



2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.5939 F
www.llgengineers.com

Pasadena
Irvine
San Diego

April 17, 2025

Mr. Jason Cooke
Strategic Medical Properties,
1810 S. El Camino Real, Suite C
San Clemente CA 92672

LLG Reference: 2.24.4842.1

Subject: **Focused Traffic Impact Analysis for the Proposed
Jurupa Hills Post Acute Expansion Project**
Riverside County, California

Dear Mr. Cooke:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Focused Traffic Impact Analysis for the proposed Jurupa Hills Post Acute Expansion Project (herein referred to as "Project"), generally located adjacent to and east of 6401 33rd Street in the Jurupa Valley area of the County of Riverside, California. **Figure 1** presents a Vicinity Map, which illustrates the general location of the project site and depicts the surrounding street system and **Figure 2** presents an existing site aerial. As presented in **Figure 2**, the site is currently occupied with the existing Jurupa Hills Post Acute facility on the northern portion of the site.

The Focused Traffic Impact Analysis for the proposed Project will satisfy the *City of Jurupa Valley Impact Analysis Guidelines (November 2020)* and will focus to three (3) study intersections along Florine Street and 33rd Street. The Scope of Work for this focused traffic impact analysis is based on direction provided by the City of Jurupa Valley staff and is included in **Appendix A**. Included in this focused traffic impact analysis are the following:

- 1) Existing traffic counts,
- 2) Estimated Project traffic generation/distribution/assignment,
- 3) AM and PM peak hour analyses for existing traffic conditions,
- 4) AM and PM peak hour analyses for Year 2027 with/without Project traffic conditions,
- 5) AM and PM peak hour analyses for Cumulative Horizon Year with/without Project traffic conditions.
- 6) Recommended Improvements (if any), and

David S. Shender, PE
John A. Boarman, PE
Richard E. Barretto, PE
Keil D. Maberry, PE
KC Yellapu, PE
Dave Roseman, PE
Shankar Ramakrishnan, PE
An LG2WB Company Founded 1966



7) Site access and internal circulation evaluation

Our method of analysis, findings, and recommendations are detailed in the following sections of this letter report.

STUDY AREA

Three (3) key study intersections were designated for evaluation. The key intersections selected for evaluation are listed as follows:

1. Apple Avenue at 33rd Street
2. Florine Avenue at 33rd Street
3. Florine Avenue at 30th Street

PROJECT DESCRIPTION

Figure 3 presents the proposed site plan for the proposed Project, prepared by Taylor Design. As shown in **Figure 3**, the Project site is currently occupied with a 143-bed Post Acute facility and will be expanded to include 99 additional beds in a 42,000 square-foot (SF) skilled nursing facility and a 12,000 SF medical office building.

Access for the proposed expansion Project site will continue to be provided via one (1) existing full movement driveway and three (3) proposed full-access unsignalized driveways located along the south side of 33rd Street (two via a proposed cul-de-sac).

EXISTING TRAFFIC CONDITIONS

Existing Lane Geometrics

Figure 4 presents an inventory of the existing roadway conditions for the three (3) key study intersections. This figure identifies the number of travel lanes for key arterials, as well as intersection configurations and controls for the key area study intersections.

Existing Public Transit

There are currently no Riverside Transit Agency (RTA) bus routes along Valley Way/Armstrong Road, Florine Avenue, Apple Avenue, or 33rd Street in the vicinity of the Project site.

Existing Traffic Volumes

AM peak hour and PM peak hour traffic counts were collected by Counts Unlimited on January 16, 2025 at the three (3) key study intersections. **Figures 5** and **6** illustrate



the existing AM and PM peak hour traffic volumes at the three (3) key study intersections.

Appendix B contains the detailed peak hour traffic count sheets for the three (3) key study intersections.

LEVEL OF SERVICE METHODOLOGY

In conformance with City of Jurupa Valley requirements, AM and PM peak hour operating conditions for the unsignalized intersections were evaluated using the *Highway Capacity Manual 7th Edition* (HCM 7) methodology.

Highway Capacity Manual (HCM 7) Method of Analysis (Unsignalized Intersections)

The HCM 7 unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. For all-way stop controlled intersections, the overall average control delay measured in seconds per vehicle, and level of service is then calculated for the entire intersection. For one-way and two-way stop-controlled (minor street stop-controlled) intersections, this methodology estimates the worst side street delay, measured in seconds per vehicle and determines the level of service for that approach. The HCM control delay value translates to a LOS estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in *Table 1*.

LEVEL OF SERVICE STANDARDS AND IMPACT CRITERIA

Consistent with the acceptable LOS for the Jurupa Valley General Plan, the City considers the following unsignalized intersection criteria when identifying operational deficiencies:

An operational improvement would be required if the study determines that either section A) or both sections B) and C) occur:

- A. The addition of project related traffic causes the intersection to degrade from an acceptable LOS D or better to E or F.

OR

- B. The project adds 5.0 seconds or more of delay to an intersection that is already projected to operate without project traffic at a LOS E or F,



AND

- C. The intersection meets the peak-hour traffic signal warrant after the addition of project traffic.

If the conditions above are satisfied, improvements should be identified that achieve the following:

- LOS D or better for case A) above or to pre-project LOS and delay for case B) above.

PROJECT TRAFFIC CHARACTERISTICS

Project Trip Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are typically found in the 11th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2021].

Table 2, attached, summarizes the trip generation rates used in forecasting the vehicular trips generated for the proposed Project land use and also presents the proposed Project's forecast peak hour and daily traffic volumes. As shown in the upper portion of **Table 2**, the trip generation potential of the proposed Project was estimated using the using ITE Land Use 620: Nursing Home trip rates and ITE Land Use 720: Medical Office Building trip rates. Review of **Table 2** indicates that the proposed Project is forecast to generate 716 daily trips, with 60 trips (47 inbound, 13 outbound) produced in the AM peak hour and 72 trips (24 inbound, 48 outbound) produced in the PM peak hour on a "typical" weekday.

Trip Distribution and Assignment

Figure 7 presents the traffic distribution pattern for the proposed Project. Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers and regional access routes,
- the site's proximity to residential development in the area,
- expected localized traffic flow patterns based on adjacent street channelization, and presence of traffic signals,
- ingress/egress availability at the Project site.



The anticipated AM and PM peak hour traffic volumes associated with proposed Project are presented in **Figures 8** and **9**. The traffic volume assignments presented in **Figures 8 and 9** reflect the traffic distribution characteristics shown in **Figure 7** and the traffic generation forecast presented in **Table 2**.

FUTURE TRAFFIC CONDITIONS

Year 2027 Traffic Growth

Future year, background traffic growth estimates have been calculated using an ambient growth factor. The ambient traffic growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area.. The future growth in traffic volumes has been calculated at two percent (2.0%) compounded per year. Applied to existing Year 2025 traffic volumes results in a two year compounded growth in existing volumes to Year 2027.

Year 2027 Traffic Volumes

Figures 10 and **11** illustrate the Year 2027 Without Project AM peak hour and PM peak hour traffic volumes at the three (3) key study intersections.

Figures 12 and **13** illustrate the Year 2027 With Project AM peak hour and PM peak hour traffic volumes at the three (3) key study intersections.

CUMULATIVE HORIZON YEAR TRAFFIC CONDITIONS

Cumulative Horizon Year Traffic Growth

Given that the RIVCOM traffic model network does not include the local street study intersections in this analysis, such that Buildout traffic volumes could not be developed directly from RIVCOM, the Cumulative Horizon Year (General Plan Buildout) traffic growth estimates have been calculated using 2027 Without Project volumes with the addition of cumulative projects. In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed Project, the status of other known cumulative projects in the vicinity of the proposed Project has been researched at the City of Jurupa Valley.

Based on our research, there are two (2) cumulative projects in the City of Jurupa Valley within the vicinity of the subject site that will be built under General Plan Buildout traffic conditions. These two (2) cumulative projects have been included as



part of the Cumulative Horizon Year. **Table 3** provides the location and a brief description for the two (2) cumulative projects.

Table 4 summarizes the trip generation potential for the two (2) cumulative projects. As shown, the cumulative projects are forecast to generate a total of 6,891 daily trips, with 647 trips (501 inbound and 146 outbound) forecast during the AM peak hour and 661 trips (374 inbound and 287 outbound) forecast during the PM peak hour.

Cumulative Horizon Year Traffic Volumes

Figures 14 and **15** illustrate the Cumulative Horizon Year Without Project AM peak hour and PM peak hour traffic volumes at the three (3) key study intersections.

Figures 16 and **17** illustrate the Cumulative Horizon Year With Project AM peak hour and PM peak hour traffic volumes at the three (3) key study intersections.

YEAR 2027 WITH PROJECT CAPACITY ANALYSIS

Table 5 summarizes the peak hour level of service results at the three (3) key study intersections for Existing and the Year 2027 With Project traffic conditions. Review of column (1) of **Table 5** indicates that the three (3) key study intersections currently operate at acceptable LOS D or better during the AM and PM peak hours. Review of column (2) of **Table 5** indicates that the three (3) key study intersections are forecast to continue to operate at acceptable LOS D or better in Year 2027 Without Project during the AM and PM peak hours. Review of column (3) of **Table 5** indicates that the three (3) key study intersections are forecast to continue to operate at acceptable LOS D or better in Year 2027 during the AM and PM peak hours with the addition of Project traffic. Review of columns (4) and (5) of **Table 5** indicates that traffic associated with proposed Project **will not** impact the three (3) key study intersections when compared to the LOS standards and significant impact criteria specified in this letter report.

Appendix C contains the Existing and the Year 2027 traffic conditions AM peak hour and PM peak hour HCM/LOS calculation worksheets for the three (3) key study intersections.

CUMULATIVE HORIZON YEAR WITH PROJECT CAPACITY ANALYSIS

Table 6 summarizes the peak hour level of service results at the three (3) key study intersections for the Cumulative Horizon Year With Project traffic conditions. Review of column (2) of **Table 6** indicates that the three (3) key study intersections



are forecast to continue to operate at acceptable LOS D or better in the Cumulative Horizon year during the AM and PM peak hours. Review of column (3) of *Table 6* indicates that the three (3) key study intersections are forecast to continue to operate at acceptable LOS D or better in Cumulative Horizon Year during the AM and PM peak hours with the addition of Project traffic. Review of columns (4) and (5) of *Table 6* indicates that traffic associated with proposed Project ***will not*** impact the three (3) key study intersections when compared to the LOS standards and significant impact criteria specified in this letter report.

Appendix C contains the Cumulative Horizon Year traffic conditions AM peak hour and PM peak hour HCM/LOS calculation worksheets for the three (3) key study intersections.

RECOMMENDED IMPROVEMENTS

The results of the Year 2027 and Cumulative Horizon Year peak hour intersection capacity analyses presented previously in *Tables 5* and *6* indicate that the proposed Project ***will not*** impact the three (3) key study intersections. Given that there are no project impacts, no improvements are required under Year 2027 With Project and Cumulative Horizon Year With Project traffic conditions.

SITE ACCESS AND INTERNAL CIRCULATION EVALUATION

As shown previously on *Figure 3*, vehicular access to the Project site will be provided one (1) existing and three (3) proposed full-access unsignalized driveways located along the south side of 33rd Street.

