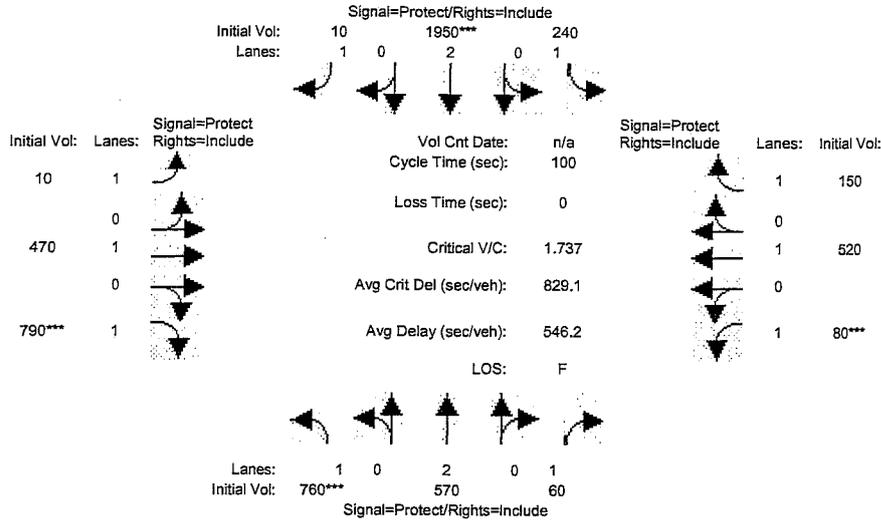


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	770	2090	80	140	580	10	10	370	730	70	440	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	770	2090	80	140	580	10	10	370	730	70	440	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	770	2090	80	140	580	10	10	370	730	70	440	270
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:	770	2090	80	140	580	10	10	370	730	70	440	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	770	2090	80	140	580	10	10	370	730	70	440	270
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
Final Vol.:	770	2090	80	140	580	10	10	370	730	70	440	270
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.51	0.70	0.05	0.09	0.19	0.01	0.01	0.25	0.49	0.05	0.29	0.18
Crit Vol:		1045		140					730	70		
Crit Moves:		***		***					***	***		

Preserve at Sunridge

Level Of Service Computation Report  
Circular 212 Planning (Future Volume Alternative)  
PM Cumulative + Project w/ Hazel Ave

Intersection #139: Americano/White Rock



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	760	570	60	240	1950	10	10	470	790	80	520	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:	760	570	60	240	1950	10	10	470	790	80	520	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	760	570	60	240	1950	10	10	470	790	80	520	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:	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:	760	570	60	240	1950	10	10	470	790	80	520	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	760	570	60	240	1950	10	10	470	790	80	520	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
Final Vol.:	760	570	60	240	1950	10	10	470	790	80	520	150
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.51	0.19	0.04	0.16	0.65	0.01	0.01	0.31	0.53	0.05	0.35	0.10
Crit Vol:	760				975				790	80		
Crit Moves:	****				****				****	****		



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**APPENDIX 4.5**  
**ENVIRONMENTAL NOISE ASSESSMENT**

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Environmental Noise Analysis

## The Preserve at Sunridge

Rancho Cordova, California

Bollard & Brennan Job # 2004-079

Prepared For:

**City of Rancho Cordova**  
3121 Gold Canal Drive  
Rancho Cordova, California 95670

Prepared By:

**Bollard & Brennan, Inc.**

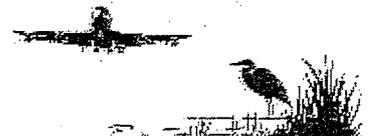
Paul Bollard

Paul Bollard  
President  
Member, Institute of Noise Control Engineers

March 10, 2005

**Bollard & Brennan, Inc.**

1293 Lincoln Way, Suite A - Auburn, California 95603 - (530) 745-0191 - Fax: (530) 745-0192



## INTRODUCTION

This section analyzes the noise impacts associated with the Preserve at Sunridge Project (Project) in the City of Rancho Cordova, California. The proposed project is located in eastern Sacramento County in the newly incorporated City of Rancho Cordova, just southwest of the City of Folsom. The major access routes in the vicinity include U.S. 50, State Route 16/Jackson Road (SR 16), and Grant Line Road. U.S. 50 and SR 16 are located approximately five-miles north and three-miles south, respectively and Grant Line Road is located approximately one-mile east of the Sunridge Village site. Figure 1 shows the project site area and Figure 2 shows the site plan.

The proposed project would include single-family residential, multi-family residential, commercial and office, neighborhood and community parks, an elementary school, and a detention/water quality basins. The City of Rancho Cordova is in the process of developing a General Plan. Prior to the adoption of that plan, the City is utilizing the Sacramento County General Plan Noise Element standards. Therefore, this analysis will seek to achieve compliance of the Noise Element of the Sacramento County General Plan. Where project-related noise levels are predicted to exceed the Sacramento County General Plan Noise Element standards, noise reduction measures are evaluated.

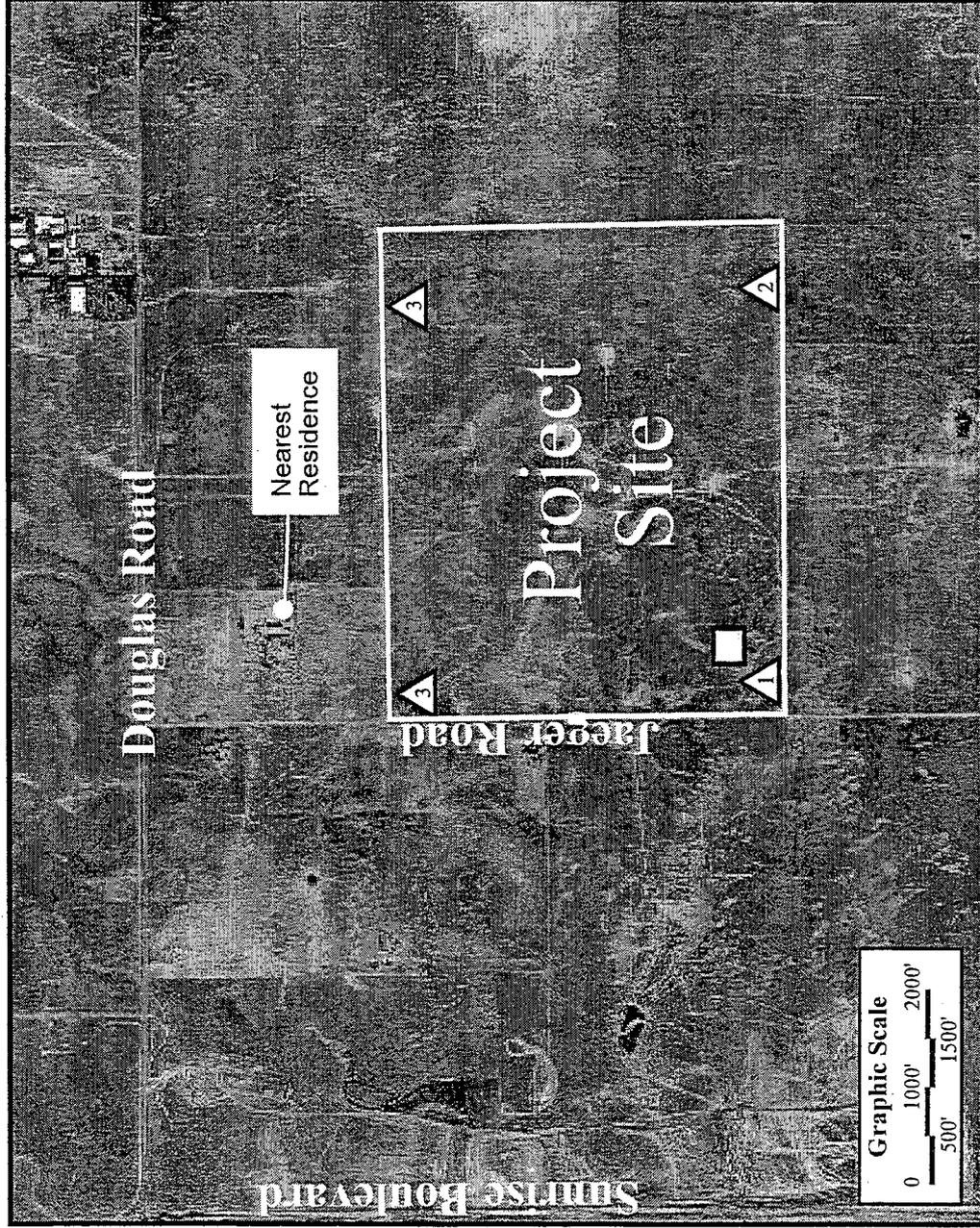
## ENVIRONMENTAL SETTING

### **Noise Fundamentals and Terminology:**

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and hence are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Table 1 illustrates common noise levels associated with various sources.

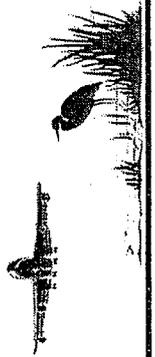
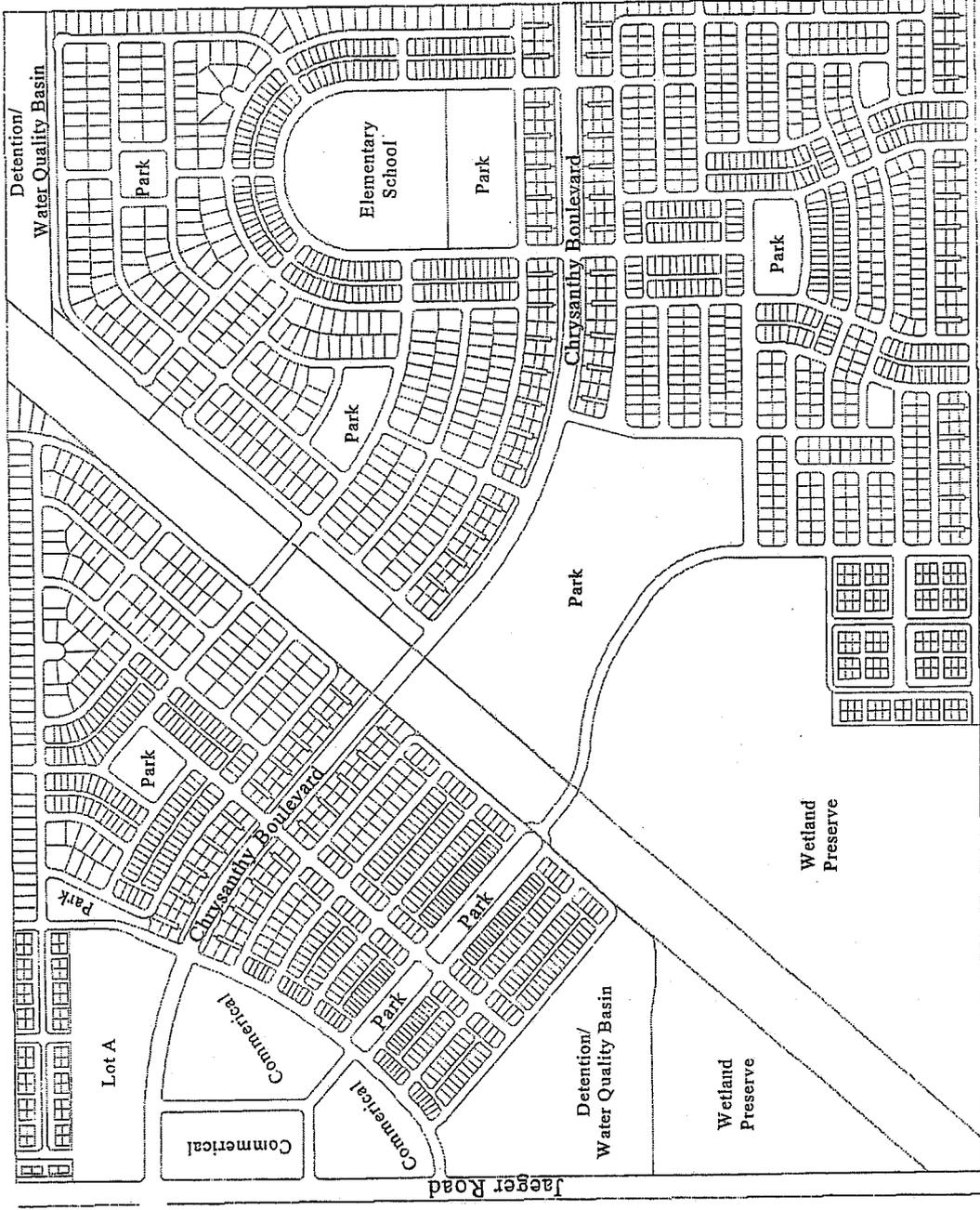
**Figure 1**  
**Sunridge Village Project Area**  
**Rancho Cordova, California**



□ : 24-Hour Noise Monitoring Site      # : Short-Term Noise Measurement Site



**Figure 2**  
**Sunridge Village Site Plan**  
**Rancho Cordova, California**



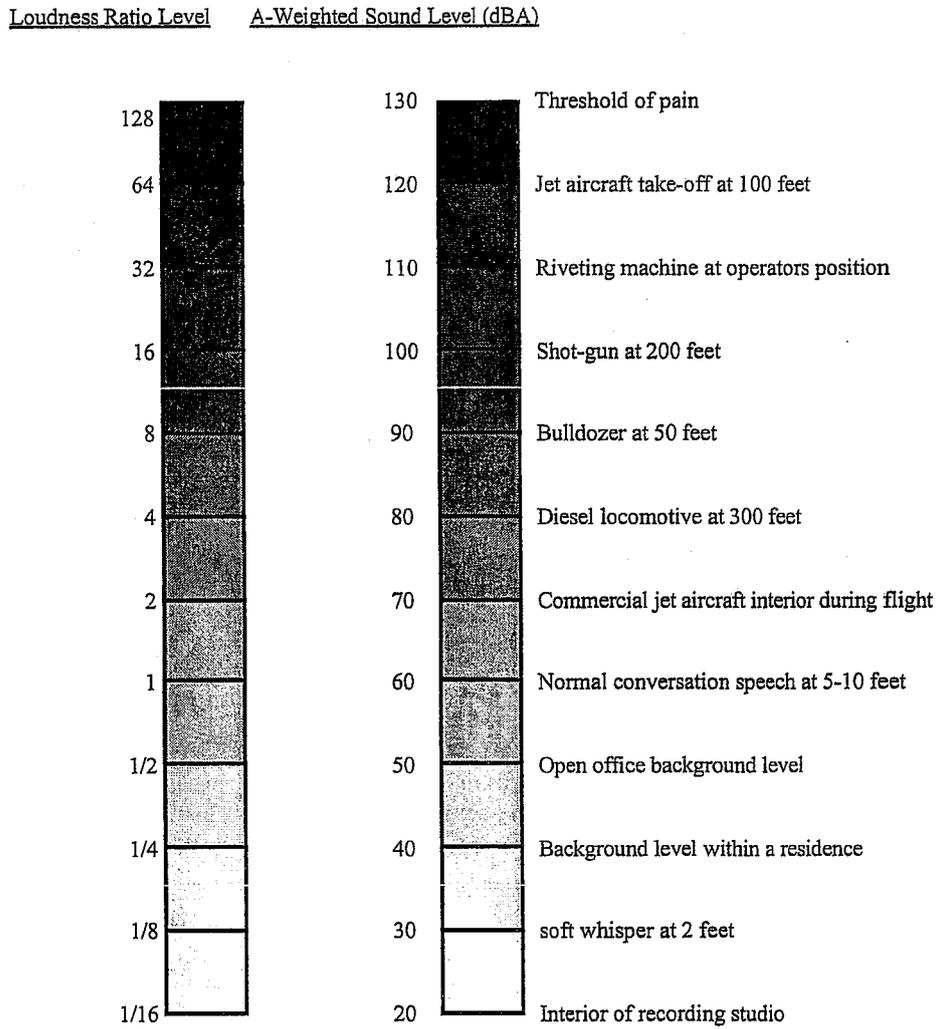
Bollard & Brennan, Inc.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (Leq), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The Leq is the foundation of the composite noise descriptor, Ldn, and shows very good correlation with community response to noise.

The Day-night Average Level (Ldn) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

**Table 1**  
**Typical A-Weighted Sound Levels of Common Noise Sources**



### **Description and Existing Land Uses in the Project Vicinity:**

The project vicinity consists of a number of ranches and open space. The proposed project is located within the larger Sunrise Douglas Community Plan (SDCP), which includes the approved Sunridge Specific Plan and the proposed Sunrise Douglas 2 Specific Plan area. The Sunridge Park and Sunridge Lot J projects make up the site's northern boundary and the approved Anatolia I and II projects are adjacent to the site's western border.

### **Description of Existing Noise Environment in the Project Vicinity:**

A combination of visual and noise level measurement surveys, use of existing acoustical literature, and application of accepted noise prediction methodologies were used to quantify the existing and projected future ambient noise environments in the project study area.

The existing ambient noise levels in the immediate project vicinity are typical of suburban areas affected primarily by distant traffic noise source and occasional aircraft events. No significant noise producing commercial or industrial noise sources were identified in the immediate project environment. Although aircraft noise is intermittently audible at the project site, the project site is located outside of the 60 dB Ldn/CNEL contour for Mather Airport.

To quantify the existing ambient noise environment in the project vicinity, Bollard and Brennan Inc. conducted a short-term ambient noise level measurement survey at four locations on the project site and continuous 24-hour measurements at one location, on March 1, 2005. The noise measurement locations are shown on Figure 1.

Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meters were used for the noise level measurement survey. The meters were calibrated before and after use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

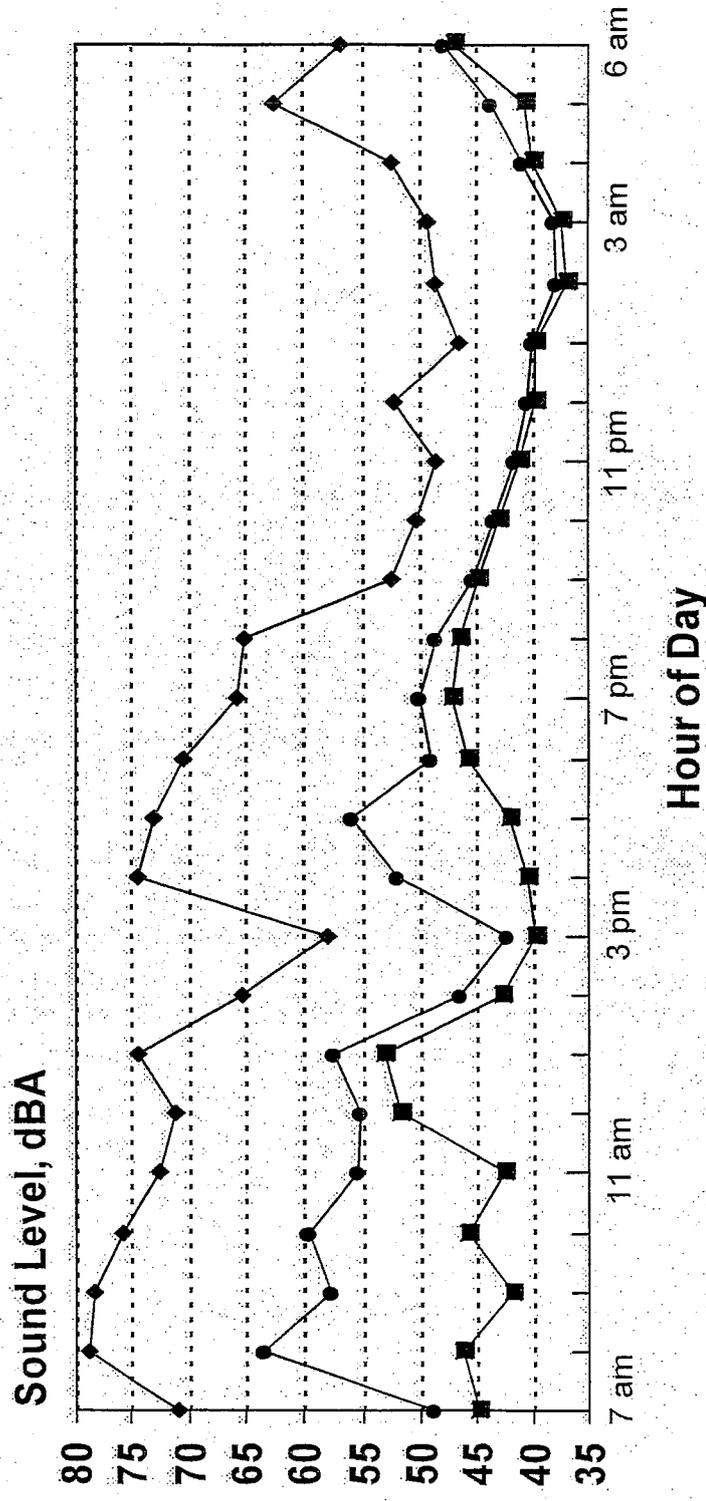
The sound level meter was programmed to record the maximum and average noise levels at each measurement site during the survey. The ambient noise level measurement results are provided in Table 2. Figure 3 shows the results of the continuous noise level measurements.

**Table 2**  
**Ambient Noise Monitoring Results**  
**Sunridge Village Project Site - March 1, 2005**

Site	Location	Duration (min)	Measured Sound Level, dBA	
			Average (Leq)	Maximum (Lmax)
1	Southwest corner of project site	15	51	56
2	Southeast corner of project site	15	49	55
3	Northwest corner of project site	15	38	45
4	Northeast corner of project site	15	37	45
A	Near SW corner of Project Site	24-hr.	48-56	47-79

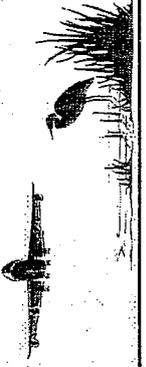
Source: Bollard & Brennan, Inc.

**Figure 3**  
**24-Hour Noise Measurement Results**  
**Sunridge Village – City of Rancho Cordova, California**  
**Wednesday March 2 – Thursday March 3, 2005**



Ldn = 55 dB

—●— Average (Leq) —◆— Maximum (Lmax) —■— L50



## REGULATORY SETTING

### City of Rancho Cordova Noise Policy:

The City of Rancho Cordova is in the process of developing a General Plan. Prior to the adoption of that plan, the City is utilizing the Sacramento County General Plan Noise Element standards. For the purposes of evaluating noise impacts due to new projects, the criteria contained within the Noise Element of the General Plan are used. The Sacramento County General Plan Noise Element establishes acceptable noise level criteria for both transportation and non-transportation noise sources. Table 3 provides the noise level performance criteria for new projects which are affected by or including non-transportation noise sources, such as those attributed to loading dock operations, and parking lot activities. These criteria are applied at the property line of noise-sensitive land uses.

For transportation noise sources, such as roadway noise, the Sacramento County General Plan establishes an "Acceptable" exterior noise level standard for residential uses of 60 dB Ldn, which is applied in the outdoor activity areas. A "Conditionally Acceptable" exterior noise level standard of 65 dB Ldn is applied only after careful study and inclusion of protective measures as needed for intended use. An interior noise level standard of 45 dB Ldn is also specified for residential uses.

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**Table 3**  
**Exterior Hourly Noise Level Performance Standards for Stationary Noise Sources**  
**Sacramento County General Plan as Utilized by the City of Rancho Cordova**

Minutes/Hour of Noise Generation ( $L_n$ )	Maximum Acceptable Noise Level, dBA	
	Daytime (7 am - 10 pm)	Nighttime (10 pm - 7 am)
30 ( $L_{50}$ )	50	45
15 ( $L_{25}$ )	55	50
5 ( $L_{8.3}$ )	60	55
1 ( $L_{1.7}$ )	65	60
0 ( $L_{max}$ )	70	65

Note:  $L_n$  means the percentage of time the noise level is exceeded during an hour.  $L_{50}$  means the level exceeded 50% of the hour,  $L_{25}$  is the level exceeded 25% of the hour, etc.

---

### Project-Related Noise Level Increases:

California Environmental Quality Act (CEQA) guidelines define a significant impact of a project if it "increases substantially the ambient noise levels for adjoining areas". In practice, significant noise impacts are usually identified in CEQA analyses if the project would result in a perceptible ambient noise level increase, commonly considered to be 3 dB.

## NOISE IMPACTS AND MITIGATION MEASURES

### Standards of Significance:

CEQA guidelines state that implementation of the project would result in significant noise impacts if the project would result in either of the following:

- A. Exposure of persons to or generation of noise levels in excess of standards established in the Sacramento County General Plan. Specifically, exterior and interior noise levels of 60 and 45 dB Ldn, respectively, for traffic and railroad noise, and the noise level standards contained in Table 3.
- B. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- C. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, defined as 3 dB.
- D. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, defined as 3 dB.
- E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, where the project would expose people residing or working in the area to excessive noise levels.
- F. For a project within the vicinity of a private airstrip, where the project would expose people residing or working in the project area to excessive noise levels.

### Methodology:

A combination of use of existing literature, and application of accepted noise prediction and sound propagation algorithms, were used to predict changes in ambient noise levels resulting from development within the Preserve at Sunridge project Area. Specific noise sources evaluated in this section include traffic, construction, and common noise sources associated with the types of land use designations proposed within the project area. Potential noise impacts of each of these major noise sources are described below.

## **Traffic Noise Impact Assessment Methodology:**

### **Traffic Noise Prediction Model**

To describe future noise levels due to traffic, the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used. The FHWA model is the analytical method currently favored for highway traffic noise prediction by most state and local agencies, including the California Department of Transportation (Caltrans). The model is based upon the Calvenno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly Leq values for free-flowing traffic conditions. To predict Ldn values, it is necessary to determine the day/night distribution of traffic and adjust the traffic volume input data to yield an equivalent hourly traffic volume.

### **FHWA Traffic Noise Prediction Model Inputs and Results**

Peak Hour traffic volumes were obtained from the traffic study prepared for this project. The FHWA Model inputs and results for all project scenarios are contained in the appendices. Table 4 shows the predicted project and no-project traffic noise levels at a reference distance of 75 feet from the roadway centerlines, as well as the distances to the 65 and 70 dB Ldn contours.

**Table 4**  
**Near-Term Traffic Noise Levels**  
**Preserve at Sunridge Project - City of Rancho Cordova, California**

		75' From Roadways Centerline (dB)		
		2014		
Roadway	Segment Description	No -Project	Project	Change
SR 16	Excelsior Road to Eagles Nest Road	68	68	0
	Sunrise Boulevard to Grant Line Road	68	68	0
Kiefer Blvd.	Grant Line to SR 16	63	63	0
Mather Blvd.	Femoyer Street to Douglas Road	69	69	0
Douglas Road	Mather Boulevard to Sunrise Boulevard	70	70	0
	Sunrise Boulevard to Jager Road	69	70	+1
	Americanos Boulevard to Grant Line Road	60	60	0
International Dr.	Jaeger Road to Americanos Boulevard	N/A	N/A	N/A
	South White Rock to Zinfandel Drive	66	66	0
	Zinfandel Drive to Kilgore Road	68	68	0
White Rock Rd.	Zinfandel Drive to Sunrise Boulevard	69	69	0
	Sunrise Boulevard to Grant Line Road	65	65	0
Folsom Blvd.	Zinfandel Drive to Sunrise Boulevard	69	69	0
	Sunrise Boulevard to Hazel Avenue	67	67	0
Mather Field Rd.	Folsom Boulevard to US 50 WB Ramps	70	70	0
	US 50 EB Ramps to International Drive	71	71	0
Zinfandel Dr.	Folsom Boulevard to US 50 WB Ramps	69	69	0
	US 50 EB Ramps to White Rock Road	72	72	0
	White Rock Road to International Drive	69	69	0
Sunrise Blvd.	Gold Country Boulevard to Coloma Road	74	74	0
	Coloma Road to US 50 WB Ramps	75	75	0
	US 50 EB Ramps to Folsom Boulevard	73	73	0
	Folsom Boulevard to White Rock Road	71	71	0
	White Rock Road to Douglas Road	71	71	0
	Douglas Road to Pyramid Boulevard	N/A	N/A	N/A
	Pyramid Boulevard to Kiefer Boulevard	N/A	N/A	N/A
	Douglas Road to Kiefer Boulevard	72	72	0
Hazel Ave.	Kiefer Boulevard to SR 16	72	72	0
	SR 16 to Grant Line Road	70	70	0
	US 50 WB Ramps to Winding Way	74	74	0
Grant Line Rd.	White Rock Road to Douglas Road	67	67	0
	Douglas Road to SR 16	67	67	0
	SR 16 to Sunrise Boulevard	66	66	0

Notes: FHWA Model input data are provided in Appendix B.  
Source: FHWA-RD-77-108 with inputs from Traffic Section and Bollard & Brennan, Inc.

## Noise Impact Assessment Methodology for Future Noise-Producing Uses Developed Within the Plan Area

There are a variety of noise sources associated with future development within the project area which have to potential to create noise which may affect future noise-sensitive developments within the project area. Such uses/noise sources include, but are not limited to, commercial loading docks associated with proposed commercial uses, school playgrounds and neighborhood parks.

At the project area level, detailed site and grading plans associated with the park and school uses have not yet been developed. As a result, it is not feasible to identify specific noise impacts associated with these sources. Rather, the potential for these sources to generate excessive or annoying noise levels is identified, and consideration of that potential during the design phases of the development is encouraged.

Conceptual site plans for the commercial area have been developed and the potential noise generation of the commercial uses is analyzed below. Specifically, the commercial aspect of the project includes a 55,000 s.f. grocery store, 8 retail buildings/pads of approximately 8,000 to 10,000 s.f. and 6 mixed-use buildings/pads ranging from 2,400 to 4,200 square feet. Figure 4 shows the conceptual site plan for the commercial uses.

### Loading Docks:

Due to the elevated noise emissions of heavy trucks and the common practice of utilizing loading docks during late night or early morning hours, adverse public reaction to loading dock usage is not uncommon. This is especially true if heavy trucks idle during unloading or if refrigeration trucks are parked in close proximity to residential boundaries.

Average noise levels for single idling trucks generally range from 60 to 65 dB  $L_{eq}$  at a distance of 100 feet, and maximum noise levels associated with heavy truck passages range from 70 to 75 dB  $L_{max}$  at a distance of 100 feet. Maximum noise levels generated by passages of medium duty delivery trucks generally range from 55 to 65 dB at a distance of 100 feet, depending on whether or not the driver is accelerating. In light of these levels, a single heavy truck pass-by on a loading dock access route could result in exceedance of the County's maximum Noise Element standards at the residential uses proposed immediately

#### Mechanical Equipment Associated with Commercial Uses:

The commercial stores will likely have packaged roof-top HVAC units which will provide cooling of the retail spaces and the grocery store will require additional mechanical equipment for food cold storage. Noise levels for roof-top HVAC units were estimated based upon published data for packaged HVAC units (Bolt Beranek and Newman Inc., *Noise Control for Buildings and Manufacturing Plants*). Hourly average noise level for HVAC units is predicted to be 50 dB  $L_{50}$  at the nearest residential uses, after consideration of shielding by the rooftops or parapets. Noise generated by the grocery store mechanical equipment will be a function of the design and placement of that equipment, and cannot practically be determined at this time.

#### Parking Lot Circulation Associated with Commercial Uses:

The conceptual site plans for the commercial area indicate that there will be residential uses located immediately adjacent to commercial parking areas. As a means of estimating the noise levels due to parking lot activities, noise level data collected for parking lots collected by Bollard & Brennan, Inc. was utilized. Although the number of parking spaces is not identified on the conceptual site plans, parking lot noise analyses conducted for similar projects in recent years indicate that parking lot noise levels at the nearest residential uses would be approximately 50 dB  $L_{50}$ .

#### School Playing Fields and Parks:

Children playing on school playgrounds, at neighborhood parks and in daycare centers are often considered potentially significant noise sources which could affect nearby noise-sensitive land uses. Typical noise levels associated with groups of children playing at a distance of 50 feet generally range from 55 to 60 dB  $L_{50}$ , with maximum noise levels ranging from 70 to 75 dB  $L_{max}$ .

According to the overall project site plan shown by Figure 2, no residential land uses would back up to park or school uses. Given this layout, there would be roadways between the outdoor play areas and residences, providing a buffer between the two uses. In addition, many of the proposed residential uses will face the park and school areas, thereby shielding the primary outdoor activity areas (backyards and patios) from view of the play areas.

## **Construction Noise Impact Assessment Methodology**

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. Activities involved in construction would generally generate maximum noise levels ranging from 85 to 90 dB at a distance of 50 feet. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A significant project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from construction sites. This noise increase would be of short duration, and would likely occur primarily during daytime hours.

## **SPECIFIC IMPACTS AND MITIGATION MEASURES**

### **Traffic Noise Impacts**

#### **Impact 1: Project-Related Traffic Noise Level Increases - Near Term**

The Table 4 data indicate that the near-term traffic noise level increase associated with the development within the project area versus the No-Project condition will range from 0 to 1 dB on the major roadways in the immediate project vicinity. The significance criteria for project-related traffic noise level increases is 3 dB. Therefore, relative to the no-project condition, this impact would be considered less than significant.

**Mitigation required for Impact 1: *None***

### **Noise Impacts Associated with Noise-Producing Developments Located Within Project Area**

#### **Impact 2: Commercial Noise Sources**

Due to the proximity of proposed commercial uses to proposed residential uses within the project site, noise generated by loading dock activities and mechanical equipment may exceed the noise level standards of the City of Rancho Cordova. As a result, this impact is considered to be significant.

#### **Mitigation for Impact 2:**

**MM 2-a:** Rooftop parapets should be included in the project design so that no rooftop mechanical equipment is visible from proposed residential uses.

**MM 2-b:** Mechanical equipment associated with the proposed grocery store food cold storage should be located within a mechanical equipment room or designed so as not to exceed the noise level standards utilized by the City of Rancho Cordova. As with the air conditioning systems for the smaller uses, all rooftop mechanical equipment constructed for the proposed grocery store shall be shielded from view of adjacent residential uses by a rooftop parapet.

**MM 2-c:** The commercial loading dock associated with the proposed grocery store should be shielded from view of the nearby proposed residences by a solid noise barrier 8-feet in height. The identified location for such a barrier is shown on the conceptual site plan for the commercial area on Figure 4.

**MM 2-d:** To the extent possible, commercial deliveries within 100 feet of residential uses should be limited to daytime hours (7 am to 10 pm).

**Significance after Mitigation: *Less than Significant***

### **Impact 3: School and Park Playing Field Noise Sources**

Due to the proximity of proposed elementary school and parks to proposed residential uses within the project site, noise generated by outdoor playing field activities may exceed the noise level standards of the City of Rancho Cordova. As a result, this impact is considered to be significant.

#### **Mitigation For Impact 3:**

**MM 3-a:** Active recreation areas of school playgrounds and neighborhood parks should be located as far as possible from residential property lines.

**MM 3-b:** future residences of the community which are located adjacent to parks or schools should be provided with disclosure statements identifying the presence of the future school and park sites and the potential for elevated noise levels at those locations during usage of those facilities for outdoor activities.

**Significance after Mitigation: *Less than Significant***

## **Noise Impacts Associated with Construction Within the Project Area**

### **Impact 4: Construction Within the Project Area**

Activities associated with construction will result in elevated noise levels within the project area, and could generate noise levels in excess of the Sacramento County General Plan Noise Element standards or expose future residents within the area to substantial short-term increases in ambient noise levels. Activities involved in construction would typically generate maximum noise levels ranging from 85 to 90 dB at a distance of 50 feet. Construction activities would be temporary in nature and would occur during normal daytime working hours. Because construction activities would result in periods of elevated noise levels, this impact is considered significant.

#### **Mitigation for Impact 4**

**MM 4a:** Construction activities should adhere to the requirements of the Sacramento County General Plan Noise Element with respect to hours of operation, muffling of internal combustion engines, and other factors which affect construction noise generation and its effects on noise-sensitive land uses.

