



May 20, 2008

Mr. John Steitz
John Steitz Enterprises
6220 Sunrise Boulevard
Citrus Heights, CA 95610

Re: Access Evaluation for the Monarch Senior Living Project

RS08-2581

Dear Mr. Steitz:

Fehr & Peers has completed an evaluation of access to the proposed Monarch Senior Living project to be located on Sunrise Boulevard in the City of Citrus Heights. The primary purpose of this study was to evaluate the location of the proposed project driveway on Sunrise Boulevard.

Project Description

According to the project site plan (*Monarch Senior Assisted Living*, Two Rivers Architects, November 2007); the proposed project consists of the following uses:

- 58 one-bedroom and 4 two-bedroom assisted living units;
- 34 memory care units; and
- Kitchen, theater, and other on-site services.

Access to the project would be provided by two driveways on Sunrise Boulevard. One access would be for general traffic and the second for emergency vehicles only. The centerline of the main driveway is located approximately 156 feet north of the centerline of Eva Reeta Court and is located across from a driveway to a single family home. Eva Reeta Court serves 9 single-family homes. Sunrise Boulevard along the project frontage is a four-lane roadway with a two-way left-turn lane. Figure 1 displays the project location.

Trip Generation

The project daily, AM peak hour (7:00 to 9:00 AM) and PM peak hour (4:00 to 6:00 PM) trips were calculated based on the trip rates identified in *Trip Generation, 7th Edition* (Institute of Transportation Engineers, 2003) manual. The trips generated by the 9 single-family dwelling units on Eva Reeta Court was also determined using the ITE *Trip Generation* manual. Table 1 displays the expected PM peak hour trip generation of the proposed project. The project is expected to generate 266 daily, 14 AM peak hour, and 22 PM peak hour trips.

Trip generation data from other existing facilities operated by Senior Care Management indicate that their facilities have lower trip generation rates than those identified in *Trip Generation, 7th Edition*. Using the

trip generation rates provided by Senior Care Management the project would generate 160 daily, 8 AM peak hour, and 13 PM peak hour trips. To provide a worst-case condition the traffic study used the ITE trips rates for the project.

The single-family dwelling units on Eva Reeta Court generate 86 daily, 7 AM peak hour, and 9 PM peak hour trips

**TABLE 1
TRIP GENERATION OF PROPOSED PROJECT**

Land Use	Amount	Rates ¹			Trip Generation						
		Daily	PM Peak Hour	AM Peak Hour	Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
Project											
Assisted Living	100 Beds	2.66 TE / Bed	0.14 TE / Bed	0.22 TE / Bed	266	9	5	14	10	12	22
Eva Reeta Ct.											
SF Homes	9 DU	9.57 TE / DU	0.75 TE / DU	1.01 TE / DU	86	2	5	7	6	3	9

Notes:¹ Trip rates from *Trip Generation, 7th Edition* (ITE, 2003)
 DU = Dwelling Units.
 Source: Fehr & Peers, 2008.

Trip Distribution/Assignment

The expected distribution of project trips was derived from the location of regional transportation facilities, local services, and field observations. The following shows the expected trip distribution for the proposed project:

<u>Direction</u>	<u>Percentage of Trips</u>
To/from the north on Sunrise Blvd	55%
To/from the south on Sunrise Blvd	45%

Trips were assigned to the project driveway based on the above distribution percentages. Figure 2 displays the AM and PM peak hour driveway volumes.

Evaluation of Proposed Access on Sunrise Boulevard

The centerline of the main project driveway would be situated approximately 156 feet north of the centerline of Eva Reeta Court. Eva Reeta Court and the project access are offset such that vehicles turning left Sunrise Boulevard onto either access do not conflict. A driveway to a single-family home on the west side of Sunrise Boulevard is located across from the main project driveway. Access to a multi-family complex is located approximately 210 feet north of the project main access.

To evaluate the operation of the two-way left-turn lane on Sunrise Boulevard, an analysis of the intersection operations at the Sunrise Boulevard/Project Access and Sunrise Boulevard/Eva Reeta Court intersection was completed. The results of the analysis are presented on Table 1. The addition of the project traffic does not result in a change in the level of service (LOS) at the Sunrise Boulevard/Eva Reeta Court intersection. It does change the LOS at the Sunrise Boulevard/Project Access-single family home driveway intersection from LOS D to LOS E during the AM peak hour and from LOS B to LOS F during the PM peak hour. The delays are experienced by vehicles leaving the project site. Operations of the left-turn movement from Sunrise Boulevard to the project access are LOS B during both the AM and PM peak hours. The intersection does not meet traffic signal warrants. The technical calculations are included in the Appendix.