The on-site circulation layout of the proposed Project as illustrated in *Figure 3* on an overall basis is adequate. Curb return radii have been confirmed and are generally adequate for service/delivery (FedEx, UPS) vehicles, trash trucks, and emergency vehicles.

CONCLUSION

The results of the Focused Traffic Impact Analysis indicate that the proposed Project will not impact the existing surrounding roadway network. The three (3) key study intersections are forecast to operate at acceptable levels of service during the AM peak hour and PM peak hour in the Existing without Project to the Cumulative Horizon Year with Project traffic condition. In addition, Project access and internal circulation will be adequate.

Mr. Jason Cooke
April 17, 2025
Page 8



We appreciate the opportunity to provide this Focused Traffic Impact Analysis.
Should you have any questions, please call us at (949) 825-6175.

Sincerely,
Linscott, Law & Greenspan, Engineers

A handwritten signature in black ink, appearing to read 'Keil D. Maberry', is positioned above the printed name.

Keil D. Maberry, P.E.
Principal
California Registration: TR 1802

Attachments





n:\4800\2244842 - jurupa hills post acute expansion, riverside\dwg\4842 f-1.dwg LDP 08:37:56 07-17-2024 ogular



SOURCE: OPEN STREETS

KEY

 = PROJECT SITE

FIGURE 1

VICINITY MAP

JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



n:\4800\2244842 - jurupa hills post acute expansion, riverside\dwg\4842 f-2.dwg LDP 08:44:38 07-17-2024 ogular

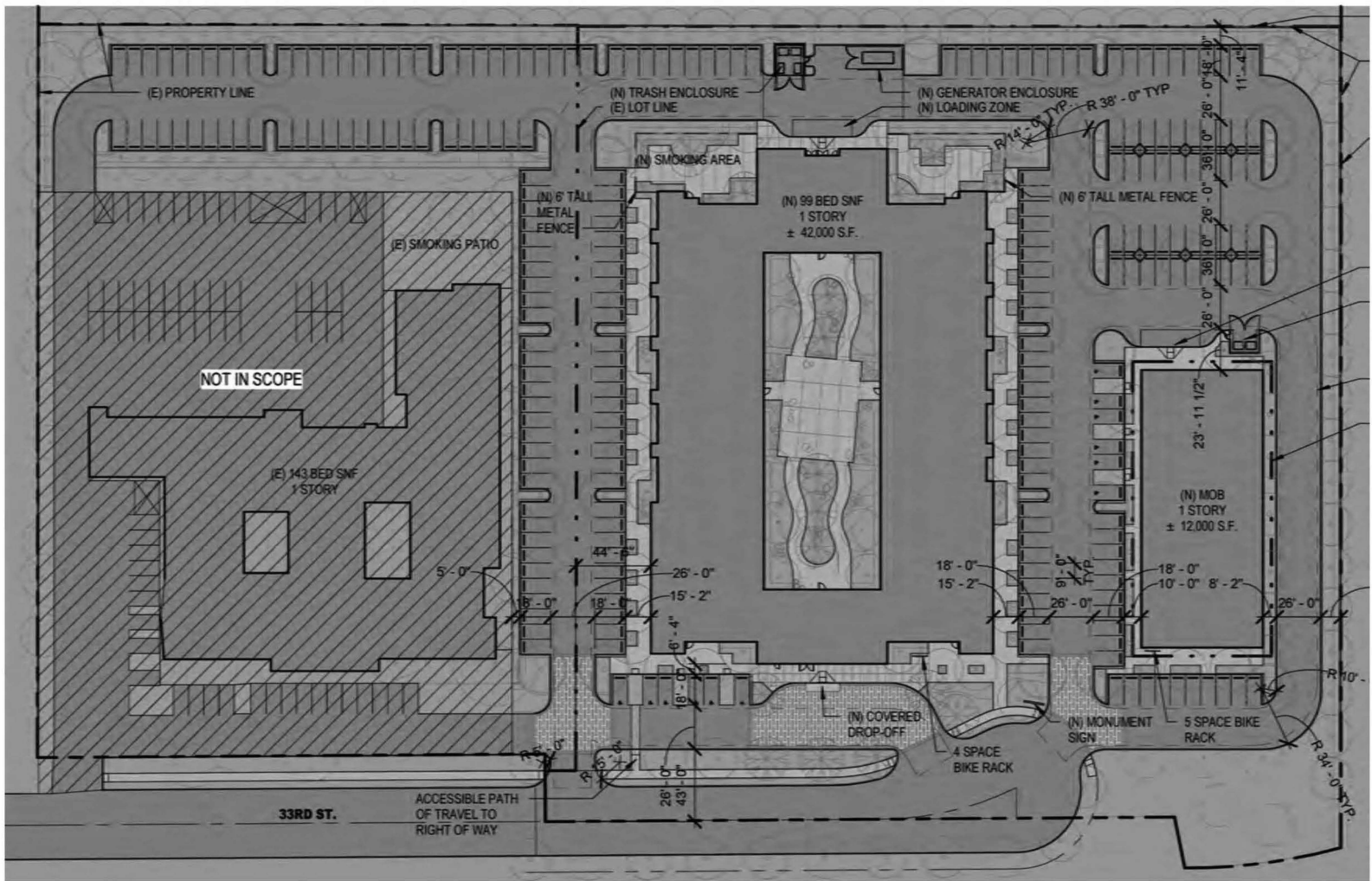


SOURCE: GOOGLE

KEY
 = PROJECT SITE

FIGURE 2

EXISTING SITE AERIAL
 JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



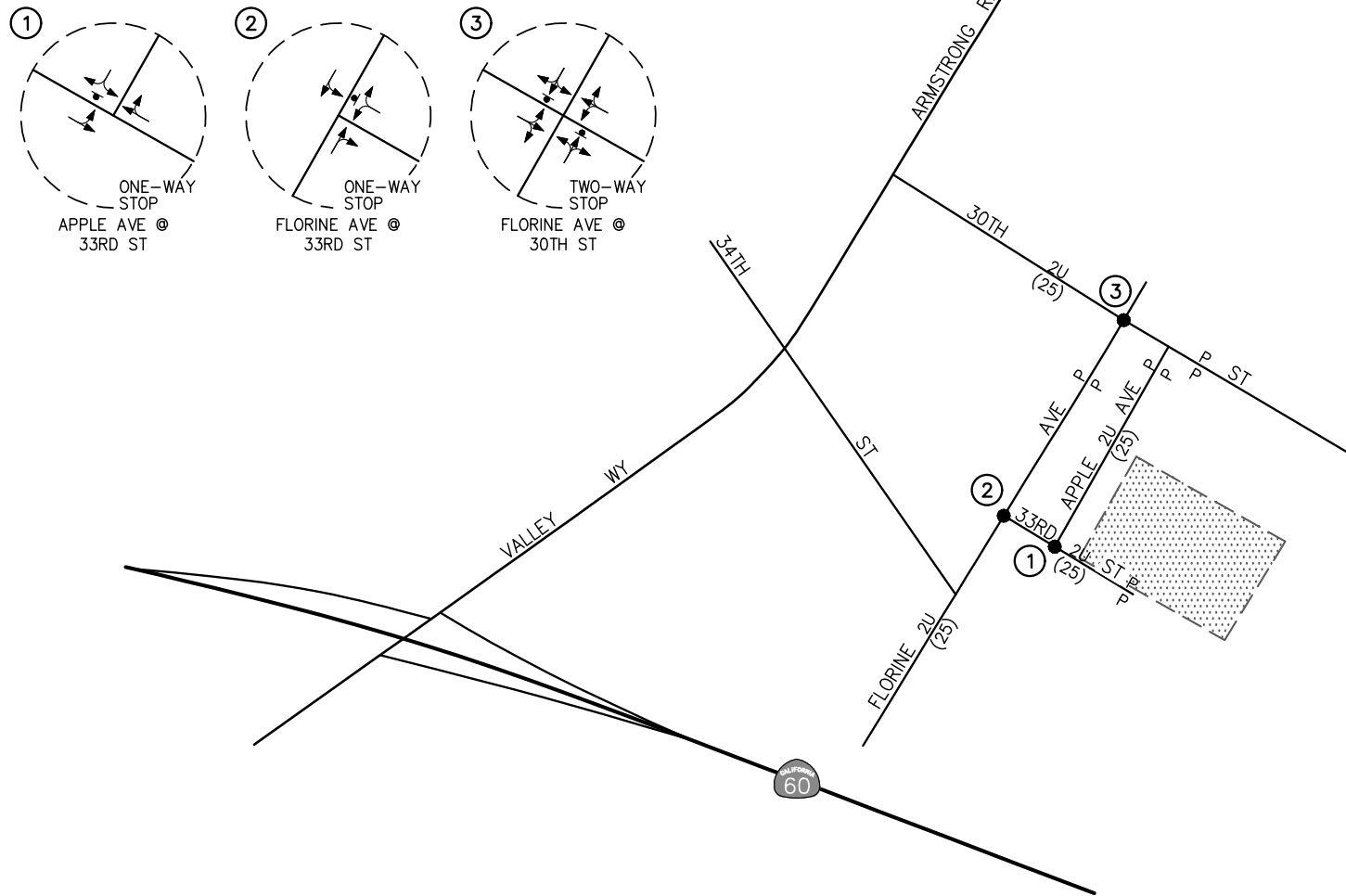
n:\4800\2244842 - jurupa hills post acute expansion, riverside\dwg\4842 f-3.dwg LDP 08:48:23 07-17-2024 ogular

SOURCE: TAYLOR DESIGN

FIGURE 3



PROPOSED SITE PLAN
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



n:\4800\2244842 - jurupa hills post acute expansion, jurupa valley\dwg\4842 f-4.dwg LDP 14:17:18 04-15-2025 scaavedra

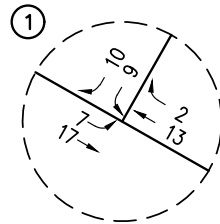


KEY	
①	= STUDY INTERSECTION
→	= APPROACH LANE ASSIGNMENT
●	= TRAFFIC SIGNAL, ▼ = STOP SIGN
P	= PARKING, NP = NO PARKING
U	= UNDIVIDED, D = DIVIDED
2	= NUMBER OF TRAVEL LANES
(XX)	= POSTED SPEED LIMIT (MPH)
[Hatched Box]	= PROJECT SITE

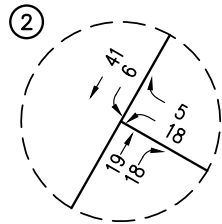
FIGURE 4

EXISTING ROADWAY CONDITIONS AND INTERSECTIONS CONTROLS

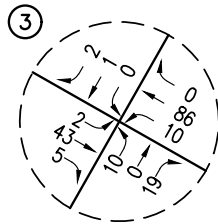
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