**Significance after Mitigation: *Less than Significant***

## **Noise Impacts Associated with Mather Airport Operations**

### **Impact 5: Aircraft Noise**

According to the noise contours for Mather Airport, the Preserve at Sunridge project area is located outside of the 60 dB CNEL/Ldn aircraft noise contour. As a result, the project site is not considered to be impacted by aircraft noise.

**Mitigation required for Impact 5: *None Required***

## CUMULATIVE CONDITIONS

### Setting:

Noise generated by uses developed within the project area is not expected to appreciably contribute the ambient noise conditions beyond the project boundaries. In addition, noise generated by similar developments proposed adjacent to the Preserve at Sunridge is not anticipated to appreciably affect this community. Nonetheless, the changes in cumulative traffic noise conditions which would be attributable to this project were analyzed and are included in Table 5 for conditions with and without the Hazel Avenue component.

**Table 5**  
**Cumulative Traffic Noise Levels**  
**Preserve at Sunridge Project - City of Rancho Cordova, California**

Roadway	Segment Description	Cumulative W/O Hazel Ave.			Cumulative With Hazel Ave.		
		No - Project	Project	Change	No - Project	Project	Change
SR 16	Excelsior Road to Eagles Nest Road	69	69	0	69	69	0
	Sunrise Boulevard to Grant Line Road	69	69	0	69	69	0
Kiefer	Grant Line to SR 16	66	66	0	66	66	0
Mather	Femoyer Street to Douglas Road	69	69	0	69	69	0
Douglas	Mather Boulevard to Sunrise Boulevard	71	72	+1	71	72	+1
	Sunrise Boulevard to Jager Road	71	71	0	71	72	+1
	Americanos Boulevard to Grant Line Road	69	69	0	69	69	0
International	Jaeger Road to Americanos Boulevard	69	69	0	69	69	0
	South White Rock to Zinfandel Drive	69	69	0	69	69	0
	Zinfandel Drive to Kilgore Road	70	70	0	70	70	0
White Rock	Zinfandel Drive to Sunrise Boulevard	71	71	0	71	71	0
	Sunrise Boulevard to Grant Line Road	68	68	0	68	68	0
Folsom	Zinfandel Drive to Sunrise Boulevard	69	69	0	69	69	0
	Sunrise Boulevard to Hazel Avenue	67	67	0	67	67	0
Mather Field	Folsom Boulevard to US 50 WB Ramps	70	70	0	70	70	0
	US 50 EB Ramps to International Drive	72	72	0	72	72	0
Zinfandel	Folsom Boulevard to US 50 WB Ramps	69	69	0	69	69	0
	US 50 EB Ramps to White Rock Road	74	74	0	74	74	0
	White Rock Road to International Drive	71	71	0	71	71	0
Sunrise	Gold Country Boulevard to Coloma Road	75	75	0	75	75	0
	Coloma Road to US 50 WB Ramps	76	76	0	76	76	0
	US 50 EB Ramps to Folsom Boulevard	73	73	0	73	73	0
	Folsom Boulevard to White Rock Road	73	73	0	73	73	0
	White Rock Road to Douglas Road	73	73	0	73	73	0
	Douglas Road to Pyramid Boulevard	75	75	0	75	75	0
	Pyramid Boulevard to Kiefer Boulevard	74	74	0	74	74	0
	Douglas Road to Kiefer Boulevard	N/A	N/A	N/A	N/A	N/A	N/A

**Table 5**  
**Cumulative Traffic Noise Levels**  
**Preserve at Sunridge Project - City of Rancho Cordova, California**

Roadway	Segment Description	Cumulative W/O Hazel Ave.			Cumulative With Hazel Ave.		
		No - Project	Project	Change	No - Project	Project	Change
	Kiefer Boulevard to SR 16	74	74	0	74	74	0
	SR 16 to Grant Line Road	72	72	0	72	72	0
Hazel	US 50 WB Ramps to Winding Way	76	76	0	76	76	0
Grant Line	White Rock Road to Douglas Road	69	69	0	70	70	0
	Douglas Road to SR 16	69	69	0	69	69	0
	SR 16 to Sunrise Boulevard	67	68	+1	67	67	0
Pyramid	Sunrise Boulevard to Jaeger Road	68	69	+1	67	69	+2
	Jaeger Road to Americanos Boulevard	69	71	+2	69	71	+2
Kiefer	Eagles Nest Road to Sunrise Boulevard	69	69	0	69	69	0
	Sunrise Boulevard to Jaeger Road	68	68	0	68	68	0
Eagle Nest	Mather Boulevard to Douglas Road	72	72	0	72	72	0
	Douglas Road to Kiefer Boulevard	68	68	0	68	68	0
	Kiefer Boulevard to SR 16	66	66	0	66	66	0
Sunrise Reliever	U.S. 50 to Easton Parkway	75	75	0	74	75	+1
	Easton Parkway to White Rock Road	74	74	0	74	74	0
Jaeger	White Rock Road to Douglas Road	70	70	0	70	70	0
	Douglas Road to Pyramid Boulevard	71	72	+1	71	72	+1
	Pyramid Boulevard to Kiefer Boulevard	67	68	+1	67	67	0
Americanos	White Rock Road to Douglas Road	67	68	+1	67	67	0
	Douglas Road to Pyramid Boulevard	70	70	0	70	70	0

Notes: FHWA Model input data are provided in the Appendices.  
Source: FHWA-RD-77-108 with inputs from Traffic Section and Bollard & Brennan, Inc.

## **Cumulative Impacts:**

### **Traffic Noise Impacts**

#### **Impact 6: Project-Related Traffic Noise Level Increases - Cumulative Conditions**

The Table 5 data indicate that the projects contribution to the cumulative traffic noise level increase in the area would be near-term traffic noise level increase associated with the development within the project area versus the No-Project condition will range from 0 to 2 dB on the major roadways in the immediate project vicinity. The significance criteria for project-related traffic noise level increases is 3 dB. Therefore, relative to the no-project condition, this impact would be considered less than significant.

#### **Mitigation required for Impact 6: *None Required***

#### **Impact 7: Cumulative Traffic Noise Levels at Future Noise-Sensitive Developments within the project area.**

The Table 5 data indicate that future traffic noise levels at a distance of 75 feet from the future Jaeger Road are predicted to exceed the City's 60-65 dB Ldn range of acceptable noise levels for residential outdoor activity areas. In addition, it is likely that future traffic noise levels at residences located adjacent to Chrysanthy Boulevard (the main east west arterial) would exceed the City's noise level standards should future traffic volumes on that roadway exceed 5,000 vehicles per day. As a result, this impact is considered significant.

#### **Mitigation for Impact 7:**

**MM 7-a:** Outdoor activity areas (backyards or patio areas) of the residences proposed adjacent to Jaeger Road and Chrysanthy Boulevard should either be located on the opposite side of the residence from the roadway (thereby having the residential structure shield the sensitive outdoor areas from excessive traffic noise) or solid noise barrier should be constructed adjacent to those individual areas to intercept line of sight to the adjacent roadway noise sources.

**MM 7-b:** Mechanical ventilation (air conditioning) should be provided for all residences located within this development to allow occupants to close doors and windows as desired to achieve acoustical isolation.

**MM 7-c:** All bedroom windows of the residences constructed adjacent to Jaeger Road from which that roadway is visible should have a minimum Sound Transmission Class (STC) rating of 30.

**Significance after Mitigation: *Less than Significant***



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**APPENDIX 4.6**  
**AIR QUALITY IMPACT EVALUATION**

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**AIR QUALITY PLAN**  
**FOR**  
**THE PRESERVE**

Prepared for:

JAEGER 530, LLC

&

CITY OF RANCHO CORDOVA

Prepared by:

THE HOYT COMPANY  
(916)448-2440



August 29, 2005

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Attached:  
Compliance Form

## 1.0 BACKGROUND ON SACRAMENTO AIR QUALITY

*Ground-level ozone, a primary ingredient in smog, is formed when volatile organic compounds (VOCs) and NO<sub>x</sub> react chemically in the presence of sunlight. Car, trucks, power plants and industrial facilities are primary sources of these emissions. Ozone pollution is a concern during the summer months when the weather conditions needed to form ground-level ozone - lots of sun and hot temperatures - normally occur. Ozone also aggravates asthma, damages the lining of the lungs and makes breathing more difficult.*

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Reducing the number of automobile trips and other air quality impacts resulting from development is an important component of improving the overall air quality in the Sacramento region and meeting attainment. To reduce air quality pollution resulting from development in the Sacramento Metropolitan Air Quality Management District has developed Air Quality Mitigation Measures. These mitigation measures are used to reduce air pollutants related to new development by 15%.

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<sup>1</sup> U.S. Environmental Protection Agency, 2005, [www.epa.gov/ozonedesignations](http://www.epa.gov/ozonedesignations)  
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## **2.0 AIR QUALITY MEASURES OVERVIEW**

An air quality plan is developed to reduce air quality impacts brought on by new development. This is usually accomplished by decreasing single occupancy commute trips, and through prudent land use and building design. Measures are chosen on the basis of a project's location, employee/residential density, nature of business (land use), hours of operation, accessibility to transit and/or bicycle/pedestrian amenities, and commitment to air quality from the employer and/or developer. Because of the mixed use design and the lack of transit, this Plan is designed to actively promote bicycle and pedestrian and building design features. However, the design does accommodate plans for future bus service (designated bus stop areas).

## **3.0 PROJECT DESCRIPTION/MIXED USE 3.0% - #29**

The Preserve is a true mixed use community in the center of the Sunrise Douglas Community Plan area within the City of Rancho Cordova. A Town Center, with retail services such as grocery, specialty markets, and restaurants will attract visitors. Commercial and office areas are planned as well (15 buildings ranging in square footage - 2,400 s.f. to 55,000 s.f.). The Town Center is intended to serve the project as well as others within the Sunrise Douglas Community Plan area.

Residential components include 2,415 single family homes and 288 multi-family units. Varying housing styles create an interesting environment. Homes facing green space, commercial/residential lofts, and small alley-loaded cottages are examples of the styles found within The Preserve.

Neighborhood parks are scattered throughout the project. A large community park and open space and wetland preserve provide more green space. Parkways and landscaped corridors have been planned to encourage pedestrian and bicycle usage.



**The Preserve at Sunridge**  
General Plan and Special Planning Area Zoning Handbook

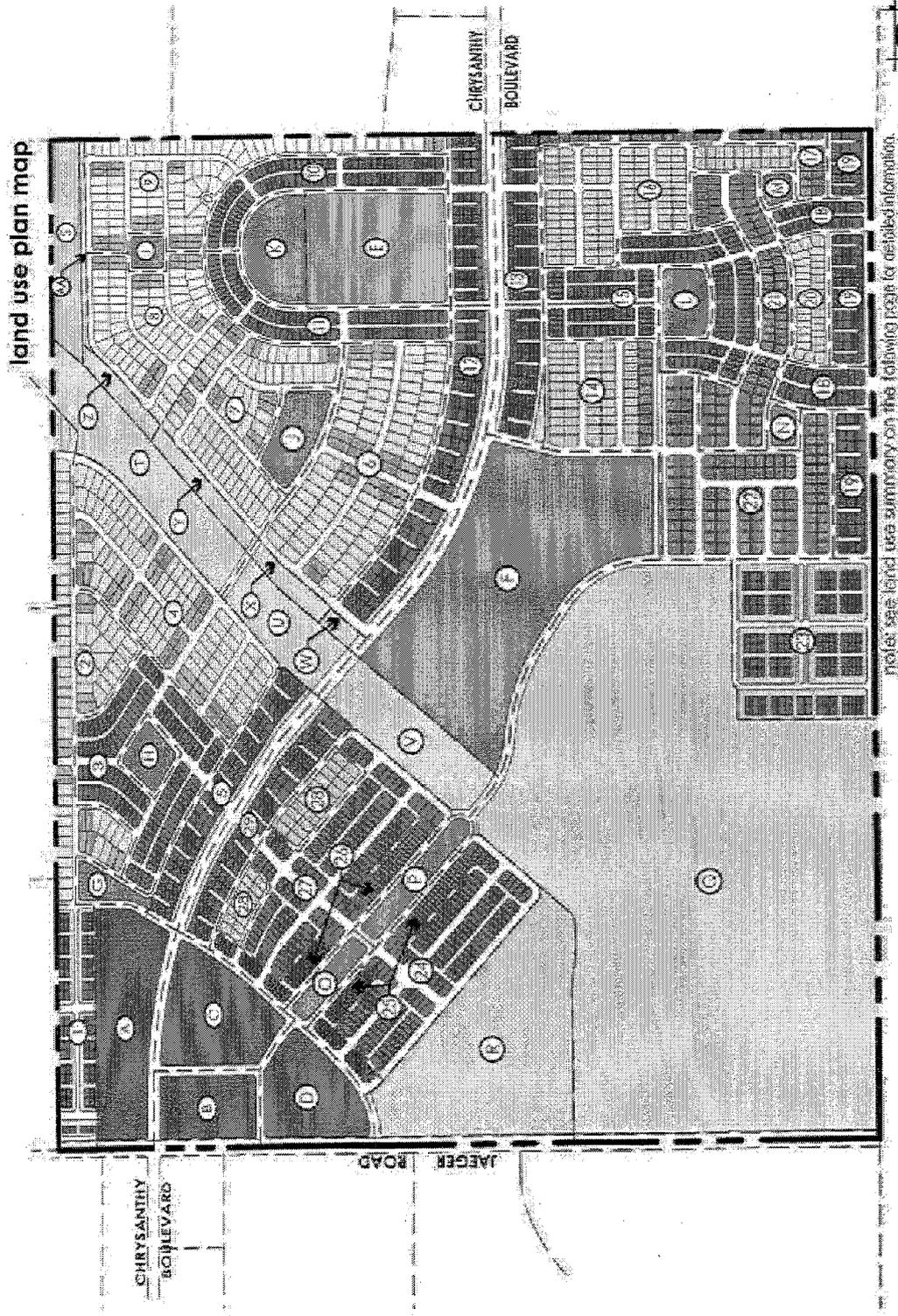


Exhibit 5 - Land Use Plan Map

#### 4.0 AVERAGE RESIDENTIAL DENSITY (1.5%) - #26

Increasing the density of a project directly relates to improved air quality. The higher the density, the more likely one is to meet a neighbor to form a carpool or to walk or bicycle to work, school, park or the Town Center.

The Preserve has planned a community with a mix of densities that are high enough to enable residents to walk or bicycle to the Town Center or other activity areas. The average overall residential density of 14 dwelling units/acre.

#### 5.0 GRID STYLE STREET SYSTEM (2.5%) - #27

Grid style street systems reduce traffic congestion and smooth the flow of traffic by reducing the load on higher capacity streets. Projects with cul-de-sacs, dead-end streets, or an abundance of looping patterns typically create poor circulation.

The Preserve has an internal roadway system that has been designed to be grid-style without cul-de-sacs or dead-end streets to facilitate maximum mobility.

#### 6.0 CSA-10 (2.5%) - #99

County Service Area #10 (CSA-10) currently encompasses four development areas in the Sunrise Boulevard/Highway 50 Corridor. The purpose of CSA-10 is to fund shuttle bus service and other transportation demand management services for residential and non-residential uses in specific areas of development. Costs for those currently covered by CSA-10 range from \$30-\$50 per household and \$460-\$1,282 per acre for commercial and other uses with a yearly inflation rate of 6%. Costs for The Preserve will likely be based on the current ranges.

CSA-10 is under the authority of LAFCO. The City of Rancho Cordova has begun the process to take over administration of CSA-10. In doing so the city will be able to expand service areas. This process will likely be complete in December of 2005. The Preserve will be annexed into CSA-10, regardless of the administrator.

A shuttle that would connect the CSA-10 service area to light rail stations and job centers will be the main service provided by the funding. This service is planned to continue until Regional Transit extends bus service to the site area (please refer to map on the following page to view existing bus service in proximity to the project). Other programs and services will be provided and will likely include those supporting transportation demand management:

- Guaranteed Ride Home program
- Bicycle incentives
- Transportation plans for employers
- Transportation coordinator training
- Transit subsidies
- Education programs
- Infrastructure support

The proponent of The Preserve at Sunridge will take all actions necessary to assure that The Preserve will be included as a benefit zone in the new special assessment area or other CSA-10 type mechanism. Those steps include participation in a balloting process, essentially voting themselves in to the City of Rancho Cordova special assessment area, and being willing to pay the special assessment. The balloting process should occur prior to the recordation of the final subdivision map.



## **7.0 INFORMATION KIOSK (0.5%) - #8**

Prior to occupancy, all tenants and residents shall have available to them information that encourages improved air quality such as maps and schedules regarding the use of the shuttle, Regional Transit (bus and light rail), regional ridesharing programs. Other information, regarding programs and services provided by the CSA-10, should also be posted here such as Guaranteed Ride Home program information.

This information should be posted in the home sales office, apartment rental office, and in employee common areas such as breakroom or where other employee information is posted. Additionally a kiosk will be provided in the commercial area of the project where there will likely be a high volume of pedestrian traffic. This kiosk will also provide alternative transportation information.

## **8.0 BICYCLE ACCESS/PROGRAMS**

### **8.1 Non-Residential Projects Provide Bicycle Storage (0.5%) - #1**

Having a secure place to store one's bicycle is a concern for those who would like to bicycle to work. Class I lockers, fully enclosed and locked units, provide the optimum storage for bicycles. Class II racks are those that one would chain their bicycle to and are usually in front of building entrances.

Bicycle storage facilities will be dispersed throughout the site for maximum, easy access by employees, visitors and customers. The provision of bicycle storage facilities is intended to encourage employees to commute to work by bicycle as well as customer travel by bicycle, rather than by SOV.

Secured bicycle parking will be provided free of charge to employees and visitors. Required bicycle storage will be provided at a ratio of one bicycle storage space for every 25 designated employee parking spaces (Class I). Class I storage may be provided in the form of an enclosed locker or in a covered locked area. Class II storage for visitors will be provided at a ratio of one storage space for every 33 designated visitor parking spaces (Class II storage will be in the form of frame-locking racks).