The design of the project access provides adequate storage for vehicles leaving the site without impacting vehicles entering the site (i.e. adequate throat depth is provided so that vehicles entering the site are not impacted by vehicles backing out of parking spaces).

TABLE 1: INTERSECTION LEVEL OF SERVICE COMPARISON					
Intersections	Traffic Control	Existing		Existing Plus Project	
		AM LOS ¹	PM LOS ¹	AM LOS ¹	PM LOS ¹
1. Sunrise Blvd./Project Access	Side Stop	D 34.3	B 12.3	E 45.1	F 58.3
2. Sunrise Blvd./Eva Reeta Ct.	Side Stop	C 20.8	E 38.8	C 20.9	E 39.1
Notes: ¹ Delay is reported for unsignalized intersections (worst movement) per 2000 HCM methodologies					
BOLD type indicates unacceptable operations.					

Storage Requirements for Left-Turn Ingress Lanes

The two-way left-turn ingress lane on southbound Sunrise Boulevard is projected to serve approximately 5 vehicles during both the AM and PM peak hours. The amount of storage needed to accommodate the maximum expected vehicle queue of one vehicle is 25 feet.

The two-way left-turn ingress lane on northbound Sunrise Boulevard at Eva Reeta Court is expected to serve less than 5 vehicles during both the AM and PM peak hours. The amount of storage needed to accommodate the maximum expected vehicle queue of one vehicle is 25 feet.

The combination of low project trip generation, project access design, and adequate level of service for vehicles entering the site indicate that there will be minimal impacts to traffic operations on Sunrise Boulevard due to project traffic.

Emergency Vehicle Access

The emergency vehicle access to the project is planned across from Eva Reeta Court. The access would only be used by emergency vehicles at times when the main access is blocked. The access would have

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a gate to restrict public access. The emergency vehicle access would connect to the fire lane that loops the project buildings.

The location of the emergency vehicle access appears adequate to minimize disruption of traffic flows on Sunrise Boulevard. To ensure this the emergency vehicle gate should be located approximately 20 feet from the face of curb to allow an emergency vehicle to pull off Sunrise Boulevard to open the gate.

We hope this information is helpful. Please call if you have any questions or need additional information.

Sincerely,

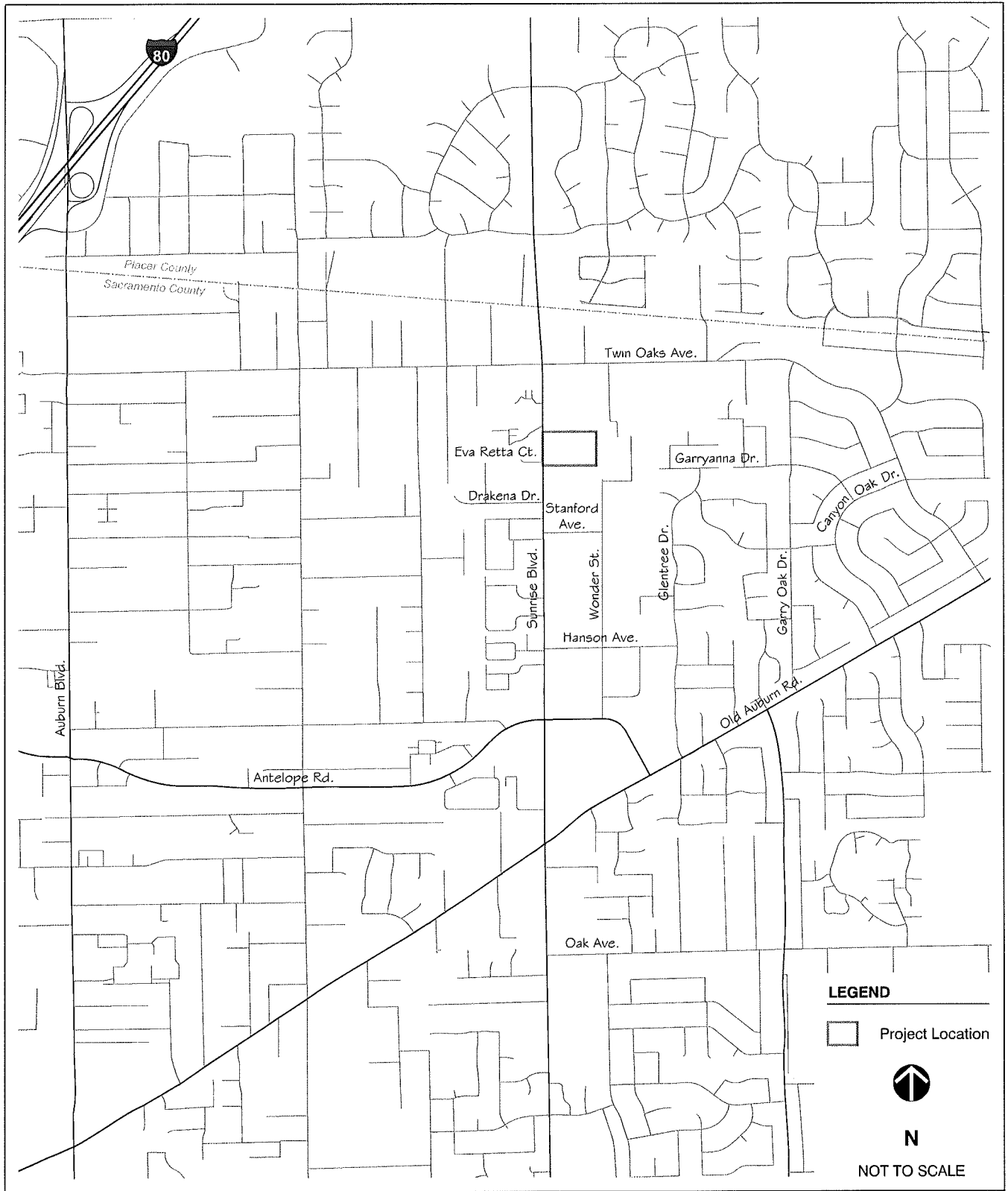
FEHR & PEERS ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read "Jeff Clark", with a long horizontal flourish extending to the right.