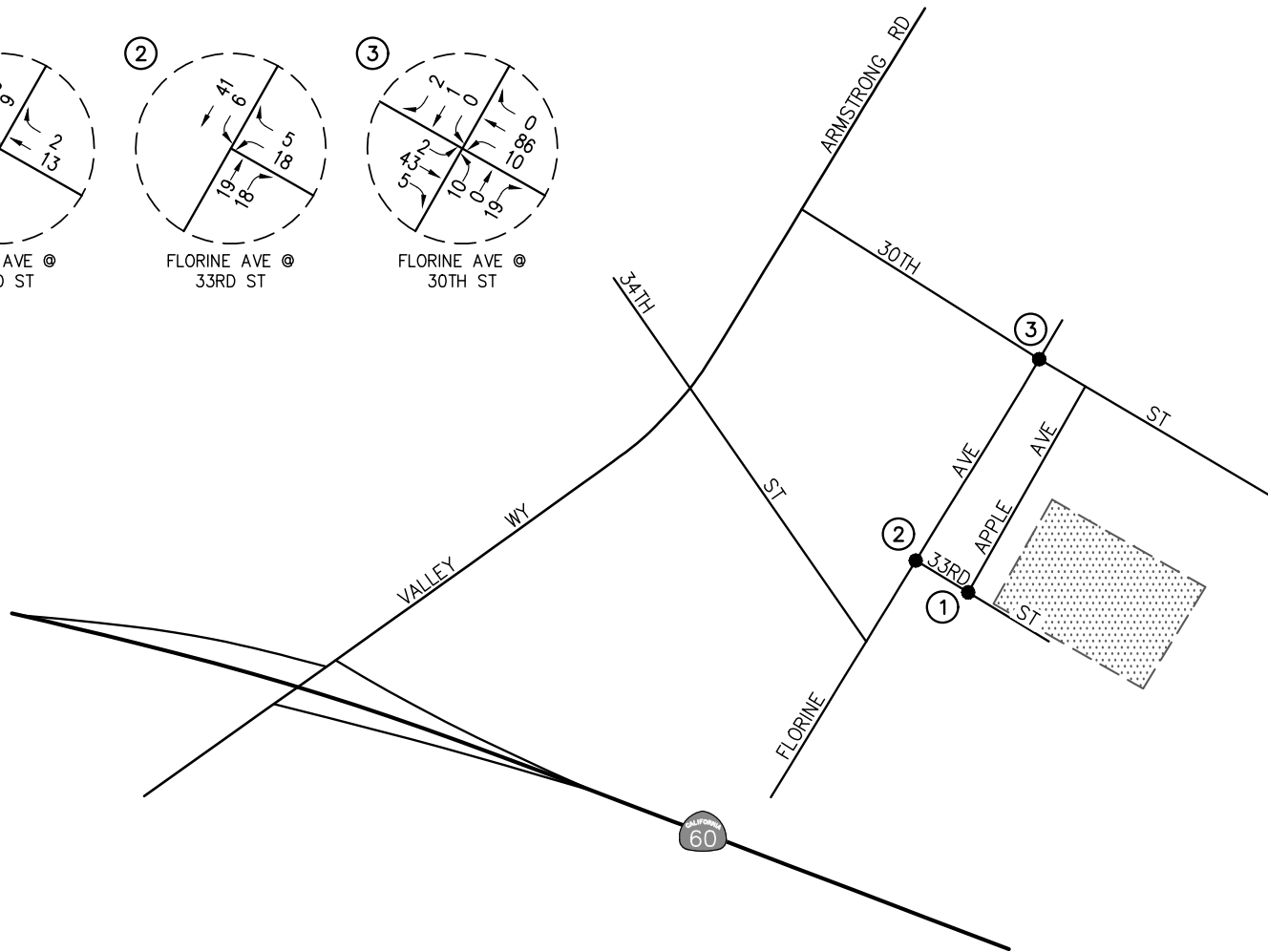
APPLE AVE @
33RD ST



FLORINE AVE @
33RD ST



FLORINE AVE @
30TH ST



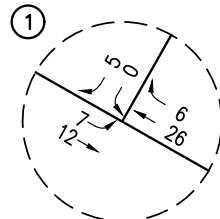
n:\4800\2244842 - jurupa hills post acute expansion, jurupa valley\dwg\4842 f-5.dwg LDP 14:52:07 04-15-2025 saavedra



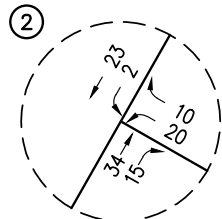
KEY	
#	= STUDY INTERSECTION
[Shaded Box]	= PROJECT SITE

FIGURE 5

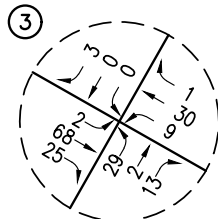
EXISTING AM PEAK HOUR TRAFFIC VOLUMES
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



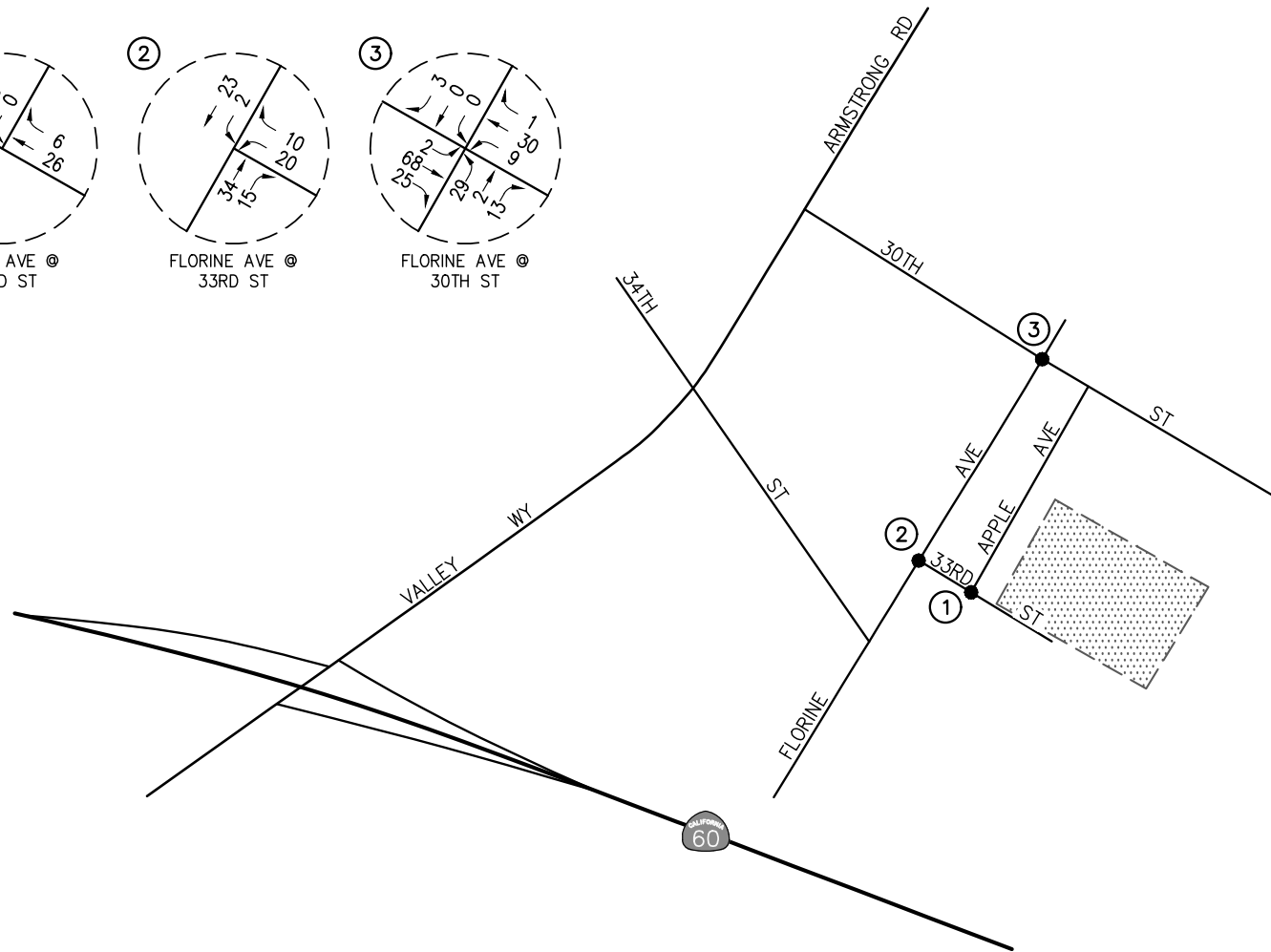
APPLE AVE @
33RD ST



FLORINE AVE @
33RD ST



FLORINE AVE @
30TH ST



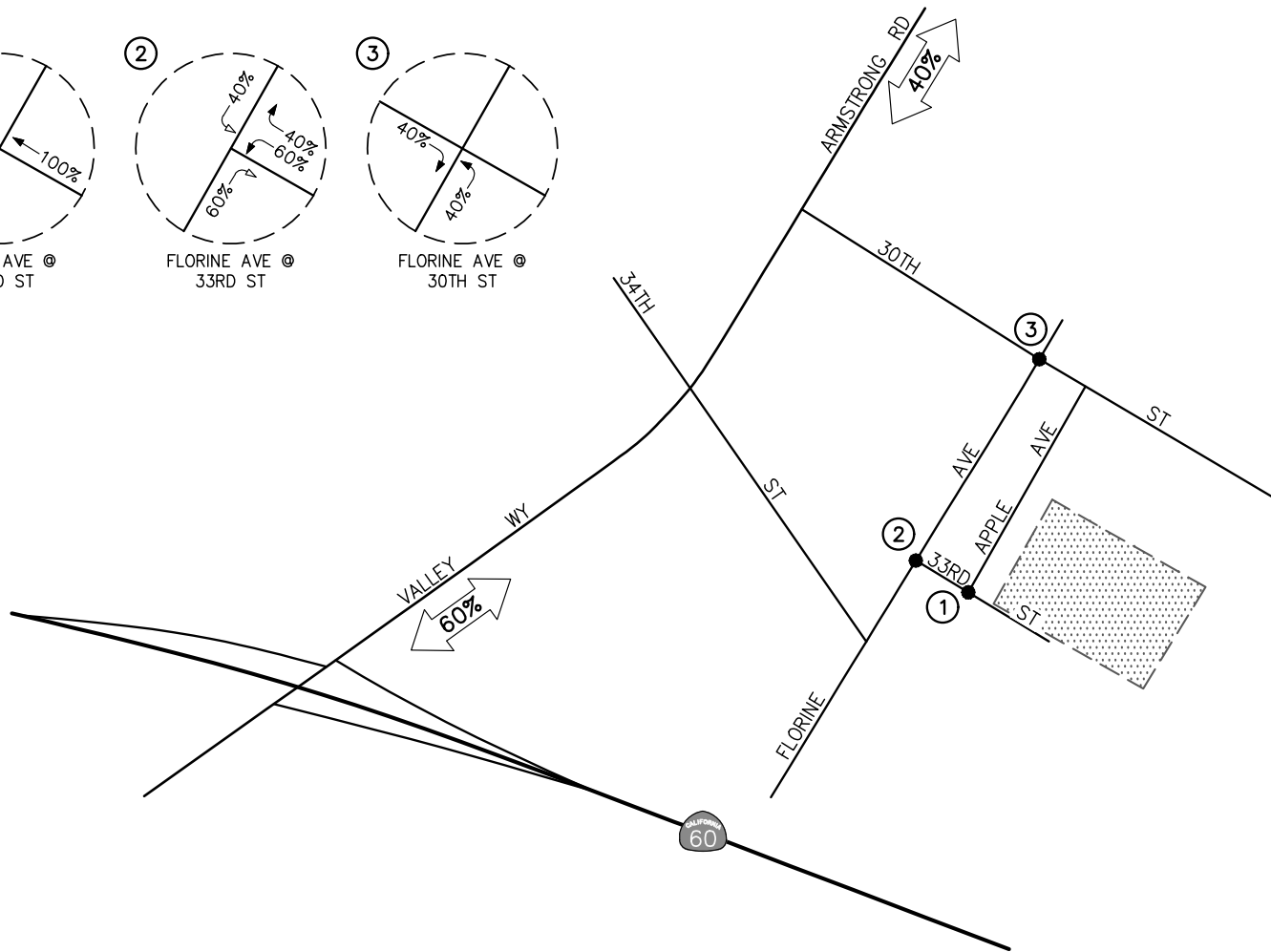
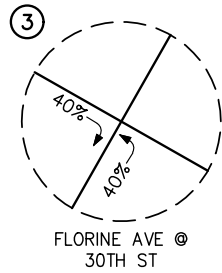
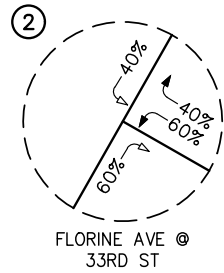
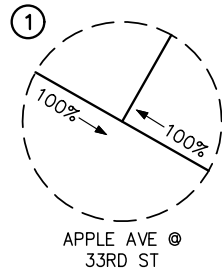
n:\4800\2244842 - jurupa hills post acute expansion, jurupa valley\dwg\4842 f-6.dwg LDP 14:56:06 04-15-2025 saavedra