### **8.2 Residential Bicycle Storage (0.5%) - #4**

The Preserve will provide Class I bicycle storage at apartments. Class I storage will include either an enclosed locker or a covered locked area such as a garage.

### **8.3 Proximity to Bicycle Lanes (1.0%) - #5**

Class II bicycle lanes (on-street striping) are planned on all primary residential streets (see site plan on page 2).

### **8.4 Eliminate Barriers that Impede Circulation (1.0%) - #33**

The Preserve has been designed to maximize bicycle and pedestrian connectivity between land uses. There will not be any soundwalls or gates within the project. Typically soundwalls are constructed between land uses. Specifically between residential and retail or commercial/office areas. Because it is so important to improve pedestrian and bicycle circulation, these impediments have not been planned.

### **8.5 Separate, Safe Bicycle and Pedestrian Paths Connecting Uses: (2.0%) - #32**

Separate and safe pedestrian and bicycle corridors connect the project to the uses within The Preserve and to adjacent Sunridge and Suncreek Plan area. Sidewalks and Class II bike lanes connect to a parkway entrance to the Town Center.

Please see map on page 2 of this document to view the pedestrian and bicycle circulation system.

## **9.0 CONCLUSION**

The Preserve is an innovative and exemplary mixed use project. An environment has been designed whereby residents and visitors will feel the ease of mobility. Destinations such as the Town Center and neighborhood parks will attract pedestrians and bicyclists. Outdoor cafes and shopping with water features and other design elements within the center will further enhance the community. By providing a mix of uses, housing density and variety of style (such as facing green space), and an extensive pedestrian and bicycle circulation system, The Preserve provides the necessary mitigation required to improve our region's air quality.

# **COMPLIANCE FORM**

**AIR QUALITY PLAN COMPLIANCE FORM  
THE PRESERVE**

A total of 15% air quality mitigation is required for this project.

#	Air Quality Measures	Credit
1	Provide bicycle lockers and / or racks	0.50%
4	Bicycle storage at apartments	0.50%
5	Located within 1/2 mile of existing Class II bicycle lane	1.00%
8	Provide a display case/kiosk displaying alternative transportation information	0.50%
26	Residential density between 7-14 d.u. per acre	1.50%
27	Grid-style roadway system	2.50%
29	Mixed use - retail, personal services, office on a contiguous site	3.00%
32	Separate & safe bicycle & pedestrian paths connecting residential, commercial & office uses	2.00%
33	Provide development pattern that eliminates physical barriers that impede pedestrian/bike activity	1.00%
99	CSA -10	2.50%

<b>TOTAL AIR QUALITY</b>	<b>15.00%</b>
--------------------------	---------------

The Preserve  
Project Name

River West Investments  
Applicant Name

B. Haggge  
Applicant Signature

Approved By:

Bret Haggge

**AIR QUALITY PLAN**  
**FOR**  
**THE PRESERVE**

Prepared for:

JAEGER 530, LLC

&

CITY OF RANCHO CORDOVA

Prepared by:

THE HOYT COMPANY  
(916)448-2440



August 29, 2005

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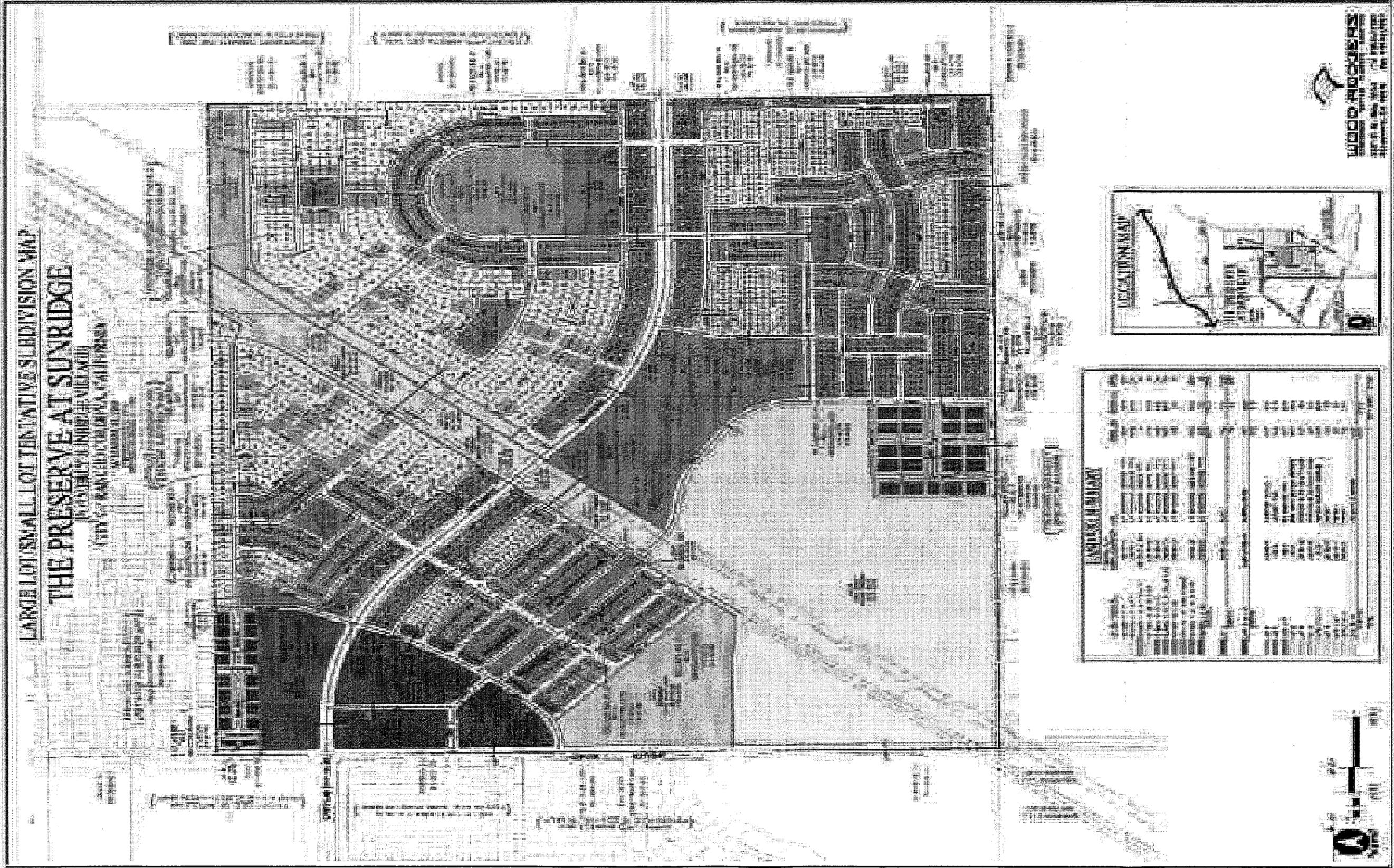
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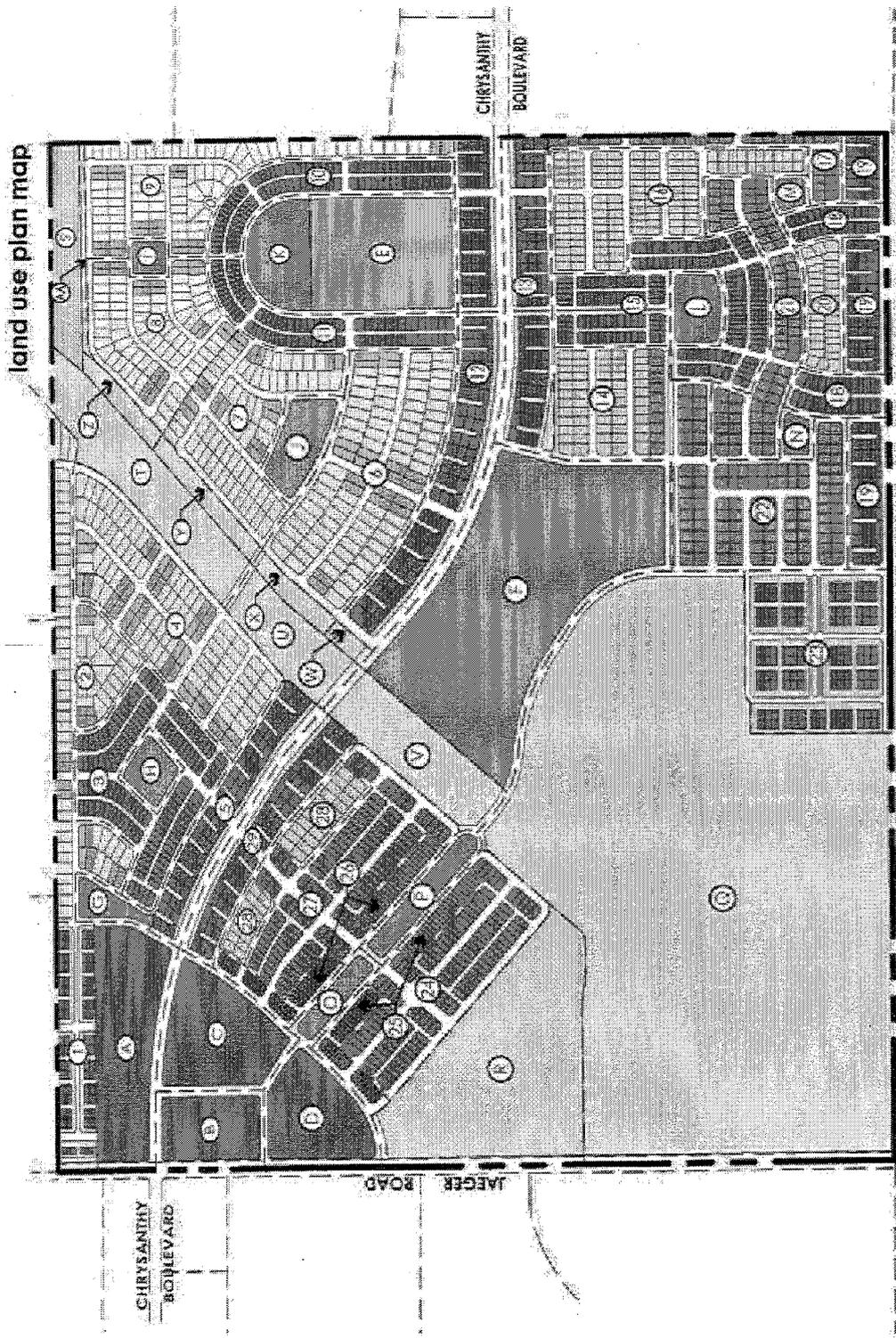


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27	Grid-style roadway system	2.50%
29	Mixed use - retail, personal services, office on a contiguous site	3.00%
32	Separate & safe bicycle & pedestrian paths connecting residential, commercial & office uses	2.00%
33	Provide development pattern that eliminates physical barriers that impede pedestrian/bike activity	1.00%
99	CSA -10	2.50%

<b>TOTAL AIR QUALITY</b>	<b>15.00%</b>
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The Preserve

Project Name

River West Investments

Applicant Name

B. Hogge

Applicant Signature

Approved By:

Bret Hogge

**AIR QUALITY IMPACT EVALUATION FOR THE PRESERVE AT SUNRIDGE, CITY  
OF RANCHO CORDOVA**

Prepared for:  
City of Rancho Cordova  
3121 Gold Canal Drive  
Rancho Cordova, CA. 95570

July 2005

## **INTRODUCTION**

This report describes the impacts of the proposed project on local and regional air quality. This report was prepared using methodologies and assumptions recommended within the air quality impact assessment recommendations of the Sacramento Metropolitan Air Quality Management District.<sup>1</sup> In keeping with these recommendations, the section describes existing air quality, construction-related impacts, direct and indirect emissions associated with the project, the impacts of these emissions on both the local and regional scale, and mitigation measures warranted to reduce or eliminate any identified significant impacts.

## **EXISTING CONDITIONS**

### **Air Basin Characteristics**

The project lies at the southern end of the Sacramento Valley, a broad, flat valley bounded by the coastal ranges to the west and the Sierra Nevada to the east. A sea level gap in the Coast Range (the Carquinez Strait) is located approximately 50 miles southwest and the intervening terrain is very flat. The prevailing wind direction is southwesterly, which occurs when marine breezes flow through the Carquinez Strait. Marine breezes dominate during the spring and summer months, and show strong daily variations. Highest average wind speeds occur in the afternoon and evening hours; lightest winds occur in the night and morning hours. During fall and winter, when the sea breeze diminishes, northerly winds occur more frequently, but southwesterly winds still predominate.

The project is within the Sacramento Metropolitan Air Quality Management District, which is part of the Sacramento Valley Air Basin. The Sacramento Valley Air Basin has been further divided into Planning Areas called the Northern Sacramento Valley Air Basin (NSVAB) and the Greater Sacramento Air region, designated by the U.S. Environmental Protection Agency (EPA) as the Sacramento Federal Ozone non-attainment area. The non-attainment area consists of all of Sacramento and Yolo counties and parts of El Dorado, Solano, Placer, and Sutter counties.

The San Francisco Bay Area Air Basin lies to the west, and the San Joaquin Valley Air Basin is located to the south of the Planning Area. Considerable transport of pollutants occurs between these air basins, so that air quality in the Planning Area is partially determined by the release of pollutants elsewhere. In turn, pollutants generated within the Planning Area affect air quality in areas to the north and east.

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<sup>1</sup> Sacramento Metropolitan Air Quality Management District, *Guide to Air Quality Assessment in Sacramento County*, July 2004.

## **Ambient Air Quality Standards**

Both the U. S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents.

The federal and California state ambient air quality standards are summarized in Table 1 for important pollutants. The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and suspended particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>).

The State of California regularly reviews scientific literature regarding the health effects of pollutants. On May 3, 2002, the California Air Resources Board (CARB) staff recommended lowering the level of the annual standard for PM<sub>10</sub> and establishing a new annual standard for PM<sub>2.5</sub> (particulate matter 2.5 micrometers in diameter and smaller). The new standards became effective on July 5, 2003.

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. Toxic Air Contaminants (TACs), are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TACs is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TACs are regulated on the basis of risk rather than specification of safe levels of contamination.

## **Health Effects of Pollutants**

The following is a discussion of the health effects of important pollutants in the Sacramento Valley Air Basin.

### Ozone

Ozone is produced by chemical reactions, involving nitrogen oxides (NO<sub>x</sub>) and reactive organic gases (ROG),-that are triggered by sunlight. Nitrogen oxides are created during combustion of fuels, while reactive organic gases are emitted during combustion and evaporation of organic solvents. Since ozone is not directly emitted to the atmosphere, but is formed as a result of photochemical reactions, it is considered a secondary pollutant. In the Sacramento Valley Air Basin ozone is a seasonal problem, occurring roughly from April through October.

Ozone is a strong irritant that attacks the respiratory system, leading to the damage of lung tissue. Asthma, bronchitis and other respiratory ailments as well as cardiovascular diseases are aggravated by exposure to ozone. A healthy person exposed to high

**TABLE 1  
FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS**

<b>Pollutant</b>	<b>Averaging Time</b>	<b>Federal Primary Standard</b>	<b>State Standard</b>
Ozone	1-Hour	0.12 ppm	0.09 ppm
	8-Hour	0.08 ppm	--
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.05 ppm	--
	1-Hour	--	0.25 ppm
Sulfur Dioxide	Annual	0.03 ppm	--
	24-Hour	0.14 ppm	0.05 ppm
	1-Hour	--	0.25 ppm
PM <sub>10</sub>	Annual	50 ug/m <sup>3</sup>	20 ug/m <sup>3</sup>
	24-Hour	150 ug/m <sup>3</sup>	50 ug/m <sup>3</sup>
PM <sub>2.5</sub>	Annual	15 ug/m <sup>3</sup>	12 ug/m <sup>3</sup>
	24-Hour	65 ug/m <sup>3</sup>	--
Lead	30-Day Avg.	--	1.5 ug/m <sup>3</sup>
	3-Month Avg.	1.5 ug/m <sup>3</sup>	--

ppm = parts per million

ug/m<sup>3</sup> = Micrograms per Cubic Meter

Source: California Air Resources Board, Ambient Air Quality Standards (7/9/03)  
(<http://www.arb.ca.gov/aq/aaqs2.pdf>)

concentrations may become nauseated or dizzy, may develop headache or cough, or may experience a burning sensation in the chest.

Research has shown that exposure to ozone damages the alveoli (the individual air sacs in the lung where the exchange of oxygen and carbon dioxide between the air and blood takes place). Research has shown that ozone also damages vegetation.

### Suspended Particulate

Suspended particulate matter (PM) is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, and dust. "Inhalable" PM consists of particles less than 10 microns in diameter, and is defined as "suspended particulate matter" or PM<sub>10</sub>. Particles between 2.5 and 10 microns in diameter arise primarily from natural processes, such as wind-blown dust or soil.

Fine particles are less than 2.5 microns in diameter (PM<sub>2.5</sub>). PM<sub>2.5</sub>, by definition, is included in PM<sub>10</sub>. Fine particles are produced mostly from combustion or burning activities. Fuel burned in cars and trucks, power plants, factories, fireplaces and wood stoves produces fine particles.

The level of fine particulate matter in the air is a public health concern because it can bypass the body's natural filtration system more easily than larger particles, and can lodge deep in the lungs. The health effects vary depending on a variety of factors, including the type and size of particles. Research has demonstrated a correlation between high PM concentrations and increased mortality rates. Elevated PM concentrations can also aggravate chronic respiratory illnesses such as bronchitis and asthma.

### Carbon Monoxide

Carbon monoxide is a local pollutant in that high concentrations are found only very near the source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes.

Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

Carbon monoxide concentrations are highly seasonal, with the highest concentrations occurring in the winter. This is partly due to the fact that automobiles create more carbon monoxide in colder weather and partly due to the very stable atmospheric conditions that exist on cold winter evenings when winds are calm. Concentrations typically are highest during stagnant air periods within the period November through January.

## Toxic Air Contaminants

Unlike criteria pollutants, no safe levels of exposure to TACs can be established. There are many different types of TACs, with varying degrees of toxicity. Sources of TAC's include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage and death.