Jeff Clark, P.E.

Senior Associate

Attachments



FEHR & PEERS
TRANSPORTATION CONSULTANTS

May 07, 2008 IV

N:\2008Projects\2581_MonarchSeniorLiving\Graphics\Draft\fig01_location.dwg

LOCATION MAP

FIGURE 1



1. Sunrise Blvd./Project Access		2. Sunrise Blvd./Eva Retta Ct.	

LEGEND

- Turn Lane
- AM (PM) Peak Hour Traffic Volume
- Study Intersection
- Stop Sign
- Project Location

N

NOT TO SCALE

AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Sunrise Blvd/Project Access

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: D[34.3]

Street Name:	Sunrise Blvd						Project Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	1	0	1	0	0	0	0	1

Volume Module:AM Peak Hour

Base Vol:	0	1100	0	0	900	0	1	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1100	0	0	900	0	1	0	0	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	1100	0	0	900	0	1	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1100	0	0	900	0	1	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1100	0	0	900	0	1	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	xxxxx	7.5	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1450	xxxx	xxxxx	1550	2000	550
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	124	xxxx	xxxxx	79	61	484
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	124	xxxx	xxxxx	79	61	484
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	34.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	D	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			34.3			xxxxxx		
ApproachLOS:	*			*			D			*		

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

AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Sunrise Blvd/Eva Reeta Ct

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[20.8]

Street Name: Sunrise Blvd Eva Reeta Ct

Table with columns for Approach, Movement, Control, Rights, Lanes, and Volume Module. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Volume Module:AM Peak Hour

Table showing traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Critical Gap Module:

Table with Critical Gap and FollowUpTim metrics.

Capacity Module:

Table with Capacity metrics: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

Level Of Service Module:

Table with Level Of Service metrics: 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Sunrise Blvd/Project Access

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: B[12.3]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Sunrise Blvd and Project Access details.

Volume Module: PM Peak Hour. Table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module. Table showing Critical Gp, FollowUpTim, and associated values.

Capacity Module. Table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module. Table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Sunrise Blvd/Eva Reeta Ct

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: E[38.8]

Street Name:	Sunrise Blvd						Eva Reeta Ct					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	1	0	0	1	0	0	0

Volume Module: PM Peak Hour

Base Vol:	3	1400	0	0	1400	3	1	0	2	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:	3	1400	0	0	1400	3	1	0	2	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:	3	1400	0	0	1400	3	1	0	2	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:	3	1400	0	0	1400	3	1	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	3	1400	0	0	1400	3	1	0	2	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1403	xxxx	xxxxx	xxxx	xxxx	xxxxx	2108	2808	702	xxxx	xxxx	xxxxx
Potent Cap.:	493	xxxx	xxxxx	xxxx	xxxx	xxxxx	45	18	386	xxxx	xxxx	xxxxx
Move Cap.:	493	xxxx	xxxxx	xxxx	xxxx	xxxxx	45	18	386	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.3	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	xxxx	xxxx	xxxxx	xxxx	109	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	38.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			38.8			xxxxxx		
ApproachLOS:	*			*			E			*		