KEY	
#	= STUDY INTERSECTION
[Shaded Box]	= PROJECT SITE

FIGURE 6

EXISTING PM PEAK HOUR TRAFFIC VOLUMES
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



n:\4800\2244842 - jurupa hills post acute expansion, riverside\dwg\4842 f-1.dwg LDP 08:37:56 07-17-2024 ogular

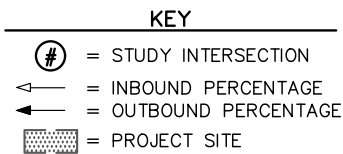
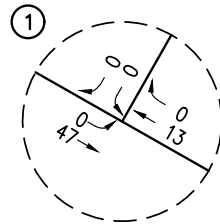
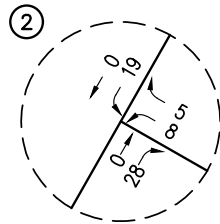


FIGURE 7

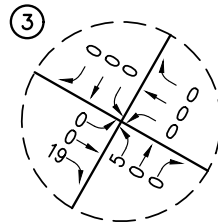
PROJECT TRAFFIC DISTRIBUTION PATTERN
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



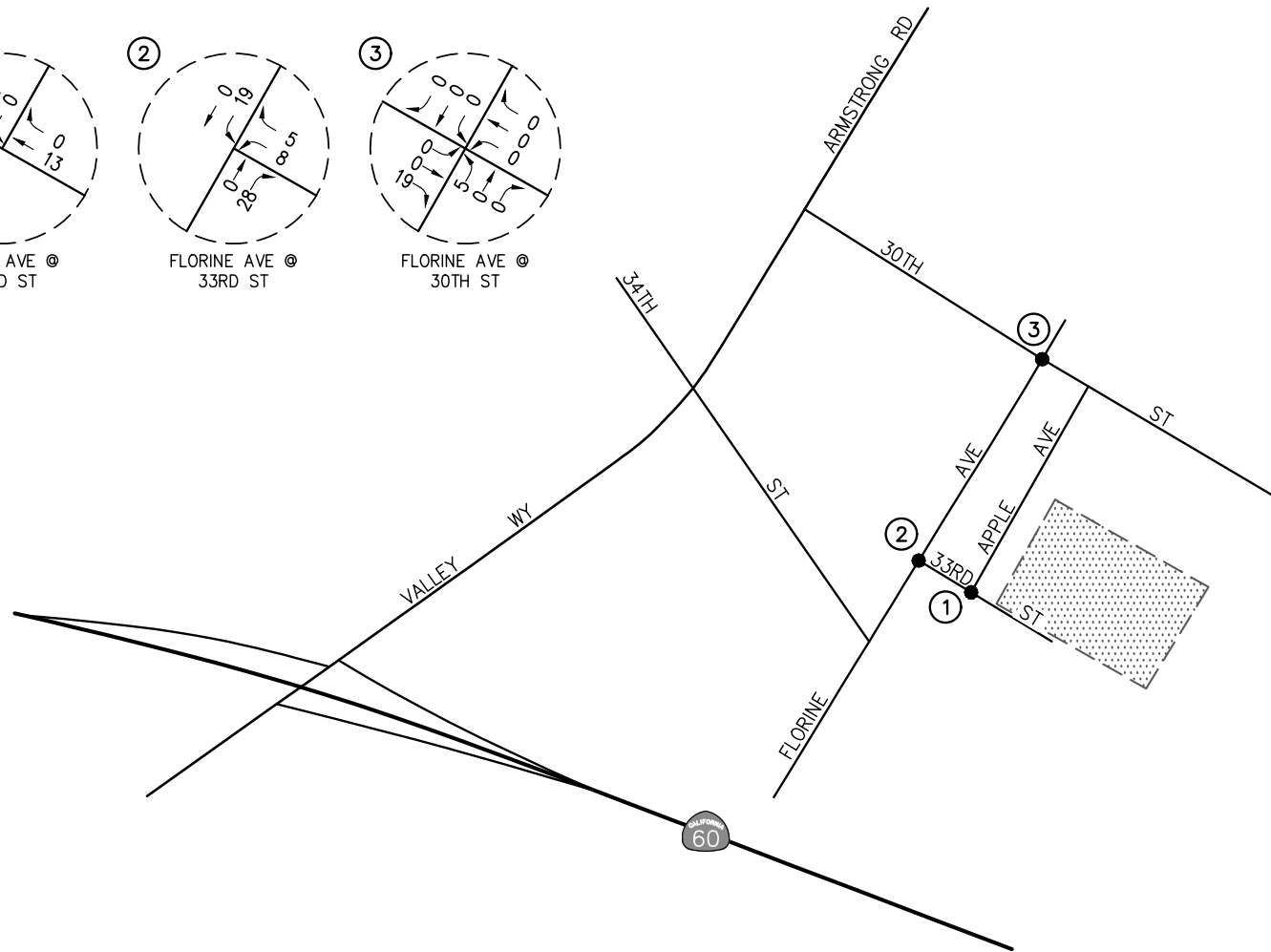
APPLE AVE @
33RD ST



FLORINE AVE @
33RD ST



FLORINE AVE @
30TH ST



n:\4800\2244842 - jurupa hills post acute expansion, jurupa valley\dwg\4842 f-8.dwg LDP 14:58:31 04-15-2025 saavedra

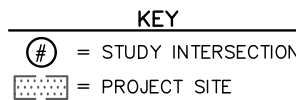
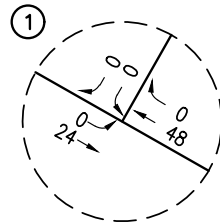
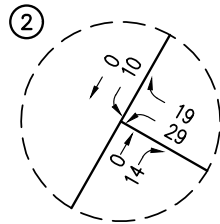


FIGURE 8

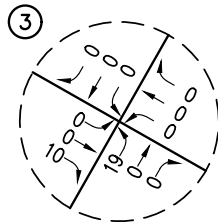
AM PEAK HOUR PROJECT TRAFFIC VOLUMES
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



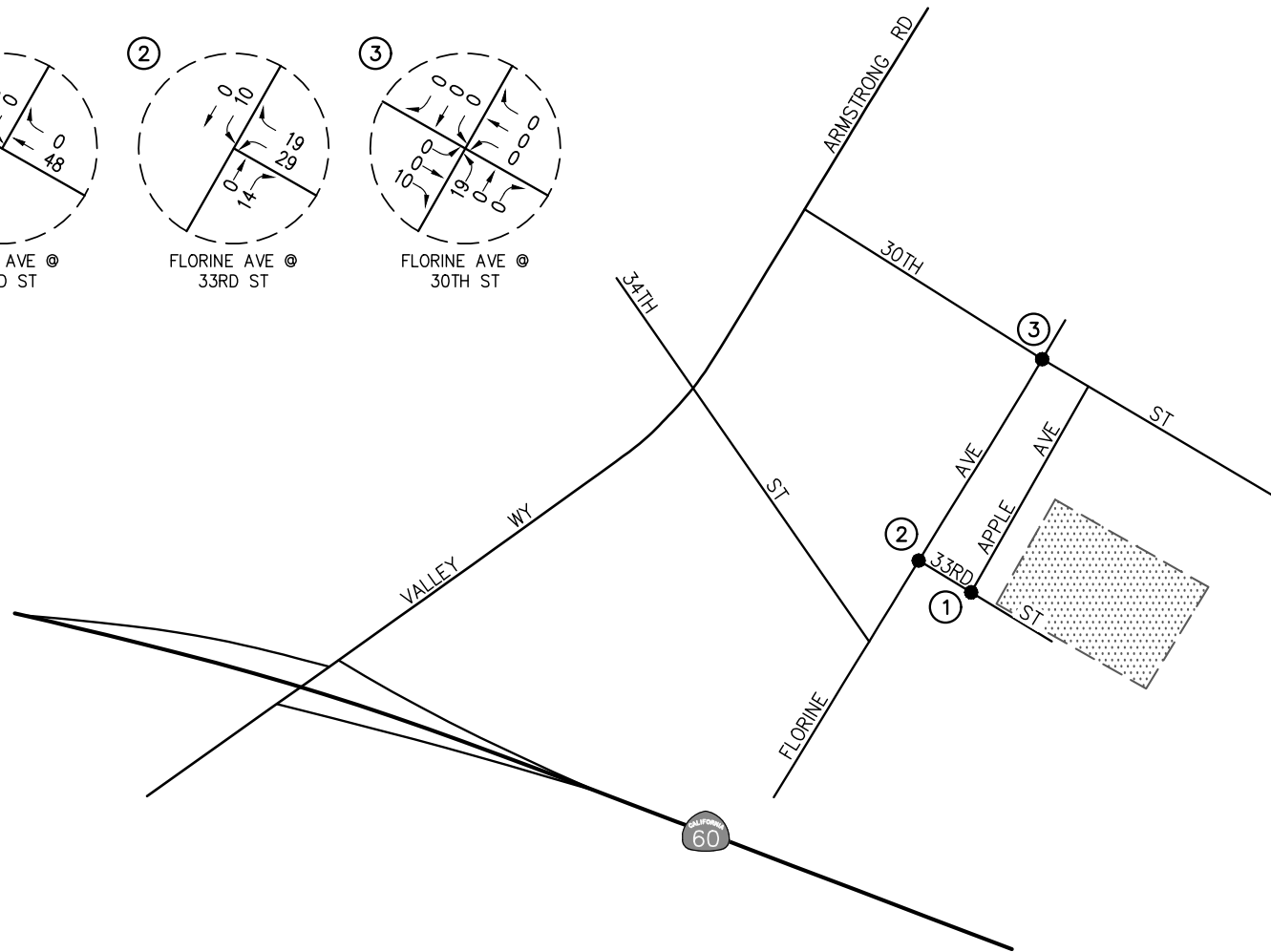
①
APPLE AVE @
33RD ST



②
FLORINE AVE @
33RD ST



③
FLORINE AVE @
30TH ST



n:\4800\2244842 - jurupa hills post acute expansion, jurupa valley\dwg\4842 f-9.dwg LDP 15:08:30 04-15-2025 saavedra