Diesel exhaust is a TAC of growing concern in California. The California Air Resources Board in 1998 identified diesel engine particulate matter as a TAC. The exhaust from diesel engines contains hundreds of different gaseous and particulate components, many of which are toxic. Many of these compounds adhere to the particles, and because diesel particles are so small, they penetrate deep into the lungs. Diesel engine particulate has been identified as a human carcinogen. Mobile sources, such as trucks, buses, automobiles, trains, ships and farm equipment are by far the largest source of diesel emissions.

## **Ambient Air Quality**

The Sacramento Metropolitan Air Quality Management District (SMAQMD) and California Air Resources Board (CARB) maintain several air quality monitoring sites in the Sacramento area. Table 2 shows data for the years 2002-2004 for the Sacramento Del Paso Manor monitoring site, the closest monitoring site to the proposed project. Federal and state ambient air quality standards are exceeded for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>. Standards for carbon monoxide, sulfur dioxide and nitrogen dioxide are met.

## **Regulatory Framework**

### Attainment Status

Federal and state air quality laws require identification of areas not meeting the ambient air quality standards. These areas must develop regional air quality plans to eventually attain the standards. Under the federal Clean Air Act, Sacramento County is a non-attainment area for ozone and PM<sub>10</sub>, a maintenance area for carbon monoxide and unclassified or attainment for other federal standards. Under the California Clean Air Act Sacramento County is a non-attainment area for ozone and Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>).

### Federal Clean Air Act

Sacramento County is included in the Greater Sacramento Ozone non-attainment area as delineated by the U. S. Environmental Protection Agency

The Federal Clean Air Act Amendments (FCAAA) of 1990 set deadlines for attaining the ozone standard. The Sacramento Area was classified as a "serious" non-attainment

**TABLE 2**  
**DAYS EXCEEDING AIR QUALITY STANDARDS AT THE SACRAMENTO DEL PASO MONITORING**  
**SITE, 2002-2004**

<b>Pollutant/Standard</b>	<b>Year</b>	<b>Days Exceeding Standard:</b>
Ozone/State 1-Hour	2002	32
	2003	21
	2004	6
Ozone/Fed. 1-Hour	2002	2
	2003	2
	2004	0
Ozone Fed. 8-Hour	2002	23
	2003	13
	2004	3
Nitrogen Dioxide/State 1- Hour	2002	0
	2003	0
	2004	0
Sulfur Dioxide/Fed. And State 24-Hour	2002	0
	2003	0
	2004	0
PM <sub>10</sub> /State-Hour	2002	5
	2003	2
	2004	0
PM <sub>10</sub> /Federal 24-Hour	2002	0
	2003	0
	2004	0
PM <sub>2.5</sub> /Federal 24-Hour	2002	3
	2003	0
	2004	0
Carbon Monoxide/Fed. And State 8-Hour	2002	0
	2003	0
	2004	0

Source: California Air Resources Board, Aerometric Data Analysis and Management (ADAM), 2005. (<http://www.arb.ca.gov/adam/cgi-bin/adamtop/d2wstart>)

area and given a date of 1999 by which to achieve attainment. Because achieving attainment by this date was later found to be infeasible, the region was "bumped up" to "severe" classification and an attainment date of 2005 was designated. The Clean Air Act Amendments also set specific planning requirements to ensure that the attainment goal would be met. In 1994, the Air Resources Board, in cooperation with the air districts of the Sacramento non-attainment area, fulfilled one of these requirements by preparing the 1994 Sacramento Area Regional Ozone Attainment Plan. The plan identified a detailed comprehensive strategy for reducing emissions to the level needed for attainment and showed how the region would make expeditious progress toward meeting this goal.

On April 15, 2004 the Environmental Protection Agency (EPA) designated the Sacramento region as a "serious" nonattainment area for the federal 8-hour ozone standard. The 8-hour ozone standard, 0.08 parts per million (ppm), averaged over eight hours, replaces the 1-hour standard that has been in place since 1979. The region has been given an attainment date of June, 2013.

### California Clean Air Act

The California Clean Air Act (CCAA) of 1988 required nonattainment areas to achieve and maintain the state ambient air quality standards by the earliest practicable date and local air districts to develop plans for attaining the state ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide standards. In compliance with the CCAA, the Sacramento Metropolitan Air Quality Management District (AQMD) prepared and submitted the 1991 Air Quality Attainment Plan (AQAP) to mainly address Sacramento County's nonattainment status for ozone and carbon monoxide (CO), and although not required, particulate matter (PM<sub>10</sub>). The 1991 AQAP was designed to make expeditious progress toward attaining the state ozone standard and contained preliminary implementation schedules for control programs on stationary sources, transportation, and indirect sources, and a vehicle/fuels program.

Sacramento County has met the ambient air quality standards for sulfur dioxide and nitrogen dioxide. The CCAA also requires that by the end of 1994 and once every three years thereafter, the districts are to assess their progress toward attaining the air quality standards. The triennial assessment is to report the extent of air quality improvement and the amounts of emission reductions achieved from control measures for the preceding three year period. The AQMD Board of Directors adopted the 2003 Triennial Report April 28, 2005. The report, prepared pursuant to California Health and Safety Code section 40925, identifies "all feasible measures" the AQMD will study or adopt over the next three years.

### Sacramento Metropolitan Air Quality Management District

The Sacramento Metropolitan Air Quality Management District (SMAQMD) shares responsibility with the California Air Resources Board (CARB) for ensuring that the State and national ambient air quality standards are met within Sacramento County. State law assigns local air districts the primary responsibility for control of air pollution

from stationary sources while reserving to the CARB control of mobile sources. The District is responsible for developing regulations governing emissions of air pollution, permitting and inspecting stationary sources, monitoring air quality and air quality planning activities. Under the California Environmental Quality Act (CEQA) the District may participate as a "responsible agency" or "reviewing agency" or "lead agency". The District has adopted the document *Guide to Air Quality Assessment in Sacramento County* to provide lead agencies, consultants and project proponents with uniform procedures for assessing potential air quality impacts for proposed projects and for preparing the air quality section of environmental documents.

## PROJECT IMPACTS AND MITIGATION MEASURES

### Standards of Significance

The Sacramento Metropolitan AQMD has published a guidance document for the preparation of the air quality portions of environmental documents that includes thresholds of significance to be used in evaluating land use proposals. Several types of thresholds are recommended:<sup>2</sup>

- **Ozone Precursors Significance Thresholds** - The District considers increases in emissions of nitrogen oxides (NO<sub>x</sub>) greater than 85 pounds per day as significant during construction. For operation of a project, the District's threshold of significance is 65 pounds per day of either NO<sub>x</sub> or Reactive Organic Gases (ROG).
- **Other Criteria Pollutant -Significance Thresholds** - A project that may cause an exceedance of a state air quality standard, or may make a substantial contribution to an existing exceedance of an air quality standard will have a significant adverse air quality impact. "Substantial" is defined as making measurably worse, which is five percent or more of an existing exceedance of a state ambient air quality standard.
- **Offensive Odors Significance Threshold** - A qualitative assessment indicating that a project may reasonably be expected to generate odorous emissions in such quantities as to cause detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public, or which may cause, or have a natural tendency to cause, injury or damage to business or property will have a significant adverse air quality impact.
- **Toxic Air Contaminants Significance Thresholds** - The recommended significance thresholds for TACs are a lifetime probability of contracting cancer greater than 10 in one million and a ground-level concentration of non-carcinogenic toxic air pollutants would result in a Hazard Index of greater

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<sup>2</sup> Sacramento Metropolitan Air Quality Management District, *Guide to Air Quality Assessment in Sacramento County*, July 2004.

than 1.

- **Cumulative Impacts Thresholds** - A proposed project is considered cumulatively significant, if the project requires a change in the existing land use designation (i.e., general plan amendment, rezone), and projected emissions of the proposed project are greater than the emissions anticipated for the site if developed under the existing land use designation. Also, if a project will result in air pollutant emissions above the "project alone" significance threshold, the project will result in a significant cumulative air quality impact.

## Methodology

The project would result in new sources of emissions both during construction and operation. During construction gaseous and particulate emissions would be released by equipment and vehicles on the site, trucks bringing materials to the site and construction employee vehicles. During portions of the construction period, fugitive particulate emissions (PM<sub>10</sub> and PM<sub>2.5</sub>) would occur due to the action of vehicles/equipment and wind on unpaved areas.

The operation of the project land uses would include area sources (e.g., combustion of natural gas for heating), and be vehicle trips generated by project residents, patrons and employees.

SMAQMD's *Guide to Air Quality Assessment in Sacramento County* recommends quantification of ozone precursor emissions both during construction and operation of a project. During construction various types of equipment and vehicles would temporarily operate on the site, generating exhaust pollutants. During operation the project would attract vehicle trips, adding to the emission burden of ozone precursors within the region.

The URBEMIS2002 computer program was used to calculate emissions from these sources, utilizing parameters appropriate for the Sacramento Metropolitan area.<sup>3</sup> Construction-period emissions estimates were based on assumed mass-grading of the site followed by phased construction of project components over a five-year period. The types and amounts of equipment to be utilized during the different phases of construction were based on SMAQMD guidance.<sup>4</sup>

The URBEMIS-2002 results are shown in Table 3 for the two ozone precursors (Reactive Organic Gases and Nitrogen Oxides). The construction emissions of NOx shown are the highest calculated by URBEMIS-2002 over the entire construction period. Operational emissions of criteria pollutants associated with the project were estimated

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<sup>3</sup> Jones and Stokes Associates, *Software User's Guide: URBEMIS2002 for Windows with Enhanced Construction Module*, Version 7.4, May 2003.

<sup>4</sup> Sacramento Metropolitan Air Quality Management District, *Guide to Air Quality Assessment in Sacramento County*, July 2004.

by URBEMIS-2002 program using the worst-case assumption of year 2010 as the year of project buildout.

**Impact AQ-1:** Implementation of the proposed project would result in temporarily increased Particulate Matter levels in the immediate vicinity during construction.

Construction activities would temporarily affect local air quality, causing a temporary increase in particulate matter and dust emissions. Controlled dust emissions during construction would exceed 100 pounds per day during mass grading of the site, creating the potential to exceed locally ambient air quality standards and result in nuisance complaints. This is a **significant impact**,

Also during construction various diesel-powered vehicles and equipment would be in use on the site. The California Air Resources Board identified particulate matter from diesel-fueled engines as a toxic air contaminant (TAC). CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines.<sup>5</sup> High volume freeways, stationary diesel engines and facilities attracting heavy and constant diesel vehicle traffic were identified as having the highest associated risk.

Health risks from Toxic Air Contaminants are function of both concentration and duration of exposure. Unlike the above types of sources, construction diesel emissions are temporary, affecting a specific receptor for a period of days or perhaps weeks. Because of its short duration and the fact that sensitive land uses not located downwind of the site, health risks from construction emissions of diesel particulate would be a **less-than-significant impact**.

**TABLE 3  
PROJECT REGIONAL EMISSIONS, IN POUNDS PER DAY**

	ROG	NO <sub>x</sub>
<b>Construction</b>		
Equipment and Vehicles	--	505.74
SMAQMD Significance Threshold	--	85.00
<b>Operation</b>		
Vehicles	213.56	227.45
Area Sources	138.64	35.20
Total	352.20	262.64
SMAQMD Significance Threshold	65.00	65.00

<sup>5</sup> California Air Resources Board, Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles, October 2000.

## Mitigation Measures

### Construction Particulate

Appendix B of SMAQMD's *Guide to Air Quality Assessment in Sacramento County* provides recommended mitigation measures that are dependant on the size of the project site and maximum disturbed area at any given time. If the appropriate measures are employed, it can be assumed that project impacts from fugitive dust would be mitigated to a less-than-significant level. Based on the size and phasing of the proposed project, Level 3 mitigation is appropriate. The following mitigation measures are required:

*The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supercede other SMAQMD or state rules or regulations.*

*Prior to issuance of a grading permit, the applicant/developer shall incorporate the following measures into the construction contract documents, which shall be submitted for the review and approval of the City Engineer:*

- *Strict compliance with SMAQMD's Rule 403 shall be written into construction contracts.*
- *Keep soil moist at all times.*
- *Maintain at least two feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer).*
- *Use emulsified diesel or diesel catalysts on applicable heavy-duty construction equipment*
- *Water soil piles three times daily.*

According to SMAQMD's *Guide to Air Quality Assessment in Sacramento County*, the above mitigation measure would reduce project fugitive particulate matter impacts to a less-than-significant level only if the area of active grading can be limited to 15 acres at any time. Since the mass grading of the project site would involve much more than 15 acres at any time, construction dust impacts would be **significant and unavoidable**.

**Impact AQ-2:** Implementation of the proposed project would result in temporarily increased Nitrogen Oxide emissions greater than the SMAQMD threshold of 85 pounds per day construction.

Over the course of construction, emissions of Nitrogen Oxides emissions 417 pounds per day to 506 pounds per day. Construction-period emissions would exceed the SMAQMD's construction threshold of 85 pounds per day. Based on this criterion, project construction activities would have a **significant** impact on regional ozone air quality.

### **Mitigation Measures**

*The project shall provide a plan for approval by SMAQMD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO<sub>x</sub> reduction and 45 percent particulate reduction<sup>6</sup> compared to the most recent CARB fleet average at time of construction; and the project sponsor shall submit to SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.*

The above measure would not reduce project construction-related NO<sub>x</sub> emissions to below 85 pounds per day. Project impacts related to construction-related emissions of NO<sub>x</sub> would therefore be **significant and unavoidable**.

**Impact AQ-3:** Project traffic would result in an increase in carbon monoxide concentrations.

Development projects are most likely to violate and air quality standard or contribute substantially to an existing or projected air quality violation through generation of vehicle trips. New vehicle trips add to carbon monoxide concentrations near streets providing access to the site. Carbon monoxide is an odorless, colorless poisonous gas whose

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<sup>6</sup> Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

primary source in the Sacramento Area is automobiles. Concentrations of this gas are highest near intersections of major roads.

SMAQMD's *Guide to Air Quality Assessment in Sacramento County* contains a screening procedure for determining if a project could have a significant impact on local carbon monoxide concentrations. The method utilizes estimates of background concentrations (adjusted by "rollback" values that reflect trends in county-wide emissions) and an estimated project-related carbon monoxide concentration determined by the peak-hour trip generation of the project. When applied to the proposed project the estimated worst-case total concentration (project plus background) was 10.3 parts per million (ppm) for a 1-hour averaging time and 6.7 ppm for an 8-hour averaging time. These predicted worst-case concentrations do not exceed or approach the most stringent ambient air quality standards of 20.0 ppm (1-hour) or 9.0 ppm (8-hour), so project impacts on local carbon monoxide concentrations would be ***less-than-significant***.

**Impact AQ-4:** Development of the project would result in increases in emission of both ozone precursors.

Operational emissions of criteria pollutants associated with the project are shown in Table 3 for the two ozone precursors (Reactive Organic Gases and Nitrogen Oxides) and PM<sub>10</sub>. Project emissions of ROG and NO<sub>x</sub> both exceed the SMAQMD's significance threshold of 65 pounds per day. Based on this criterion, the project would have a ***significant*** impact on regional ozone air quality.

### **Mitigation Measures**

*The applicant will comply with current SMAQMD policies regarding mitigation of indirect source air quality impacts, which provides that the applicant will prepare an air quality mitigation program to provide a minimum 15% reduction in operational emissions. The plan can utilize a variety of Transportation Systems Management or other strategies to demonstrate that project impacts would be reduced or offset by 15%. The Plan will be submitted to the SMAQMD for approval.*

Implementation above measure would reduce project impacts by a minimum of 15%. This would reduce estimated project regional emissions but not to levels below the SMAQMD thresholds of significance for ozone precursors. There are no available mitigation measures that could reduce regional emissions by the 82% that would be required to attain the SMAQMD thresholds, so project regional air quality impacts would be ***significant and unavoidable***.

## **CUMULATIVE SETTING, IMPACTS AND MITIGATION MEASURES**

### **Setting**

The climate and geography of the lower Sacramento Valley Air Basin severely limits the dilution and transportation of any air pollutants that are released to the atmosphere. At

current levels of development and activity the air basin exceeds the state/federal ambient standards for particulates and ozone. Air quality degradation is a result of the cumulative effects of air pollutant emissions from a variety of mobile, stationary and area-wide sources within the Sacramento region and from the transport of emissions from upwind sources. Cumulative growth in population, vehicle use and industrial activity presents a major obstacle for efforts to improve regional air quality and attain the ambient air quality standards.

### **Impacts and Mitigation Measures**

**Impact AQ-5:** Development of the project would generate emissions of ozone precursors, well above the SMAQMD thresholds of significance for an individual project.

Sacramento Metropolitan Air Quality Management District CEQ guidance provides that if a will result in air pollutant emissions above the "project alone" significance threshold, the project will result in a significant cumulative air quality impact. Additionally, a proposed project is considered to have a cumulatively significant if it requires a change in the existing land use designation and projected emissions are greater than emissions anticipated under the existing land uses, which would be true for this project. Project emissions shown in Table 3 above for operation of the project exceed the SMAQMD thresholds of significance for ozone precursors by a substantial amount. The proposed project would have a **significant cumulative** air quality impact for ozone precursors and particulate matter.

While the project would also contribute to cumulative increases in carbon monoxide concentrations, the project is in an attainment area for this pollutant and carbon monoxide levels have been declining and are forecast to decline in the future. Cumulative impacts on carbon monoxide would be **less than significant**.

### **Mitigation Measures**

See Mitigation Measures for Impact AQ-4.

Implementation above measure would reduce project impacts by a minimum of 15%. This would reduce estimated project regional emissions but not to levels below the SMAQMD thresholds of significance for ozone precursors. There are no available mitigation measures that could reduce regional emissions by the 82% that would be required to attain the SMAQMD thresholds. After mitigation the project would still have a **significant cumulative** air quality impact.