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

AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Sunrise Blvd/Project Access

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: E[45.1]

Street Name:	Sunrise Blvd						Project Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	0	1	1	0	0	0	0	1

Volume Module:AM Peak Hour												
Base Vol:	0	1100	4	5	900	0	1	0	0	2	0	3
Growth Adj:	1.00	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	1100	4	5	900	0	1	0	0	2	0	3
Added Vol:	0	0	0	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	1100	4	5	900	0	1	0	0	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1100	4	5	900	0	1	0	0	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1100	4	5	900	0	1	0	0	2	0	3

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	xxxxx	7.5	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1104	xxxx	xxxxx	1460	xxxx	xxxxx	1562	2012	552
Potent Cap.:	xxxx	xxxx	xxxxx	640	xxxx	xxxxx	92	xxxx	xxxxx	77	60	483
Move Cap.:	xxxx	xxxx	xxxxx	640	xxxx	xxxxx	91	xxxx	xxxxx	77	59	483
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.03	0.00	0.01

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.7	xxxx	xxxxx	45.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	E	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	155	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			45.1			29.0		
ApproachLOS:	*			*			E			D		

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

AM PEAK HOUR

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

Intersection #2 Sunrise Blvd/Eva Reeta Ct

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[20.9]

Street Name:	Sunrise Blvd						Eva Reeta Ct					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	2	0	0	1	0	0	1	0	0	0

Volume Module:AM Peak Hour

Base Vol:	1	1102	0	0	901	1	2	0	3	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:	1	1102	0	0	901	1	2	0	3	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:	1	1102	0	0	901	1	2	0	3	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:	1	1102	0	0	901	1	2	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1102	0	0	901	1	2	0	3	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	902	xxxx	xxxxx	xxxx	xxxx	xxxxx	1455	2006	451	xxxx	xxxx	xxxxx
Potent Cap.:	762	xxxx	xxxxx	xxxx	xxxx	xxxxx	123	60	561	xxxx	xxxx	xxxxx
Move Cap.:	762	xxxx	xxxxx	xxxx	xxxx	xxxxx	123	60	561	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	9.7	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
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	231	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.9	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*			
ApproachDel:	xxxxxx			xxxxxx			20.9			xxxxxx					
ApproachLOS:	*			*			C			*		*			

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

PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 Sunrise Blvd/Project Access

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: F[58.3]

Street Name:	Sunrise Blvd						Project Access					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1	1	1	0	0	0	1	0	0	1

Volume Module: PM Peak Hour

Base Vol:	1	1400	5	5	1400	0	0	0	0	6	0	6
Growth Adj:	1.00	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	1400	5	5	1400	0	0	0	0	6	0	6
Added Vol:	0	0	0	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	1400	5	5	1400	0	0	0	0	6	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1400	5	5	1400	0	0	0	0	6	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1400	5	5	1400	0	0	0	0	6	0	6

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	6.8	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	1400	xxxx	xxxxxx	1405	xxxx	xxxxxx	2112	2817	700	2115	2815	703
Potent Cap.:	494	xxxx	xxxxxx	492	xxxx	xxxxxx	30	18	386	45	18	385
Move Cap.:	494	xxxx	xxxxxx	492	xxxx	xxxxxx	29	18	386	44	18	385
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.14	0.00	0.02

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
Control Del:	12.3	xxxx	xxxxxx	12.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	79	xxxxxx			
SharedQueue:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.5	xxxxxx			
Shrd ConDel:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	58.3	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			58.3					
ApproachLOS:	*			*			*			F					

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

PM PEAK HOUR

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

Intersection #2 Sunrise Blvd/Eva Reeta Ct

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: E[39.1]

Table with columns for Street Name, Approach, Movement, Control, Rights, Lanes, and Volume Module: PM Peak Hour. Rows include North Bound, South Bound, East Bound, and West Bound movements.

Table with columns for Volume Module: PM Peak Hour. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table with columns for Critical Gap Module. Rows include Critical Gp and FollowUpTim.

Table with columns for Capacity Module. Rows include Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table with columns for Level Of Service Module. Rows include 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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