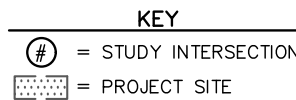
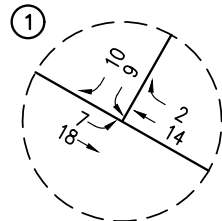
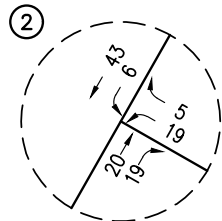


FIGURE 9

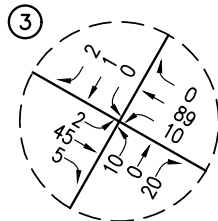
PM PEAK HOUR PROJECT TRAFFIC VOLUMES
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



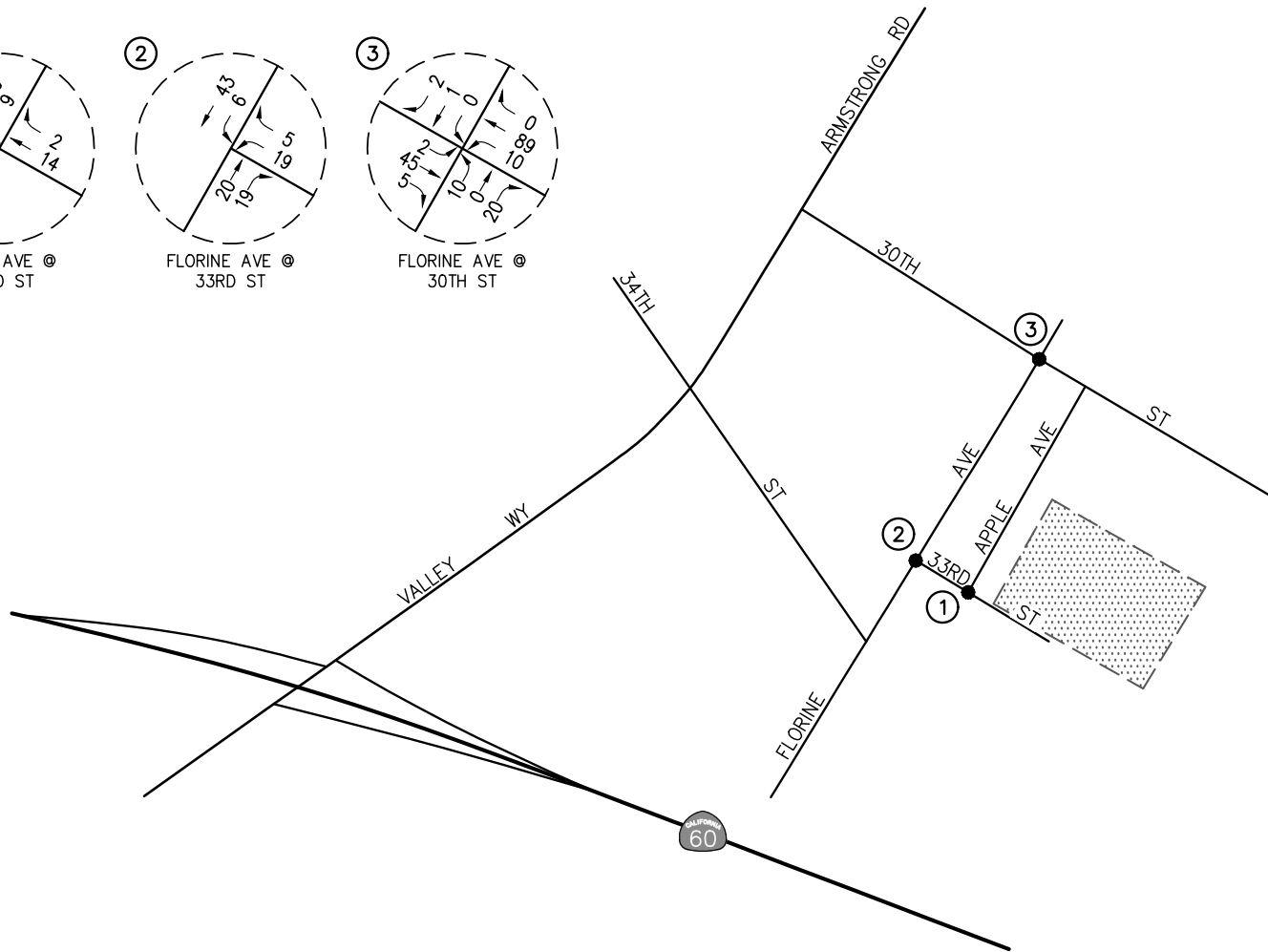
①
APPLE AVE @
33RD ST



②
FLORINE AVE @
33RD ST



③
FLORINE AVE @
30TH ST



n:\4800\2244842 - jurupa hills post acute expansion, jurupa valley\dwg\4842 f-10.dwg LDP 15:10:24 04-15-2025 saavedra

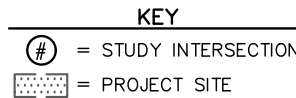
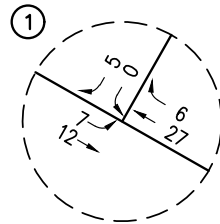


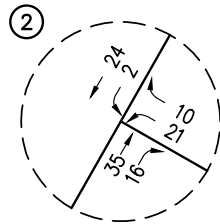
FIGURE 10

**YEAR 2027 WITHOUT PROJECT
AM PEAK HOUR TRAFFIC VOLUMES**

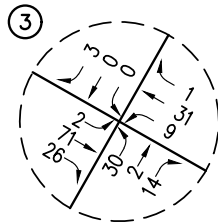
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



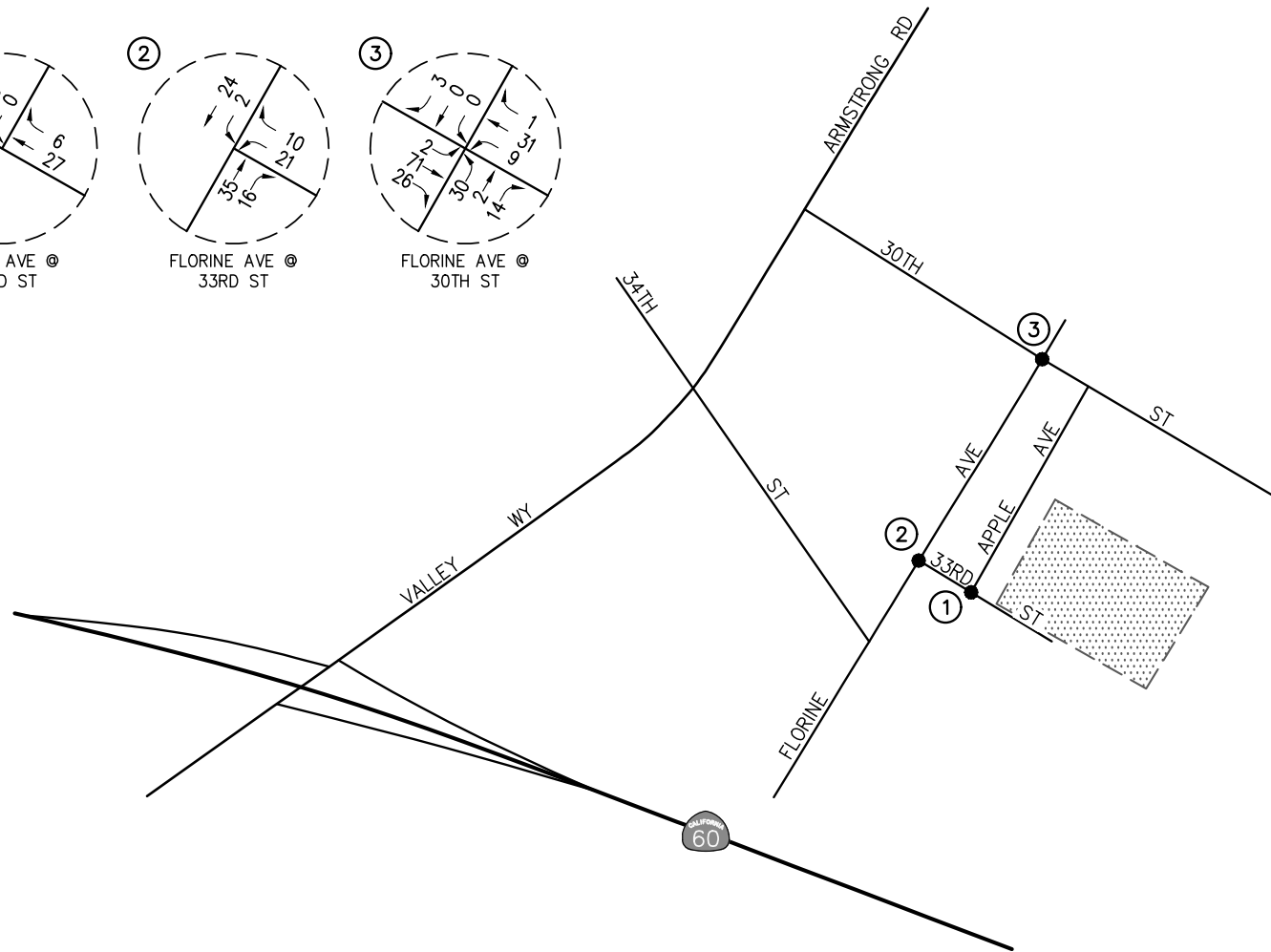
①
APPLE AVE @
33RD ST



②
FLORINE AVE @
33RD ST



③
FLORINE AVE @
30TH ST



n:\4800\2244842 - jurupa hills post acute expansion, jurupa valley\dwg\4842 f-11.dwg LDP 15:13:59 04-15-2025 saavedra

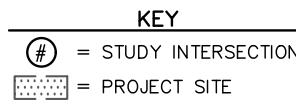
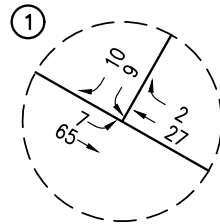


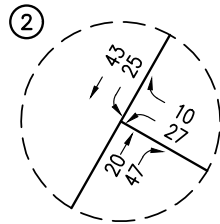
FIGURE 11

**YEAR 2027 WITHOUT PROJECT
PM PEAK HOUR TRAFFIC VOLUMES**

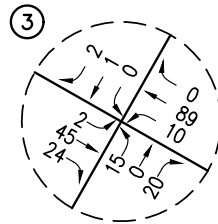
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