Appendix: URBEMIS-2002 Output

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\preserve.urb  
 Project Name: Preserve at Sunridge  
 Project Location: Lower Sacramento Valley Air Basin  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
 (Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	S02	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
2006							
TOTALS (lbs/day, unmitigated)	74.84	505.74	603.06	0.02	227.18	23.17	204.01
TOTALS (lbs/day, mitigated)	74.84	505.74	603.06	0.02	47.11	23.17	23.94
2007							
TOTALS (lbs/day, unmitigated)	73.95	482.25	610.91	0.02	23.02	21.30	1.72
TOTALS (lbs/day, mitigated)	73.95	482.25	610.91	0.02	23.02	21.30	1.72
2008							
TOTALS (lbs/day, unmitigated)	73.02	458.72	617.52	0.02	21.15	19.43	1.72
TOTALS (lbs/day, mitigated)	73.02	458.72	617.52	0.02	21.15	19.43	1.72
2009							
TOTALS (lbs/day, unmitigated)	72.04	434.52	624.09	0.02	19.91	18.19	1.72
TOTALS (lbs/day, mitigated)	72.04	434.52	624.09	0.02	19.91	18.19	1.72
2010							
TOTALS (lbs/day, unmitigated)	2,124.25	416.52	749.36	0.04	19.89	16.45	3.44
TOTALS (lbs/day, mitigated)	2,124.25	416.52	749.36	0.04	19.89	16.45	3.44
2011							
TOTALS (lbs/day, unmitigated)	2,168.68	652.67	1,075.61	0.07	26.72	23.23	3.49
TOTALS (lbs/day, mitigated)	2,168.68	652.67	1,075.61	0.07	26.72	23.23	3.49
AREA SOURCE EMISSION ESTIMATES							
TOTALS (lbs/day, unmitigated)	138.64	35.20	46.54	0.91	0.13		
OPERATIONAL (VEHICLE) EMISSION ESTIMATES							
TOTALS (lbs/day, unmitigated)	213.56	227.45	2,295.68	1.57	269.31		
SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES							
TOTALS (lbs/day, unmitigated)	352.20	262.64	2,342.21	2.48	269.45		

URBEMIS 2002 For Windows 7.5.0

File Name: C:\Program Files\URBEMIS 2002 For Windows\Projects2k2\preserve.urb  
 Project Name: Preserve at Sunridge  
 Project Location: Lower Sacramento valley Air Basin  
 On-Road Motor Vehicle Emissions: Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

Construction Start Month and Year: April, 2006 Construction Duration: 60 Total Land Use Area to be Developed: 530 acres Maximum Acreage Disturbed Per Day: 20.4 acres Single Family Units: 2415 Multi-Family Units: 288 Retail/Office/Institutional/Industrial Square Footage: 243200

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source 2006**	ROG	NOx	CO	S02	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
<b>Phase I - Demolition Emissions</b>							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Phase 2 - Site Grading Emissions</b>							
Fugitive Dust	-	-	-	-	204.00	-	204.00
Off-Road Diesel	18.05	125.49	143.29	-	5.50	5.50	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.14	0.17	3.05	0.00	0.01	0.00	0.01
maximum lbs/day	18.19	125.66	146.34	0.00	209.51	5.50	204.01
<b>Phase 3 - Building Construction</b>							
Bldg Const Off-Road Diesel	62.27	498.19	443.38	-	23.04	23.04	0.00
Bldg Const Worker Trips	12.56	7.55	159.67	0.02	1.85	0.13	1.72
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	74.84	505.74	603.06	0.02	24.89	23.17	1.72
Max lbs/day all phases	74.84	505.74	603.06	0.02	227.18	23.17	204.01
<b>*** 2007***</b>							
<b>Phase 1 - Demolition Emissions</b>							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Phase 2 - Site Grading Emissions</b>							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Phase 3 - Building Construction</b>							
Bldg Const Off-Road Diesel	62.27	475.14	460.82	-	21.17	21.17	0.00
Bldg Const Worker Trips	11.68	7.11	150.08	0.02	1.85	0.13	1.72
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	73.95	482.25	610.91	0.02	23.02	21.30	1.72
Max lbs/day all phases	73.95	482.25	610.91	0.02	23.02	21.30	1.72

- 2008\*\*\*

Phase 1 - Demolition Emissions

Fugitive Dust					0.00		0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	62.27	452.10	477.63	-	19.30	19.30	0.00
Bldg Const Worker Trips	10.74	6.62	139.89	0.02	1.85	0.13	1.72
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	73.02	458.72	617.52	0.02	21.15	19.43	1.72
Max lbs/day all phases	73.02	458.72	617.52	0.02	21.15	19.43	1.72

- 2009\*\*\*

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	62.27	428.44	495.07	-	18.06	18.06	0.00
Bldg Const Worker Trips	9.77	6.08	129.02	0.02	1.85	0.13	1.72
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	72.04	434.52	624.09	0.02	19.91	18.19	1.72
Max lbs/day all phases	72.04	434.52	624.09	0.02	19.91	18.19	1.72

- 2010\*\*\*

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	62.27	405.40	511.89	-	16.19	16.19	0.00
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Bldg Const Worker Trips	8.87	5.56	118.74	0.02	1.85	0.13	1.72
Arch Coatings Off-Gas	2,044.24	-	-	-	-	-	-
Arch Coatings Worker Trips	8.87	5.56	118.74	0.02	1.85	0.13	1.72
Asphalt Off-Gas	0.00	-	-	-	-	-	-

Asphalt Off-Road Diesel	0.00	0.00	0.00		0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	2,124.25	416.52	749.36	0.04	19.89	16.45	3.44
max lbs/day all phases	2,124.25	416.52	749.36	0.04	19.89	16.45	3.44

-\* 2011\*\*\*

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	62.27	405.40	511.89	-	16.19	16.19	0.00
Bldg Const Worker Trips	8.87	5.56	118.74	0.02	1.85	0.13	1.72
Arch Coatings Off-Gas	2,044.24	-	-	-	-	-	-
Arch Coatings Worker Trips	8.87	5.56	118.74	0.02	1.85	0.13	1.72
Asphalt Off-Gas	5.61	-	-	-	-	-	-
Asphalt Off-Road Diesel	38.00	223.35	321.84	-	6.49	6.49	0.00
Asphalt On-Road Diesel	0.69	12.71	2.55	0.03	0.30	0.28	0.02
Asphalt Worker Trips	0.14	0.09	1.85	0.00	0.03	0.00	0.03
Maximum lbs/day	2,168.68	652.67	1,075.61	0.07	26.72	23.23	3.49
Max lbs/day all phases	2,168.68	652.67	1,075.61	0.07	26.72	23.23	3.49

Phase 1 Demolition Assumptions: Phase Turned OFF

Phase 2 Site Grading Assumptions

Start Month/Year for Phase 2: Apr '06

Phase 2 Duration: 6.6 months

On-Road Truck Travel (VMT): 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Graders	174	0.575	8.0
2	Off Highway Trucks	417	0.490	8.0
2	Rubber Tired Dozers	352	0.590	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Oct 106

Phase 3 Duration: 53.4 months

Start Month/Year for SubPhase Building: Oct 106

SubPhase Building Duration: 53.4 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
30	Other Equipment	190	0.620	8.0

Start Month/Year for SubPhase Architectural Coatings: Oct 110

SubPhase Architectural Coatings Duration: 5.3 months

Start Month/Year for SubPhase Asphalt: Jan III

SubPhase Asphalt Duration: 2.7 months

Acres to be Paved: 127.1

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
4	Graders	174	0.575	8.0
4	Off Highway Trucks	417	0.490	8.0
4	Pavers	132	0.590	8.0
4	Paving Equipment	111	0.530	8.0
8	Rollers	114	0.430	8.0

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	S02	PM10
Natural Gas	2.68	34.78	14.74	-	0.07
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	3.73	0.41	31.79	0.91	0.07
Consumer Prdcts	132.24	-	-	-	-
TOTALS(lbs/day,unmitigated)	138.64	35.20	46.54	0.91	0.13

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	S02	PM10
Single family housing	135.10	143.84	1,479.71	1.01	171.59
Apartments low rise	13.59	13.80	142.00	0.10	16.47
Elementary school	17.32	7.00	69.17	0.05	8.27
Retail	20.33	26.25	252.78	0.18	30.51
Grocery	27.22	36.56	352.02	0.25	42.48
TOTAL EMISSIONS (lbs/day)	213.56	227.45	2,295.68	1.57	269.31

Does not include correction for passby trips. Includes a double counting reduction for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010      Temperature (F): 85      Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	8.04 trips / dwelling units	2,415.00	19,416.60
Apartments low rise	6.47 trips / dwelling units	288.00	1,863.36
Elementary school	0.96 trips / students	1,100.00	1,056.00
Retail	40.00 trips / 1000 sq. ft.	110.10	4,404.00
Grocery	111.51 trips / 1000 sq. ft.	55.00	6,133.05

Vehicle Assumptions:

Fleet Mix:

vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.70	1.10	98.70	0.20
Light Truck < 3f750	lbs 15.20	2.00	96.00	2.00
Light Truck	3,751- 5,750 16.20	1.20	98.10	0.70
Med Truck	5,751- 8,500 7.30	1.40	95.90	2.70
Lite-Heavy	8,501-10,000 1.10	0.00	81.80	18.20
Lite-Heavy	10,001-14,000 0.30	0.00	66.70	33.30
Med-Heavy	14,001-33,000 1.00	0.00	20.00	80.00
Heavy-Heavy	33,001-60,000 0.90	0.00	11.10	88.90
Line Haul > 60,000	lbs 0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	68.80	31.20	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	27.3	21.2	51.5			

% of Trips - Commercial (by land use)

Elementary school	20.0	10.0	70.0
Retail	2.0	1.0	97.0
Grocery	2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

- Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas has been changed from off to on.
- Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly has been changed from off to on.
- Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily has been changed from off to on.
- Phase 2 mitigation measure Stockpiles: Cover all stock piles with tarps has been changed from off to on.
- Phase 2 mitigation measure Unpaved Roads: Water all haul roads 3x daily has been changed from off to on.
- Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph has been changed from off to on.

Changes made to the default values for Area

Changes made to the default values for Operations

- The operational emission year changed from 2004 to 2010.
- The double counting internal work trip limit changed from to 421.941.
- The double counting shopping trip limit changed from to 210.9705.
- The double counting other trip limit changed from to 10959.1794.
- The travel mode environment settings changed from both to: none

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**APPENDIX 4.7**  
**SACRAMENTO COUNTY WATER**  
**AGENCY LETTER / PRESERVE AT**  
**SUNRIDGE WATER SUPPLY ASSESSMENT**

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SACRAMENTO COUNTY  
**WATER AGENCY**

October 4, 2005

City of Rancho Cordova Planning Department  
3121 Gold Canal Drive  
Rancho Cordova, CA 95670  
Attention: David Young,

Dear Mr. Young

**SUBJECT: Administrative Draft EIR for The Preserve at SunRidge**

This letter provides additional comments by the Sacramento County Water Agency ("SCWA") on the Administrative Draft EIR for the Preserve development project. Currently, water supply and water supply impacts for the Preserve at SunRidge project have been outlined in the water supply assessment ("WSA") and reiterated in a letter sent August 19.

The Preserve is part of the Sunrise/Douglas Community Plan that was approved along with the SunRidge Specific Plan ("SRSP") on July 17, 2002. The water study included with the approved Environmental Impact Report for these two projects identified two sources of supply to meet estimated demands: (1) up to 10,000 acre-feet of annual average groundwater production from the proposed North Vineyard Well Field ("NVWF"; a.k.a. Excelsior Well Field); and (2) treated surface water from SCWA's proposed Central Surface Water Treatment Plant (CSWTP), expected to begin operation in 2011.

Zoning entitlements granted to the Sunridge Specific Plan area included a number of conditions regarding the supply of water from the NVWF. Tentative map approval in the SRSP is conditioned on SCWA Board's formal allocation of water from the NVWF, provided that certain findings are made regarding the effect of NVWF operation on the local groundwater aquifer, the need for replacement water as a result of local area groundwater contamination, and agreement by the applicant to participate in a North Vineyard Well Protection Program. The Environmental Impact Report for the Anatolia Water Treatment Plant was approved in December 2003; this facility was designed to meet the estimated build-out water demands of the SRSP area, with treatment capacity for approximately 7,300 afy of groundwater from the North Vineyard Well Field.

*"Managing Tomorrow's Water Today"*

There have been some significant changes in designated land use in the SRSP area, notably in the amount of dedicated wetland area. As a result, the total build-out water demand for the SRSP area has been reduced and, when fully completed, there will be sufficient capacity in the Anatolia treatment facility and the in the NVWF to meet the estimated water demands for the proposed Preserve at Sun Ridge development project, in addition to the SRSP demands. SCWA has reviewed a memo prepared by Montgomery Watson Harza ("MWH") for the project proponent, River-West Investments. This memo, *Discussion of Water Demand and Supplies for Sunrise Douglas and the Sun Ridge Preserve*, supports the conclusion that there will be sufficient capacity in the NVWF and the Anatolia WTP for the Preserve project. The Water Supply Assessment approved by the SCWA Board of Directors on December 7, 2004 and submitted to the City in compliance with the State Water Code ("SB 610") will need to be revised to reflect this new information; the revised document will need formal Agency Board approval.

Because this project will be supplied with water from the NVWF, approval of the tentative map must be conditioned regarding water supply identically to the SSP, namely:

1. No tentative map shall be approved unless either:

- (a)(1) the cumulative amount of groundwater production from the North Vineyard Well Field (NVWF) does not exceed 10,000 acres feet/year (AFA), does not result in more than a 10-foot decline in the local groundwater elevations from the baseline condition [that is, the groundwater elevations that would occur absent the NVWF project, as defined by the 70-year hydrologic trace of groundwater elevations determined by the IGSM Static Baseline Model 2000 and presented in the "Baseline Conditions for Groundwater Yield Analysis Final Report" (Montgomery Watson, May 1997) to account for fluctuations in groundwater elevation resulting from changing hydrologic conditions], and does not result in a significant effect on groundwater contaminant movement, unless the Sacramento County Water Agency (SCWA) Board of Directors determines that 1) the additional groundwater production (beyond the 10,000 AFA or 10-foot drop limit) is acceptable and consistent with the goals of the Zone 40 Conjunctive Use Program and the Water Forum Agreement; 2) the additional groundwater production (beyond the 10,000 AFA or 10-foot drop limit) will not substantially affect the migration of known contaminant plumes; and 3) impacts to shallow domestic wells in the vicinity of the well field resulting from the additional groundwater extraction (beyond the 10,000 AFA or 10-foot drop limit) will be adequately mitigated; and
- (2) the SCWA Board of Directors has determined that there is sufficient groundwater available from NVWF to serve the urban development at within the Preserve at SunRidge for which tentative map approval is being sought; and

(3) the SCWA Board of Directors allocates such groundwater from NVWF to said tentative map within the Preserve at SunRidge;

OR

- (b) the SCWA Board of Directors determines that there is sufficient water to serve the tentative map from another source.
2. Developer/applicant shall pay any SCWA development fee or development fee surcharge imposed to fund the construction of all water facilities, extraordinary water facilities and water mitigation measures attributable to development within the Preserve at SunRidge, as determined by the Sacramento County Department of Water Resources.
  3. No tentative map shall be approved until developer/applicant enter into an agreement with the SCWA to fund a North Vineyard Well Insurance Program that will be administered by the SCWA.
  4. The owner developer shall pay the Sacramento County Water Agency up to \$1,000 per equivalent dwelling unit at the time of the building permit to fund a fair share portion of any water project(s) identified by the SCWA Board of Directors that optimized available local groundwater resources.
  5. Prior to approval of any tentative maps, sites shall be reserved for water storage and treatment facilities and for future wells to the satisfaction of the Sacramento County Department of Water Resources.

If you have any questions, please feel free to call me at (916) 874-4256 or email me at [coleju@SacCounty.net](mailto:coleju@SacCounty.net)

Sincerely,

Justen M. Cole  
Associate Civil Engineer

cc: John Coppola  
Darrell Eck  
Gary Schnell, River West

83



COUNTY OF SACRAMENTO  
MUNICIPAL SERVICE AGENCY - CHERYL CRESO, ADMINISTRATOR

**Department of Water Resources**

*Including service to the Cities of Citrus Heights, Elk Grove and Rancho Cordova*

Keith DeVore, Director

December 7, 2004

**APPROVED**  
BOARD OF DIRECTORS

DEC 07 2004  
BY Cindy A. Turner  
Clerk of the Board

**TO:** Board of Directors  
Sacramento County Water Agency

**FROM:** Department of Water Resources

**SUBJECT:** Approval Of SunRidge Village Water Supply Assessment

**CONTACT:** Darrell Eck, Senior Civil Engineer, 874-5039

**Overview**

In accordance with Sections 10910 – 10915 of the California Water Code, the City of Rancho Cordova has requested that the Sacramento County Water Agency prepare a Water Supply Assessment for the proposed SunRidge Village project. The Water Code requires that the Agency Board of Directors approve said Water Supply Assessment at a regular or special meeting.

**Recommendation**

Approve the attached SunRidge Village Water Supply Assessment.

**Measures/Evaluation.**

Measures/Evaluation are not applicable to this agenda item.

**Fiscal Impact**

This will not result in fiscal impact or obligation to the County.

Post-it® Fax Note	7671	Date	12/20/04	# of pages	16
To	David Young	From	Jody Hashigami		
Co./Dept.		Co.	Sacramento County		
Phone #		Phone #	874-4256		
Fax #	361-1574	Fax #			

95814 • Phone: (916) 874-6851 • Fax: (916) 874-8693  
101 Center Road, Sacramento, CA 95827 • Phone: (916) 875-7159  
101 Center Road, Sacramento, CA 95827 • Phone: (916) 875-6919

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Board of Directors  
December 7, 2004  
Page 2 of 2

**BACKGROUND:**

The California Water Code requires coordination between land use agencies and public water purveyors to ensure that water supplies are adequate to meet existing and planned future demands. Water Code Sections 10910 – 10915 require that land use lead agencies:

1. Identify the public water system for any proposed development project subject to CEQA;
2. Request that the public water system prepare a water supply assessment that demonstrates that its water supplies are sufficient to meet the proposed project demands in addition to existing and previously identified future demands for a period of 20 years.

