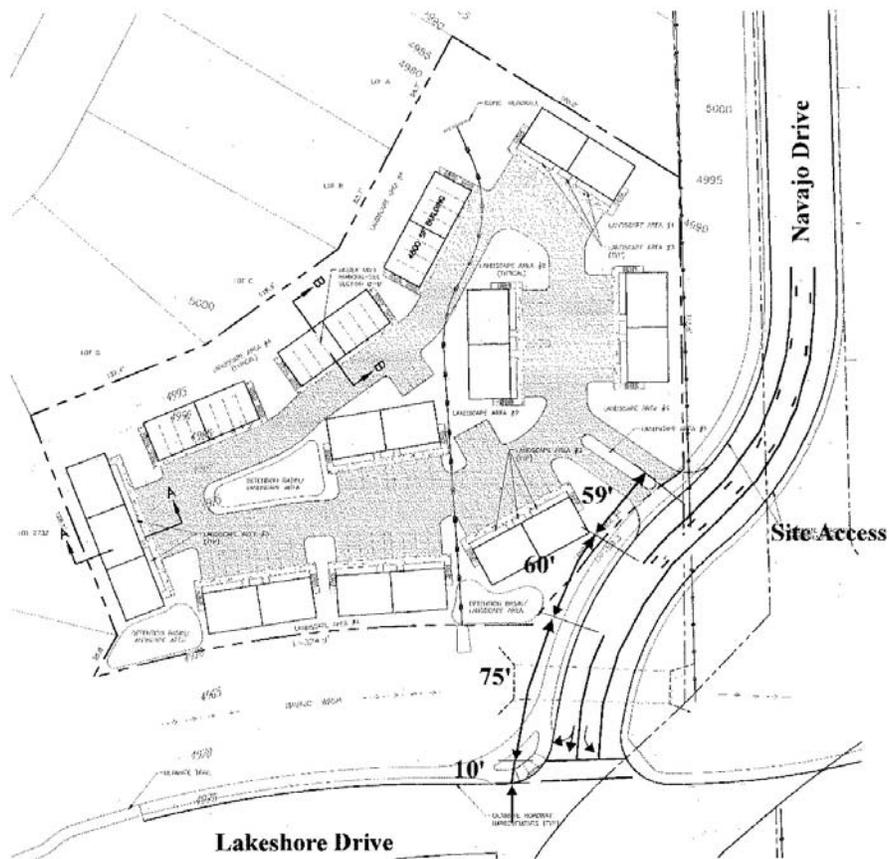


Exhibit "G"
Traffic Study Summary



Mountain Rose Development - Traffic Assessment



Navajo Drive Roadway / Site Access

Figure 8

CONCLUSIONS

The proposed 43-unit Mountain Rose Apartment development is estimated to produce a total of 290 daily trip ends with only 22 AM and 27 PM peak hour trips expected to be generated.

The capacity analyses of the study intersections for the existing and proposed conditions show no current or future traffic operation deficiencies. Based on future capacity analyses for a signalized intersection design at Navajo/Lakeshore Drives and their assumed lane configurations, the 95th percentile queue lengths for the southbound approach traffic is not projected to block site driveway movements. Additional analyses show that the intersection traffic volumes could increase up to 80 percent and the southbound to eastbound left turn movement could accommodate over 200 left turn vehicles prior to the 95th percentile queue impacting traffic operations at the proposed site driveway.

Under an assumed 75-foot left turn lane dedication to the Navajo Drive southbound left turn movement at Lakeshore Drive, 59-feet of two-way center left turn lane (and 60 feet for vehicle transition) will be provided to motorists entering the proposed site from northbound Navajo Drive. This is an adequate distance to accommodate the estimated 18 vehicular peak hour trips (maximum inbound volume) the proposed development is expected to generate.

Based on field locating the proposed site driveway and conducting sight distance measurements along Navajo Drive in its existing condition, adequate stopping and intersection sight distance is provided to motorists. However, these field measurements should be verified prior to construction to determine actual conditions. If measurements identify that sight visibility is less than required, a reduced roadway speed along Navajo Drive may be considered.

A right-turn deceleration lane should not be required at the proposed site access point due to low projected turn movement volumes into the site and due to low operating speed along Navajo Drive.

RECOMMENDATIONS

The following recommendations are generated from the analysis and conclusions presented in this report.

- The pavement widths for the inbound and outbound site movements should be verified that they can accommodate emergency vehicles. From the site plan, the width of each movement is about 12 feet. Typically, 16-foot to 20-foot minimum widths are required for residential driveways.
- Intersection sight distances should be verified at the site driveway to determine if recommended AASHTO distances are available after planned roadway reconstruction has occurred. If the distances are found to be deficient, then a reduced roadway speed along Navajo Drive could be considered.
- Curve ahead warning signs along Navajo Drive should be replaced to reflect the proposed site driveway location.
- The future lane configuration at the southbound Navajo Drive approach to Lakeshore Drive should provide a maximum of 75 feet of storage (capacity analysis results and low movement volumes only indicate 25 feet is needed) to allow motorists entering the proposed site from northbound Navajo Drive adequate distance to pull into the center two-way turn lane and wait to complete their movement into the proposed site.