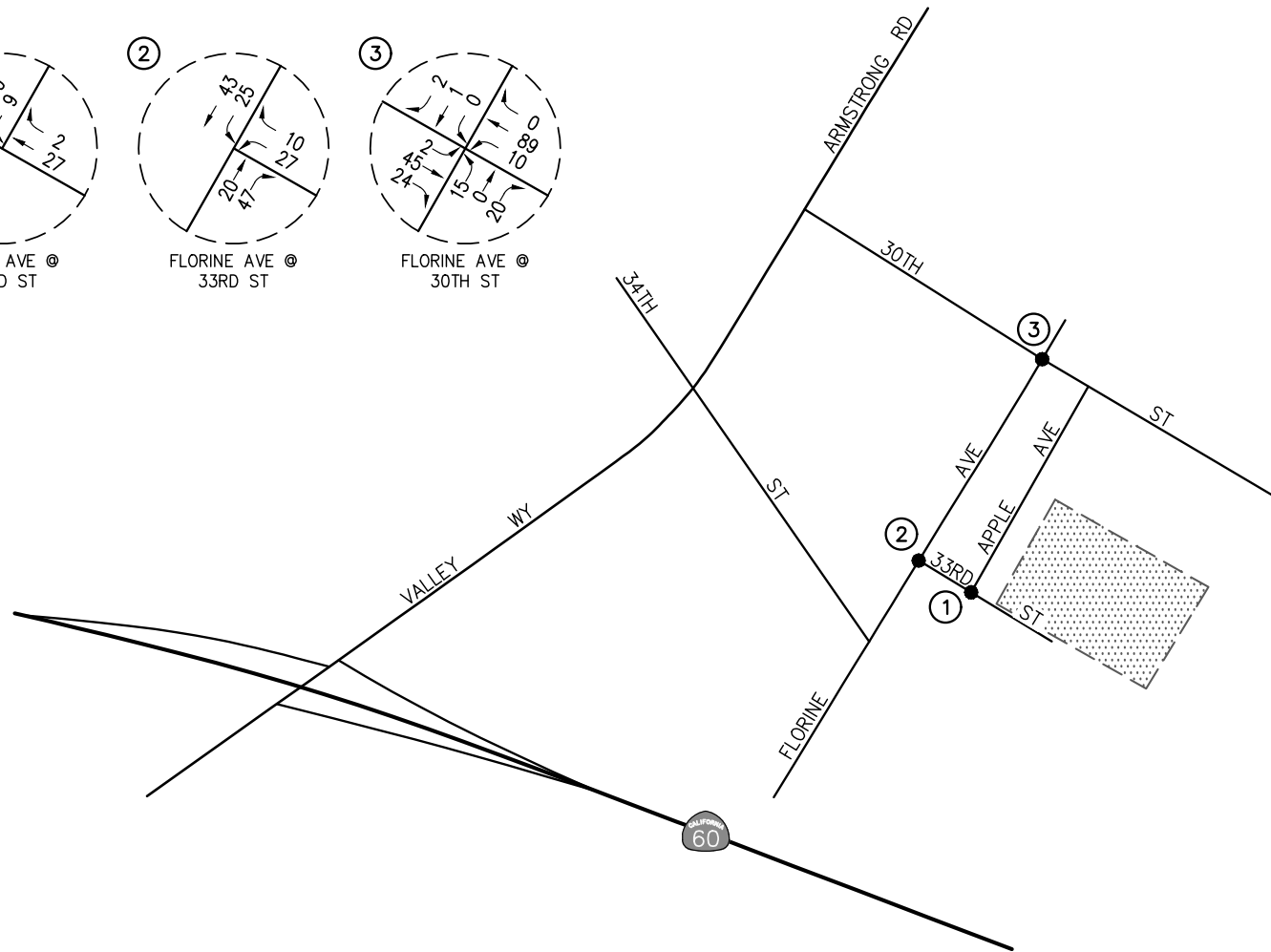
APPLE AVE @
33RD ST



FLORINE AVE @
33RD ST



FLORINE AVE @
30TH ST



n:\4800\2244842 - jurupa hills post acute expansion, jurupa valley\dwg\4842 f-12.dwg LDP 15:16:22 04-15-2025 saavedra



NO SCALE

KEY

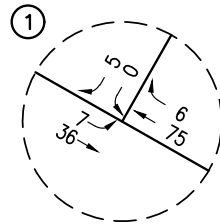
= STUDY INTERSECTION

▨ = PROJECT SITE

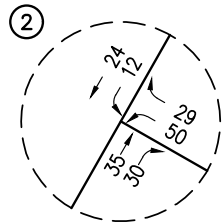
FIGURE 12

YEAR 2027 WITH PROJECT AM
PEAK HOUR TRAFFIC VOLUMES

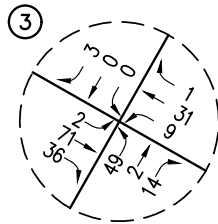
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



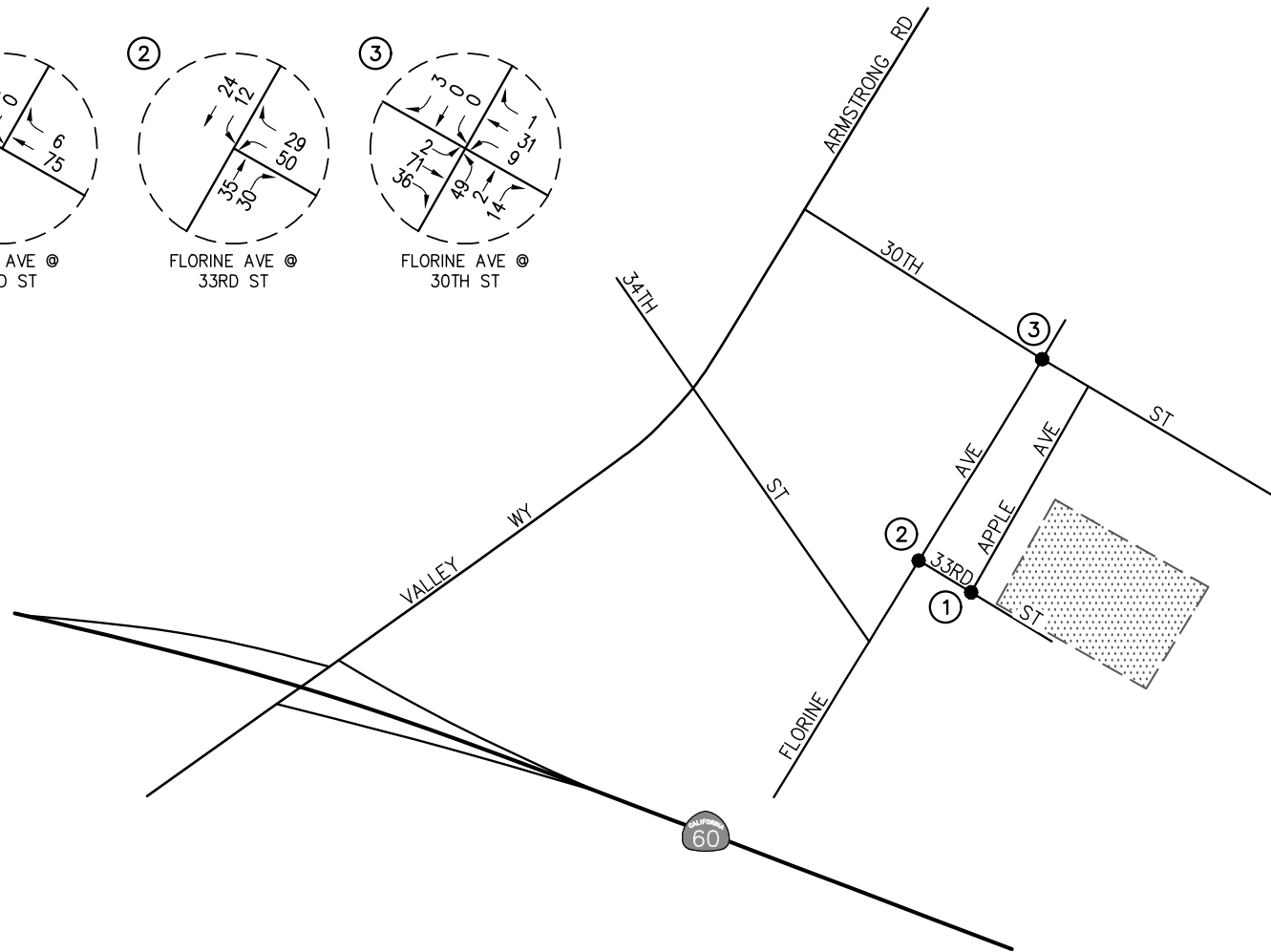
APPLE AVE @
33RD ST



FLORINE AVE @
33RD ST



FLORINE AVE @
30TH ST



n:\4800\2244842 - jurupa hills post acute expansion, jurupa valley\dwg\4842 f-13.dwg LDP 15:18:14 04-15-2025 saavedra

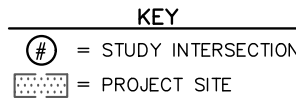
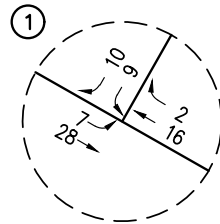


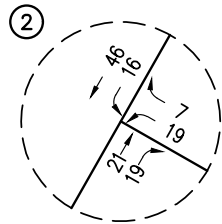
FIGURE 13

YEAR 2027 WITH PROJECT PM
PEAK HOUR TRAFFIC VOLUMES

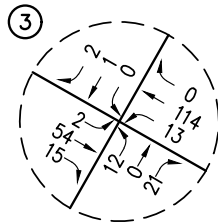
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