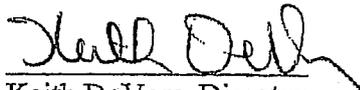
The Water Code requires that specific information be included in the water supply assessment and that it be approved by the governing body of the public water system at a regular or special meeting.

**DISCUSSION:**

Recent laws enacted by the State of California have modified the California Water Code to require certain actions that provide coordination between land use lead agencies and public water purveyors in order to assure that planned water supplies are adequate to meet existing demands and the demands of development. As the responsible water purveyor for the proposed SunRidge Village project, SCWA must provide the City of Rancho Cordova with a Water Supply Assessment ("WSA"). The California Water Code requires that the WSA verify that planned water supplies are sufficient to meet the demands of the proposed project in addition to the existing and projected water supply obligations of SCWA. The attached WSA meets these requirements based on Zone 40's conjunctive use program as described in the Draft 2002 *Water Supply Master Plan*, the *Water Forum Agreement*, SCWA's 2000 *Urban Water Management Plan*, and other relevant documents.

Section 10914 of the California Water Code provides that approval of the Water Supply Assessment creates neither a right nor an entitlement to water service or any specified level of water service.

Respectfully submitted,



Keith DeVore, Director  
Department of Water Resources

APPROVED:

Terry Schutten  
County Executive

By: \_\_\_\_\_  
Cheryl Creson, Administrator  
Municipal Services Agency

Attachment:  
SunRidge Village Water Supply Assessment

cc: John Coppola, Darrell Eck, Jody Hashigami, WRD  
Paul Junker, Planning Director, City of Rancho Cordova

**Sacramento County Agenda and Record Processing Application  
Approval List**

**Approval List for Agenda Item 104115**

Page 1

Cheryl Creson

11/23/2004 Approved

# WATER SUPPLY ASSESSMENT

CITY OF RANCHO CORDOVA  
SUNRIDGE VILLAGE PROJECT

PREPARED BY SACRAMENTO COUNTY WATER AGENCY  
OCTOBER 29, 2004

# WATER SUPPLY ASSESSMENT

## for SunRidge Village

## INTRODUCTION

### BACKGROUND

The California Water Code requires coordination between land use lead agencies and public water purveyors. The purpose of this coordination is to ensure that prudent water supply planning has been conducted, and that planned water supplies are adequate to meet both existing demands and the demands of planned development.

Water Code Sections 10910 - 10915 (inclusive) require land use lead agencies: 1) to identify the responsible public water purveyor for a proposed development project, and 2) to request a "Water Supply Assessment" (WSA) from the responsible purveyor. The purpose of a WSA is to demonstrate the sufficiency of a purveyor's water supplies to satisfy the water demands of a proposed development project while still meeting the current and projected water demands of existing customers. Water Code Sections 10910 - 10915 delineate the specific information that must be included in a WSA.

### THE PROPOSED DEVELOPMENT PROJECT

A Tentative Subdivision Map application for the SunRidge Village project, located within the Sunrise Douglas Community Plan development area (**Figure 2**), has been filed with the City of Rancho Cordova (City). The Sunrise Douglas Community Plan development area is located south of Douglas Boulevard, east of Sunrise Boulevard and north and west of Grantline Road. The City has identified the Sacramento County Water Agency (SCWA) as the responsible water purveyor for the SunRidge Village project and has requested that SCWA prepare a WSA in accordance with Water Code Sections 10910 - 10915.

### SUNRIDGE VILLAGE PROJECT WATER SUPPLY ASSESSMENT OBJECTIVE

The objective of the SunRidge Village WSA is to verify that the planned water supplies of SCWA are sufficient to meet the demands of the SunRidge Village project in addition to the existing and projected water supply obligations of SCWA.

### OVERVIEW OF THE SUNRIDGE VILLAGE WSA

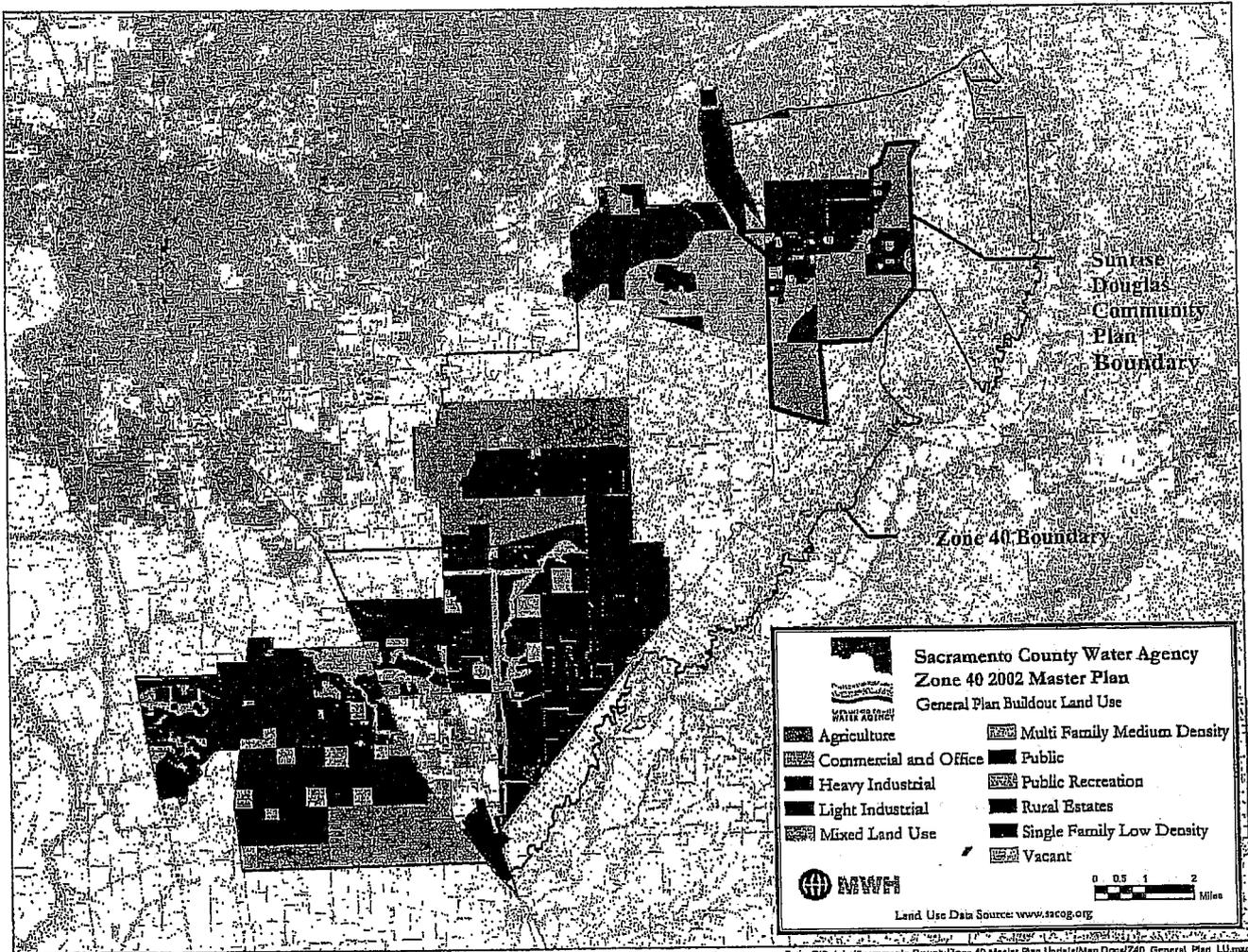
- The SunRidge Village project lies entirely within the boundaries of SCWA's Zone 40. See **Figure 1** for the boundaries of the Sunrise Douglas Community Plan area. The water demands associated with the Sunrise Douglas Community Plan area have been included and addressed in the comprehensive water supply planning for Zone 40 that has been completed to date. Specifically, the water demands associated with the SunRidge Village project were included and addressed in the development of the Zone 40 "conjunctive use" program<sup>1</sup> as described in the *Draft 2002 Zone 40 Water Supply Master Plan* (SCWA, December 2002)<sup>2</sup>.

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<sup>1</sup> Conjunctive use entails the combined use of groundwater and surface water to meet demand, with the intent of providing 100 percent reliability. In "dry" years, the use of groundwater is maximized (although some surface water is delivered). In "wet" years, surface water diversions are maximized, while groundwater extractions are reduced. Such a program maximizes environmental benefits to surface water streams in "dry" years, while providing an opportunity for the groundwater basin to recover through natural recharge in "wet" years.

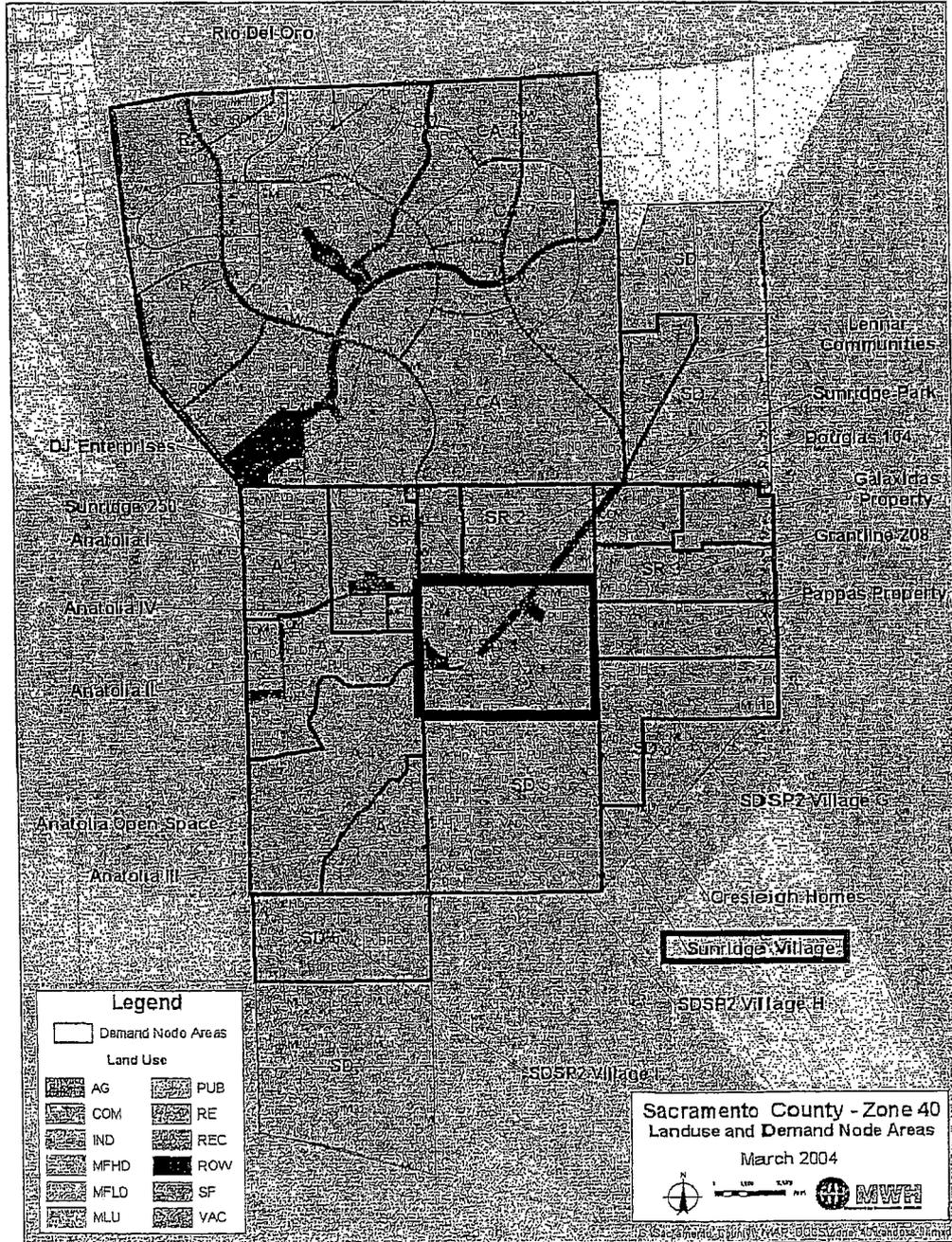
# WATER SUPPLY ASSESSMENT for SunRidge Village

## Figure 1. Zone 40 Location Map and Sacramento County General Plan Land Use



# WATER SUPPLY ASSESSMENT for SunRidge Village

## Figure 2. SunRidge Village Boundary and Proposed Land Use Diagram



**WATER SUPPLY ASSESSMENT  
for SunRidge Village**

Accordingly, the WSA for the SunRidge Village project contains information derived from the various water supply planning documents prepared in support of the Zone 40 conjunctive use program including:

- The *1995 Zone 40 Master Plan Update* (Montgomery Watson, June 1995) <sup>2</sup>
- The *Draft 2002 Zone 40 Water Supply Master Plan* (SCWA, December 2002) <sup>2</sup>
- The *Draft Environmental Impact Report (EIR) for the Draft 2002 Zone 40 Water Supply Master Plan* (EDAW, November 2003)
- The *Draft Environmental Impact Report (EIR) for the Water Forum Proposal* (Sacramento City-County Office of Metropolitan Water Planning, January 1999), the *Final Environmental Impact Report (EIR) for the Water Forum Proposal* (Sacramento City-County Office of Metropolitan Water Planning, October 1999), and the *Water Forum Agreement* (Sacramento City-County Office of Metropolitan Water Planning, January 2000) <sup>2,3</sup>
- The *Water Systems Infrastructure Plan (WSIP) for the Sunrise Corridor/Mather/Sunrise Douglas Service Areas Sunrise Corridor/Mather/Sunrise Douglas Service Areas* (MWH, April 2004)

The WSA also contains information derived from other sources including:

- SCWA's *2000 Urban Water Management Plan (UWMP)* (SCWA, December 2000) <sup>2</sup>
- The *Sunrise Douglas Community Plan/SunRidge Specific Plan Supplemental Water Supply Investigation* (Montgomery Watson, August 2000) <sup>2</sup>
- The *Sunrise Douglas Community Plan/SunRidge Specific Plan Final Environmental Impact Report* (Sacramento County Department of Environmental Review and Assessment, November 2001) <sup>2</sup>

## **WSA FOR THE SUNRIDGE VILLAGE PROJECT**

Water Code Sections 10910 – 10915 delineate the specific requirements of a WSA. The WSA for the SunRidge Village project is structured according to those requirements.

### **DETERMINE IF PROJECT IS SUBJECT TO CEQA [Section 10910(a)]**

The City has made the determination the SunRidge Village project is subject to CEQA.

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<sup>2</sup> This document, as well as all other documents referenced in this WSA, are on file at the County of Sacramento, Municipal Services Agency, Department of Water Resources, 827 7<sup>th</sup> Street, Room 301, and are available for review upon request.

<sup>3</sup> Begun in 1993, the *Sacramento-Area Water Forum (Water Forum)* is comprised of representatives from the business, environmental, public interest, and water purveyor communities (including the Cooperating Agencies). The co-equal objectives of the group are 1) to provide a reliable and safe water supply for the region's economic health and planned development through the year 2030, and 2) to preserve the fishery, wildlife, recreational, and aesthetic values of the lower American River. After a six-year, consensus-based, stakeholder process, the Water Forum completed the *Water Forum Action Plan* (referred to after its adoption as the *Water Forum Agreement*), which prescribes a regional conjunctive use program for the lower American River and the connected groundwater basin. In addition, the Water Forum completed an *Environmental Impact Report (EIR) for the Water Forum Proposal* (State of California Clearinghouse Number 95082041). That document was certified by the two lead agencies (the City of Sacramento and the County of Sacramento) in 1999.

**WATER SUPPLY ASSESSMENT**  
for SunRidge Village

**IDENTIFY RESPONSIBLE PUBLIC WATER SYSTEM [Section 10910(b)]**

The City has identified SCWA as the responsible public water system for the SunRidge Village project.

**DETERMINE IF UWMP INCLUDES WATER DEMANDS [Section 10910(c)]**

The total area for the SunRidge Village project is estimated to be 524 acres. The projected annual water demand for the SunRidge Village project tentative map is 1,319 acre-feet per year (AF/year), including system losses. The proposed land use and water demand summary is provided in **Table 1**.

**Table 1. Summary of Land Use Areas and Water Demands**

Land Use	Area (acres)	Unit Water Demand Factor <sup>1</sup> (AF/acre/year)	Water Demand (AF/year)
Rural Estates	-	1.33	-
Single Family	332.9	2.89	962.1
Multi-Family - Low Density	-	3.7	-
Multi-Family - High Density	5.4	4.12	22.3
Commercial	18.9	2.75	52.0
Industrial	-	2.71	-
Industrial - Unutilized	-	0	-
Public	34.9	1.04	36.3
Public Recreation	44.6	3.46	154.3
Mixed Land Use	-	2.51	-
Right-of-Way	-	0.21	-
Vacant	87.2	0	-
Urban Reserve <sup>2</sup>	-	2.75	-
Agriculture	-	0	-
<b>Total</b>			<b>1,227.0</b>
<b>System Losses 7.5%</b>			<b>92.0</b>
<b>Total Demand</b>			<b>1,319.0</b>

Notes 1: The unit water demands provided in this table are consistent with the 2002 Zone 40 Water Supply Master Plan and the Water Forum Agreement.

2: Urban Reserve is a special planning designation for areas that do not have an assigned land use.

**WATER SUPPLY ASSESSMENT  
for SunRidge Village**

Although not specifically identified as such, the SunRidge Village project demands are addressed in the *UWMP*. "Table 2 – Population Projections" (*UWMP*, p. 4) identifies a "Sunrise Douglas" area year 2020 population of 14,162<sup>4</sup>.

Consequently, the water demands shown on "Table 4 – Past, Current, and Projected Water Use (Retailers Only)" (*UWMP*, p. 9) include the demands associated with a portion of the projected population associated with the SunRidge Village project. Since a portion of the projected water demands for the SunRidge Village project are included in the *UWMP*, data from the *UWMP* can be relied upon to answer questions related to the sufficiency of SCWA's existing and planned water supplies to meet current and projected demands (see Water Code Section 10910(c)(2)). Additional demands beyond those considered in the *UWMP* are addressed in the *Draft 2002 Zone 40 Water Supply Master Plan* and the *WSIP for the Sunrise Corridor/Mather/Sunrise Douglas Service Areas* (Sunrise Douglas WSIP) (MWH, April 2004).