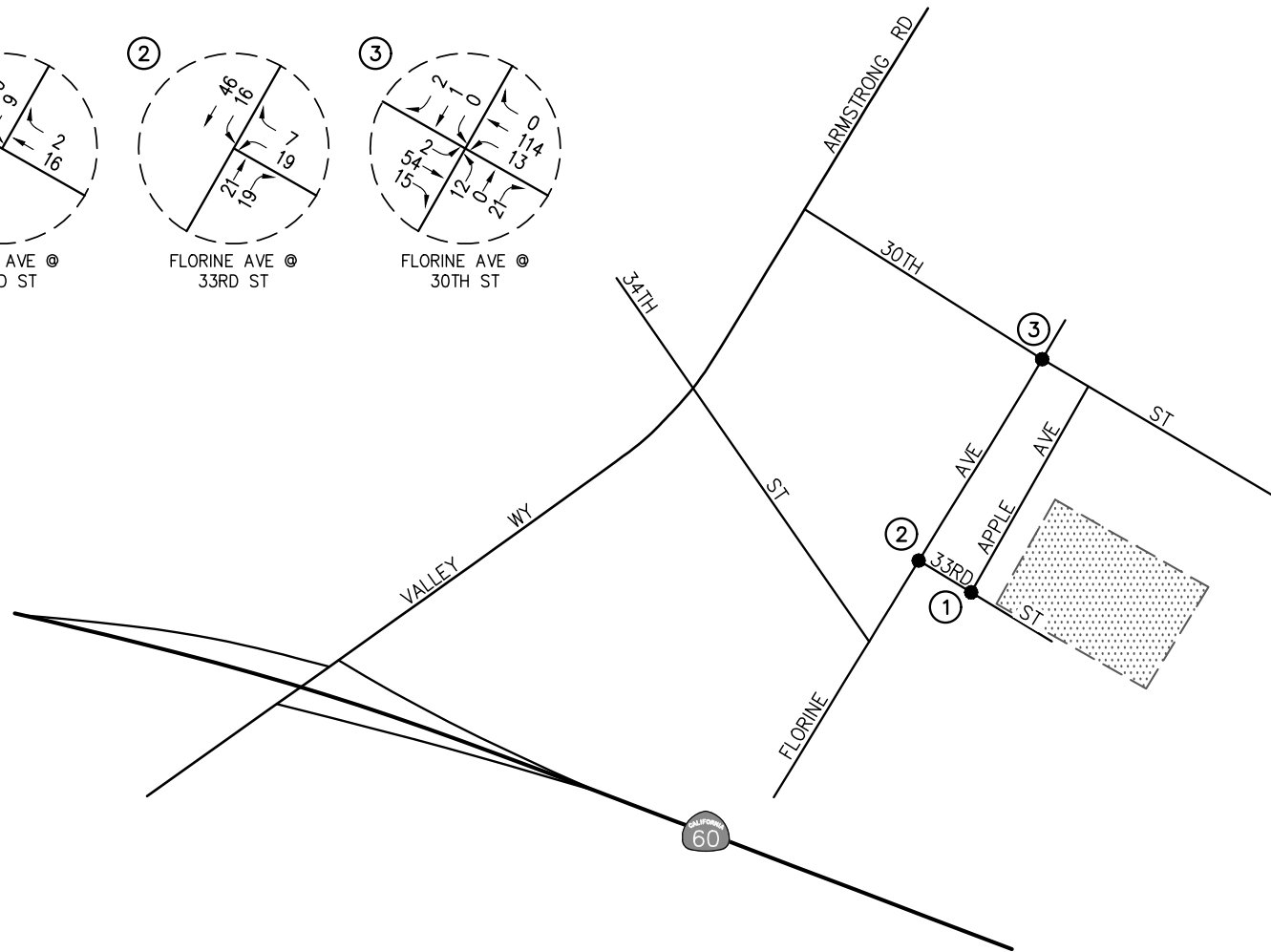
APPLE AVE @
33RD ST



FLORINE AVE @
33RD ST



FLORINE AVE @
30TH ST



n:\4800\2244842 - jurupa hills post acute expansion, jurupa valley\dwg\4842 f-14.dwg LDP 15:20:52 04-15-2025 saavedra

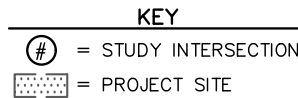
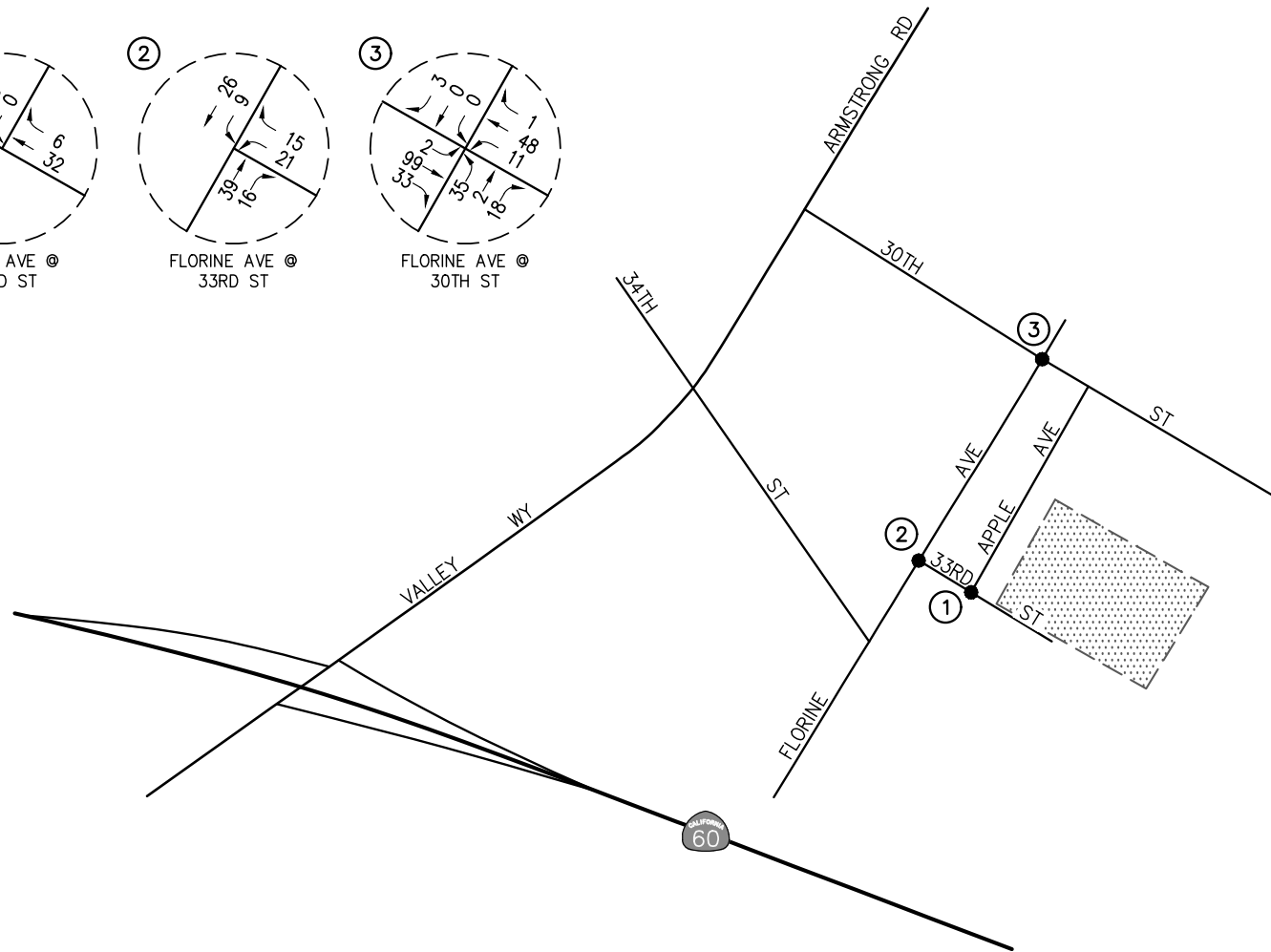
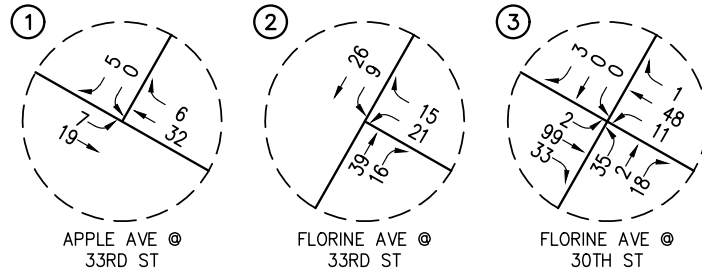


FIGURE 14

CUMULATIVE HORIZON YEAR WITHOUT
PROJECT AM PEAK HOUR TRAFFIC VOLUMES
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



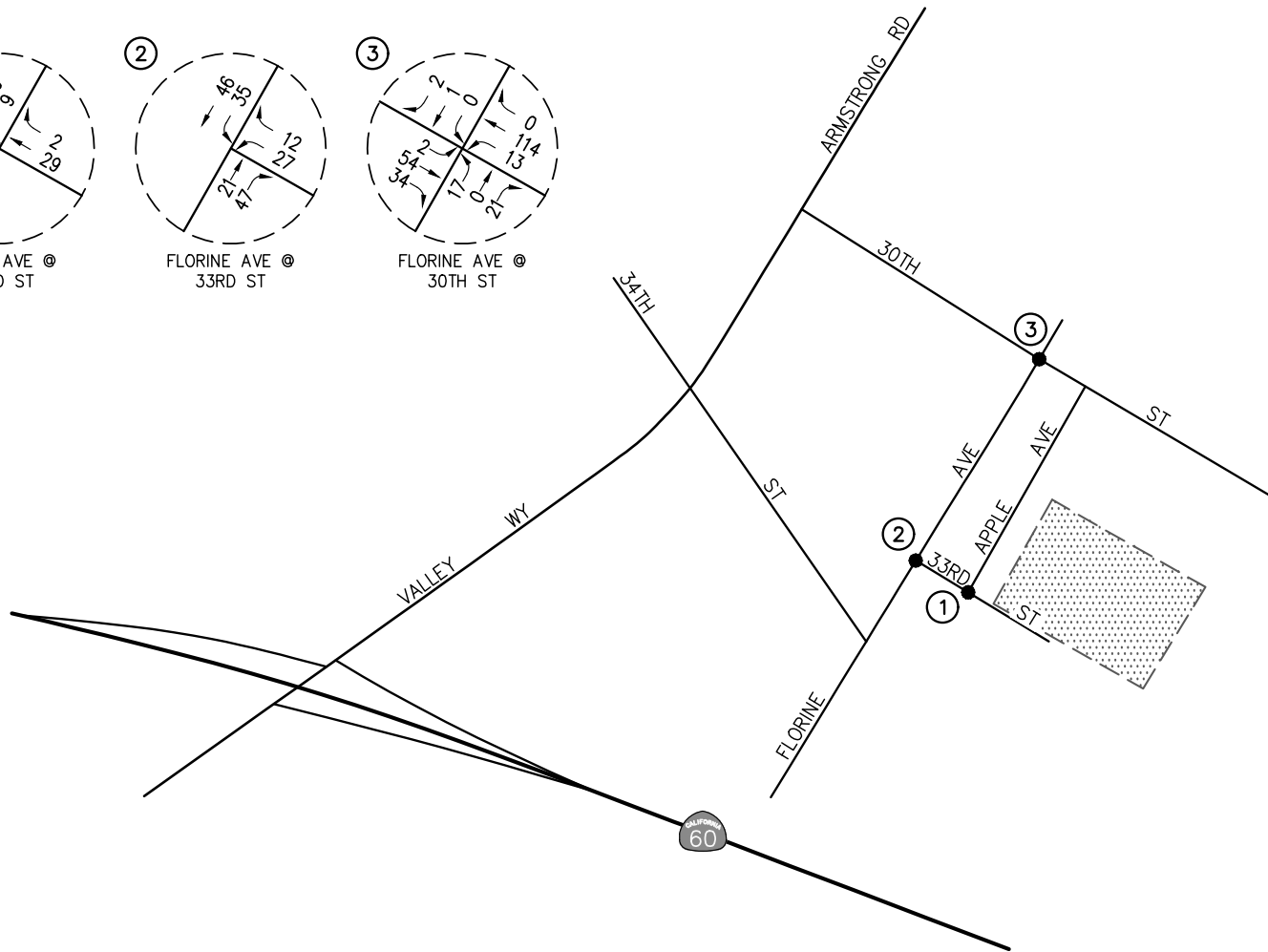
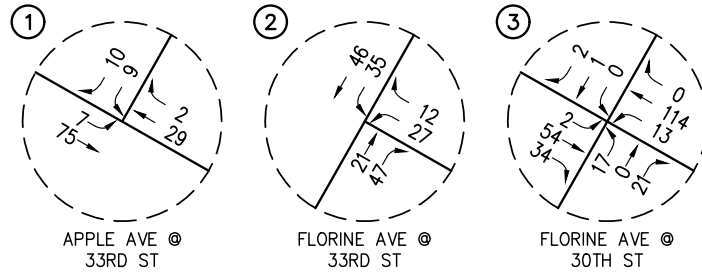
n:\4800\2244842 - jurupa hills post acute expansion, jurupa valley\dwg\4842 f-15.dwg LDP 15:24:42 04-15-2025 saavedra