**IDENTIFY EXISTING WATER SUPPLIES FOR THE PROJECT [Section 10910(d)]****Section 10910(d)(1)**

Section 10910(d)(1) requires identification of existing water supply entitlements, water rights, or water service contracts relevant to the SunRidge Village project and a description of the quantities of water obtained by SCWA pursuant to these water supply entitlements, water rights, or water service contracts in previous years.

**Use of Groundwater**

SunRidge Village project water demands will be partially met from on-site wells situated in the Sunrise Douglas 2 development area. Additional groundwater supplies may be extracted from the North Vineyard [a.k.a. Excelsior] Well Field located south of Mather Field. The on-site and North Vineyard Well Field groundwater will be conveyed to and treated at a groundwater treatment plant located within the Sunrise Douglas 2 development area. After treatment, this groundwater will be distributed to the SunRidge Village project.

SCWA currently exercises, and will continue to exercise, its rights as a groundwater appropriator to extract groundwater from the groundwater basin underlying Zone 40 for delivery to its customers<sup>5</sup>. "Table 3 - Current and Projected Water Supplies" (*UWMP*, p. 6) presents the quantities of groundwater extracted (or projected to be extracted) in five year increments from the year 2000 through the year 2020.

The *Sunrise Douglas Community Plan/SunRidge Specific Plan Final Environmental Impact Report* and a site-specific environmental document for the North Vineyard Well Field provides for the extraction of up to 10,000 AF/year of groundwater. Consistent with the information provided in the *UWMP* and the discussion in Section 10910(c) above, the groundwater supply

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<sup>4</sup> The *UWMP* does not correlate population and water demand.

<sup>5</sup> The groundwater basin underlying Zone 40 has not been adjudicated.

<sup>7</sup> The passage of "Measure P" by the citizens of the City of Folsom exempting current residents from the cost of installing water meters may place use of this CVP supply by the City of Folsom at risk. The USBR has indicated that if the City does not proceed with a water meter program, CVP rules and regulations will prohibit delivery of a CVP supply to the City of Folsom. Under such a scenario, the 7,000 AF/year identified for delivery to the City of Folsom will revert to SCWA.

**WATER SUPPLY ASSESSMENT**  
**for SunRidge Village**

available from the North Vineyard Well Field is adequate to serve a portion of the water demands of the SunRidge Village project on a conjunctive use basis.

**Use of Surface Water**

The Zone 40 conjunctive use program includes the delivery of surface water within the Zone 40 boundaries as part of a comprehensive program to maintain the long-term, regional water balance (see *Draft 2002 Zone 40 Water Supply Master Plan* (SCWA, December 2002)). SCWA anticipates four sources of surface water supplies totaling up to 78,000 AF/year:

- SCWA has entered into a contract with the U.S. Bureau of Reclamation (USBR) for 22,000 AF/year of Central Valley Project (CVP) supplies diverted from the American River pursuant to Public Law (PL) 101-514 (often referred to as "Fazio water"). Of this 22,000 AF/year, 7,000 AF/year has been subcontracted to the City of Folsom for diversion from Folsom Lake<sup>7</sup>. The remaining 15,000 AF/year will be diverted by SCWA from the Sacramento River.
- SCWA has entered into a three-party agreement with the City of Sacramento and the Sacramento Municipal Utility District (SMUD) for the assignment to SCWA of 15,000 AF/year of SMUD's existing contract with the USBR. The intent is that this supply will be diverted by SCWA from the Sacramento River. This supply is often referred to as "SMUD I". This contract assignment is complete.
- SCWA has negotiated with SMUD for the assignment of an additional 15,000 AF/year pursuant to SMUD's existing contract with the USBR to be diverted by SCWA from the Sacramento River. This supply is often referred to as "SMUD II". This contract assignment is complete.
- The SCWA has made an application to the State Water Resources Control Board (SWRCB) for excess flows on the American River and Sacramento River to be diverted by SCWA from the Sacramento River. These flows, which would be available on an intermittent basis, could range up to 33,000 AF/year.

Contract documents, agreements, and applications for these four surface water supplies are available for review<sup>2</sup>. "Table 3 – Current and Projected Water Supplies" (UWMP, p. 6) presents the quantities of surface water diverted (or projected to be diverted) pursuant to these water rights and contract entitlements in five year increments from the year 2000 through the year 2020.

Additionally, SCWA is pursuing surface water transfer agreements. Such transfer supplies would be diverted by SCWA from the Sacramento River and would reduce reliance on intermittent surplus flows associated with the application referenced above.

**Section 10910(d)(2)**

Section 10910(d)(2) requires SCWA demonstrate that water supplies required to serve the SunRidge Village project actually exist. Section 10910(d)(2) defines what constitutes "proof".

**Section 10910(d)(2)(A)**

This subsection requires written contracts or other proof of entitlement to the water supplies identified for the SunRidge Village project.

Water demand in the SunRidge Village project will initially be met entirely with groundwater. SCWA will exercise its right as a groundwater appropriator to extract groundwater from the basin for delivery to the SunRidge Village project. In the long-term, the water demands of the SunRidge Village project will be met in accordance with the conjunctive use program described

**WATER SUPPLY ASSESSMENT  
for SunRidge Village**

in the *Draft 2002 Zone 40 Water Supply Master Plan* (SCWA, December 2002) and the Sunrise Douglas WSIP.

**Section 10910(d)(2)(B)**

This subsection requires a copy of the capital outlay program for financing the delivery of the identified water supply to the SunRidge Village project.

The Sacramento County Board of Supervisors approved a financing plan for the Sunrise Douglas Community Plan/Sunridge Specific Plan development that included the North Vineyard Well Field Water Supply Project. Additional financing plans will be developed as part of the SunRidge Village development for construction of the smaller distribution facilities required to deliver the identified water supplies to the SunRidge Village project.

Chapter 7 of the *Draft 2002 Zone 40 Water Supply Master Plan* (SCWA, December 2002) and the *Feasibility Report for 2003 Sacramento County Water Financing Authority Revenue Bonds (Sacramento County Water Agency Zones 40 and 41 Water System Projects)* (MWH, May 2003) evaluates the total cost and fee requirements of the Zone 40 conjunctive use program incorporating all future Zone 40 expenditures for major capital facilities including surface water treatment plants, groundwater treatment plants, and major transmissions mains. The Zone 40 Development Fee and User Fee Program, implemented through SCWA Ordinance 18 and Title 3 of the Sacramento County Water Agency Code, respectively, will continue to provide revenue to finance all aspects of the Zone 40 conjunctive use program. Both fee programs are evaluated annually and adjusted, if necessary, to accommodate changes in the service area, water demands, needed capital projects, and required debt financing.

**Section 10910(d)(2)(C)**

This subsection requires identification of any federal, state, and local permits required for construction of the facilities identified for delivering the water supply to the SunRidge Village project.

Most of the proposed water transmission pipeline facilities will be located in county or City public rights-of-way. An encroachment permit from Sacramento County has been obtained for those portions of the transmission pipeline from the North Vineyard Well Field that are to be constructed within the County's right-of-way and an encroachment permit has also been obtained from Caltrans for crossing State Highway 16. An easement agreement will be required from the USBR for crossing the Folsom South Canal.

The Sunrise Douglas 2 Groundwater Treatment Plant, on-site wells, the terminal storage tank and booster pump station, and any other required ancillary facilities will undergo site-specific environmental review and approval. Required permits identified pursuant to that review will have to be obtained prior to acceptance of bids for construction of any project.

**Section 10910(d)(2)(D)**

This subsection requires identification of any regulatory approvals required for delivery of the water supply to the SunRidge Village project.

The North Vineyard Well Field, on-site wells, and the Sunrise Douglas 2 Groundwater Treatment Plant will be added to SCWA's public water system permit from the California Department of Health Services (DHS), and the design of these facilities will require review and approval by DHS. Placement of the on-site wells will require review and approval by DHS. No other regulatory approvals are anticipated.

**WATER SUPPLY ASSESSMENT**  
for SunRidge Village**IDENTIFY PARTIES DEPENDENT UPON PROPOSED SUPPLY [Section 10910(e)]**

Section 10910(e) states:

*"If no water has been received in prior years by the public water system, ..., under the existing water supply entitlements, water rights, or water service contracts [identified to serve the proposed project], the public water system, ... , shall also include in its water supply assessment pursuant to subdivision (c), an identification of the other public water systems or water service contract holders that receive a water supply or have existing water supply entitlements, water rights, or water service contracts, to the same source of water as the public water system, ... , has identified as a source of water supply within its water supply assessments."*

The intent of this section is to identify any potential conflicts that may arise from the exercise of a water supply entitlement, water right, or water service contract to serve a proposed project if such water supply entitlement, water right, or water service contract has not been previously exercised.

**Use of Groundwater**

The water demands of the SunRidge Village project will be met with groundwater and surface water. SCWA has previously exercised its rights as a groundwater appropriator to serve the water demands of its customers and will continue to exercise those rights to provide treated groundwater supplies to the SunRidge Village project.

**Use of Surface Water**

The surface water supplies associated with SCWA's Zone 40 conjunctive use program fall into two categories: 1) water supplies derived from the CVP and 2) surplus supplies available on an intermittent basis.

The source of supply for "Fazio water" contract entitlement and the "SMUD I" and "SMUD II" assignment agreements is the USBR CVP. Thus, the parties that could most directly be affected by exercise of these rights by the SCWA are other CVP contractors. In addition, until such time as the SWRCB Bay-Delta Water Rights Hearings are concluded, other parties that could be affected include: CVP contractors, State Water Project (SWP) contractors, water rights holders subject to Term 91 conditions, and riparian diverters downstream of SCWA's point of diversion. The point of diversion is currently proposed at a site near the community of Freeport on the Sacramento River.

**DOES SUPPLY FOR PROJECT INCLUDE GROUNDWATER? [Section 10910(f)]**

The water demands of the SunRidge Village project will partially be met with groundwater. Consequently, Section 10910(f) requires specific additional information.

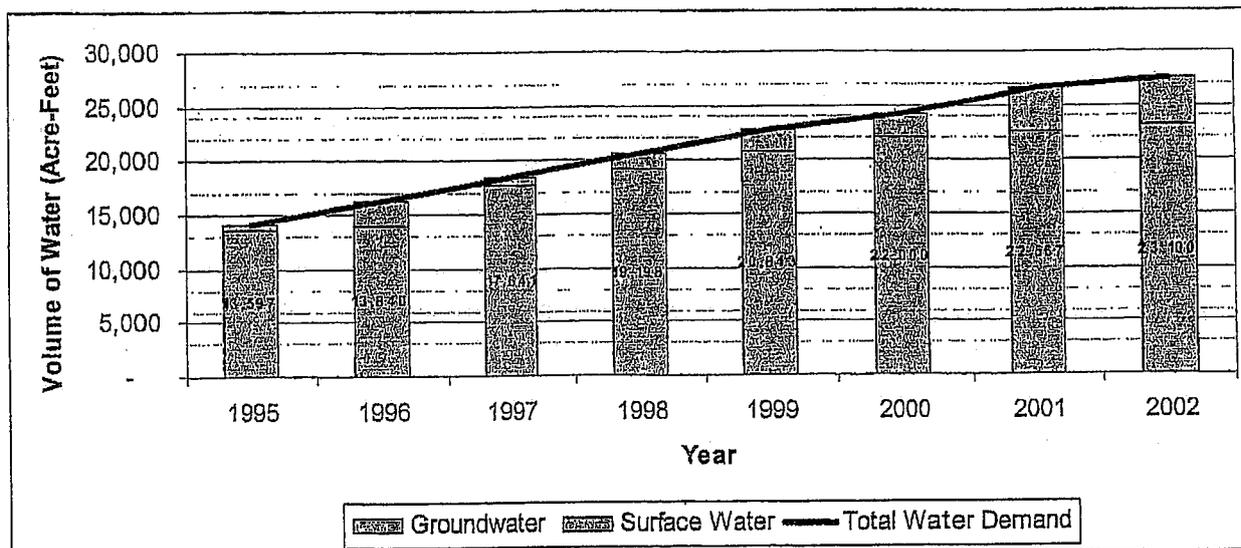
**Section 10910(f)(1)**

Section 10910(f)(1) requires a review of groundwater data contained in the UWMP.

The UWMP does not identify past volumes of groundwater extracted by SCWA; however, **Figure 3** illustrates the amount of groundwater and surface water used to meet Zone 40 water demand in each of the last seven (7) years.

## WATER SUPPLY ASSESSMENT for SunRidge Village

**Figure 3: Historical Use of Groundwater and Surface Water**



### Section 10910(f)(2)

Section 10910(f)(2) requires a description of the groundwater basin and the efforts being taken to prevent long-term overdraft.

“Appendix F: Technical Memorandum No. 4 – Groundwater Availability Analysis” of the *1995 Zone 40 Master Plan Update* (Montgomery Watson, June 1995) provides a detailed characterization of the groundwater aquifer underlying Zone 40<sup>2</sup>.

“Section 10: Water Management Program” of the *1995 Zone 40 Master Plan Update* (Montgomery Watson, June 1995) and “Section 5: Alternatives” of the *Draft Environmental Impact Report (EIR) for the Water Forum Proposal* (Sacramento City-County Office of Metropolitan Water Planning, January 1999) provide detailed descriptions of the Zone 40 conjunctive use program<sup>2</sup>. The SCWA’s approach for preventing overdraft of the groundwater basin underlying Zone 40 is discussed in detail in these sections.

The *Central Sacramento County Groundwater Forum Groundwater Digest* (Water Forum, September 2003) summarizes the efforts to date to protect the Central Basin.

The *Zone 40 Groundwater Management Plan* (MWH, October 2004) provides a plan to maintain a sustainable, high-quality groundwater resource for the users on the groundwater basin underlying Zone 40.

### Section 10910(f)(3)

Section 10910(f)(3) requires a description of the volume and geographic distribution of groundwater extractions from the basin for the last five years.

This data is being collected as part of the Water Forum Successor Effort’s (WFSE) “Central Sacramento County Groundwater Forum” and is expected to be available for review in the summer of 2004. SCWA has completed a groundwater management plan (GMP) under California Water Code Section 10750 *et seq.*

**WATER SUPPLY ASSESSMENT**  
for SunRidge Village**Section 10910(f)(4)**

Section 10910(f)(4) requires a description of the projected volume and geographic distribution of groundwater extractions from the basin.

“Section 10: Water Management Program” of the *1995 Zone 40 Master Plan Update* (Montgomery Watson, June 1995), “Section 5: Alternatives” of the *Draft Environmental Impact Report (EIR) for the Water Forum Proposal* (Sacramento City-County Office of Metropolitan Water Planning, January 1999), and “Section 3: Project Description” of the *Draft Environmental Impact Report (EIR) for the Draft 2002 Zone 40 Water Supply Master Plan* (EDAW, November 2003) provide detailed descriptions of the Zone 40 conjunctive use program<sup>2</sup>. SCWA’s projections of future groundwater extractions from the basin underlying Zone 40 are also discussed in detail in these sections.

**Section 10910(f)(5)**

Section 10910(f)(5) requires an analysis of the sufficiency of the groundwater basin to meet the demands associated with the SunRidge Village project.

“Section 10: Water Management Program” of the *1995 Zone 40 Master Plan Update* (Montgomery Watson, June 1995), “Section 5: Alternatives” of the *Draft Environmental Impact Report (EIR) for the Water Forum Proposal* (Sacramento City-County Office of Metropolitan Water Planning, January 1999), and “Section 3: Project Description” of the *Draft Environmental Impact Report (EIR) for the Draft 2002 Zone 40 Water Supply Master Plan* (EDAW, November 2003) provide detailed descriptions of the Zone 40 conjunctive use program<sup>2</sup>. The *Sunrise Douglas Community Plan/SunRidge Specific Plan Supplemental Water Supply Investigation* (Montgomery Watson, August 2000) provides a detailed discussion of how the extraction of groundwater from the North Vineyard Well Field for the purpose of serving the Sunrise Douglas Community Plan is consistent with the Zone 40 conjunctive use program and the *Water Forum Agreement*<sup>2</sup>.

**WATER SUPPLY ASSESSMENT  
for SunRidge Village****DETERMINATION OF SUFFICIENCY**

SCWA determines that it has identified sufficient water supplies to meet the water demands of the SunRidge Village project.

SCWA makes this determination based on the information provided in this WSA and on the following specific facts:

- The Zone 40 conjunctive use program is a sustainable water supply program that provides for 100-percent reliable water supplies while protecting environmental values and stabilizing the groundwater basin underlying Zone 40.
- The Zone 40 conjunctive use program has been extensively analyzed. The results of those analyses -- contained in the *1995 Zone 40 Master Plan Update* (Montgomery Watson, June 1995), the *Draft 2002 Zone 40 Water Supply Master Plan* (SCWA, December 2002), the *Draft Environmental Impact Report (EIR) for the Draft 2002 Zone 40 Water Supply Master Plan* (EDAW, November 2003) currently being amended to address public review comments, the *Draft Environmental Impact Report (EIR) for the Water Forum Proposal* (Sacramento City-County Office of Metropolitan Water Planning, January 1999), the *Final Environmental Impact Report (EIR) for the Water Forum Proposal* (Sacramento City-County Office of Metropolitan Water Planning, October 1999), and the *Water Forum Agreement* (Sacramento City-County Office of Metropolitan Water Planning, January 2000) -- have been subjected to thorough technical peer review and public scrutiny. The *Final Environmental Impact Report (EIR) for the Water Forum Proposal* (Sacramento City-County Office of Metropolitan Water Planning, October 1999) was certified the two lead agencies (the City of Sacramento and the County of Sacramento) in 1999.
- The SunRidge Village project will be served water supplies made available through the Zone 40 conjunctive use program.
- A financing plan for the Zone 40 conjunctive use program for constructing the facilities required for delivering groundwater and surface water to the SunRidge Village project, has been approved by the SCWA Board of Directors through its adoption of Ordinance 18 and Title 3 of the Sacramento County Water Agency Code.