KEY
 # = STUDY INTERSECTION
 [shaded box] = PROJECT SITE

FIGURE 15

CUMULATIVE HORIZON YEAR WITHOUT
 PROJECT PM PEAK HOUR TRAFFIC VOLUMES
 JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



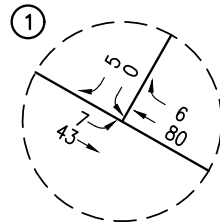
n:\4800\2244842 - jurupa hills post acute expansion, jurupa valley\dwg\4842 f-16.dwg LDP 15:26:42 04-15-2025 saavedra



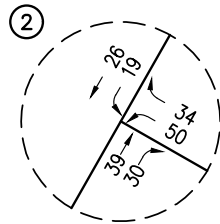
KEY
 # = STUDY INTERSECTION
 [shaded box] = PROJECT SITE

FIGURE 16

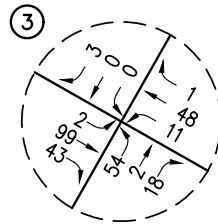
CUMULATIVE HORIZON YEAR WITH
 PROJECT AM PEAK HOUR TRAFFIC VOLUMES
 JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



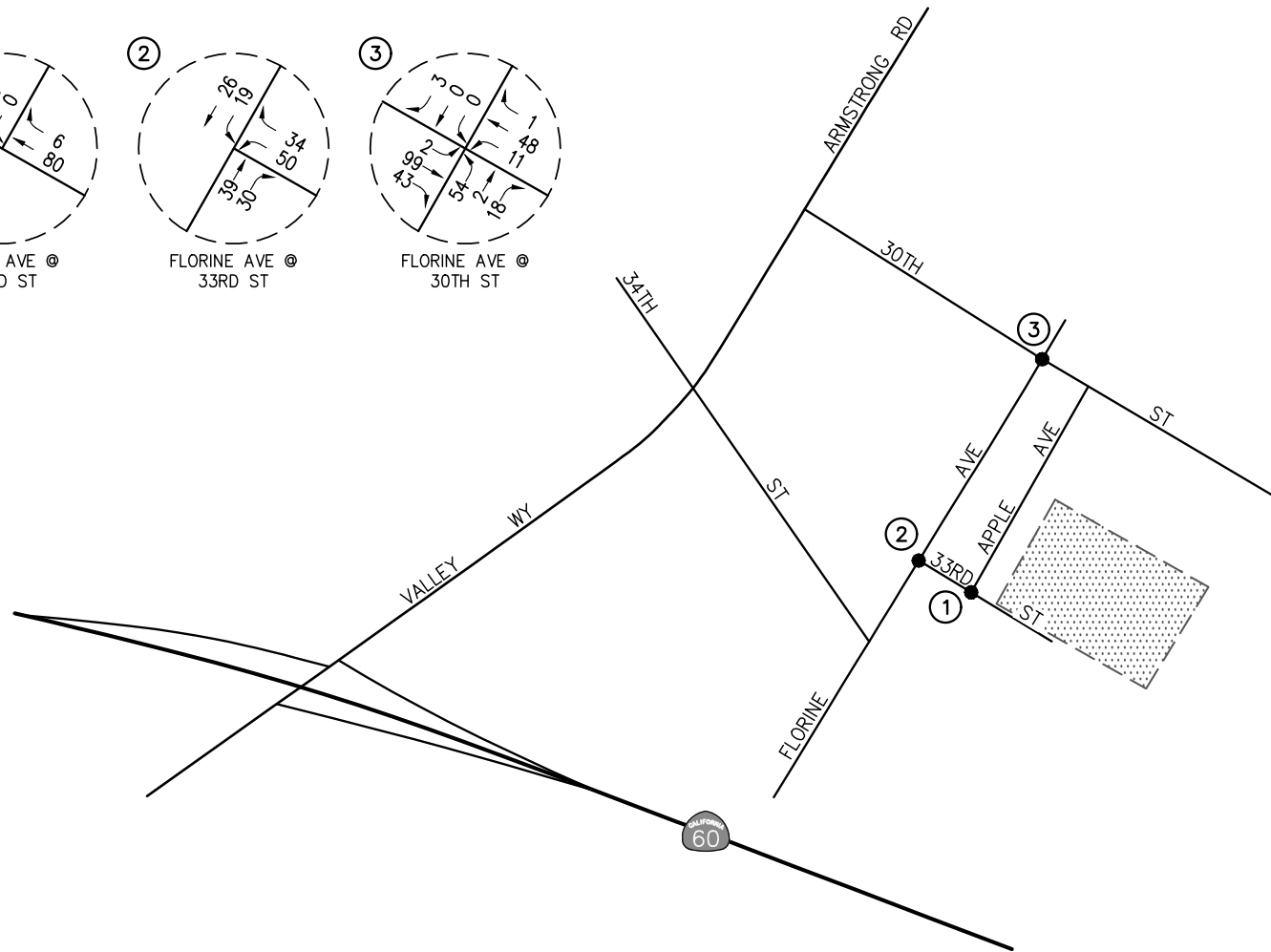
APPLE AVE @
33RD ST



FLORINE AVE @
33RD ST



FLORINE AVE @
30TH ST



n:\4800\2244842 - jurupa hills post acute expansion, jurupa valley\dwg\4842 f-17.dwg LDP 15:29:24 04-15-2025 saavedra

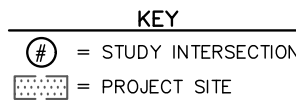


FIGURE 17

CUMULATIVE HORIZON YEAR WITH
PROJECT PM PEAK HOUR TRAFFIC VOLUMES
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



TABLE 1
LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM 7 METHODOLOGY)¹
JURUPA HILLS POST ACUTE, JURUPA VALLEY

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

¹ Source: *Highway Capacity Manual* 7, Chapter 20: Two-Way Stop-Controlled Intersections. The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.



TABLE 2
PROJECT TRIP GENERATION FORECAST²
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Trip Generation Factors:</u>							
▪ 620: Nursing Home (TE/TSF)	6.75	77%	23%	0.55	41%	59%	0.59
▪ 720: Medical Office Building – Stand Alone (TE/TSF)	36.00	79%	21%	3.10	30%	70%	3.93
<u>Proposed Project:</u>							
▪ Skilled Nursing Facility (42,000 SF)	284	18	5	23	10	15	25
▪ Medical Office Building (12,000 SF)	432	29	8	37	14	33	47
Project Trip Generation Forecast	716	47	13	60	24	48	72

Notes:

- TE/TSF = Trip Ends per 1,000 Square Feet

² Source: Trip rates based on *Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021)*.



TABLE 3
LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS³

No.	Cumulative Project	Location/Address	Description
<i>City of Jurupa Valley</i>			
1.	Riverside Community College District Technical Trade Center	SEC of Florine Avenue and 33 rd Street	130,000 SF Campus Building 597,000 SF Campus Building
2.	30 th Street Parcel	SEC of Apple Avenue and 30 th Street	60 DU Single Family Detached

Notes:

- SF = Square-feet
- DU = Dwelling units

³ Source: City of Jurupa Valley Planning Department.



TABLE 4
CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST⁴

Cumulative Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1. Riverside Community College District Technical Trade Center ⁵	6,325	490	115	605	339	266	605
2. 30 th Street Parcel	566	11	31	42	35	21	56
Cumulative Projects Total Trip Generation Potential	6,891	501	146	647	374	287	661

⁴ Unless otherwise noted, Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).

⁵ Source: *Riverside Community College District Inland Empire Technical Trade Center Transportation Study* prepared by Fehr & Peers, dated December 2024.



TABLE 5
YEAR 2027 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersections	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2027 Without Project Traffic Conditions		(3) Year 2027 With Project Traffic Conditions		(4) Exceed LOS Criteria		(5) Year 2027 With Project With Improvements	
			HCM (s/v)	LOS	HCM (s/v)	LOS	HCM (s/v)	LOS	Increase (s/v)	Yes/No	HCM (s/v)	LOS
1. Apple Avenue at 33 rd Street	D	AM	8.7	A	8.6	A	8.8	A	0.2	No	--	--
		PM	8.5	A	8.5	A	8.7	A	0.0	No	--	--
2. Florine Avenue at 33 rd Street	D	AM	9.0	A	9.0	A	9.3	A	0.3	No	--	--
		PM	8.9	A	8.9	A	9.3	A	0.4	No	--	--
3. Florine Avenue at 30 th Street	D	AM	9.2	A	9.2	A	9.2	A	0.0	No	--	--
		PM	9.5	A	9.5	A	9.7	A	0.2	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Table 2 for the LOS definitions
- **BOLD ICU/LOS** indicates unacceptable service level



TABLE 6
CUMULATIVE HORIZON YEAR PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersections	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Cumulative Horizon Year Without Project Traffic Conditions		(3) Cumulative Horizon Year With Project Traffic Conditions		(4) Exceed LOS Criteria		(5) Cumulative Horizon Year With Project With Improvements	
			HCM (s/v)	LOS	HCM (s/v)	LOS	HCM (s/v)	LOS	Increase (s/v)	Yes/No	HCM (s/v)	LOS
1. Apple Avenue at 33 rd Street	D	AM	8.7	A	8.7	A	8.9	A	0.2	No	--	--
		PM	8.5	A	8.5	A	8.7	A	0.2	No	--	--
2. Florine Avenue at 33 rd Street	D	AM	9.0	A	9.1	A	9.4	A	0.3	No	--	--
		PM	8.9	A	9.0	A	9.4	A	0.4	No	--	--
3. Florine Avenue at 30 th Street	D	AM	9.2	A	9.4	A	9.5	A	0.1	No	--	--
		PM	9.5	A	9.9	A	10.2	B	0.3	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to Table 2 for the LOS definitions
- **BOLD ICU/LOS** indicates unacceptable service level

APPENDIX A

TRAFFIC STUDY SCOPE OF WORK

A. City of Jurupa Valley Development Project Scoping Form

This scoping form shall be submitted to the City of Jurupa Valley to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	MA23268 (PAR23012)
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Jurupa Hills Post Acute Expansion
Project Address:	Vacant property adjacent to and east of 6401 33rd Street Jurupa Valley, CA 92509
Project Opening Year:	Year 2027
Project Description:	42,000 SF 99-Bed Skilled Nursing Facility Building and 12,000 SF Medical Office Building (See attached Figure 1 - Vicinity Map and Figure 2 - Existing Site Aerial)

	Consultant:	Developer:
Name:	Linscott, Law & Greenspan Engineers	Providence Administrative Consulting Services (PACS) c/o Strategic Medical Properties
Address:	2 Executive Circle Drive Suite 250 Irvine, CA 92614	1810 S. El Camino Real, Suite C San Clemente, CA 92672
Telephone:	(949) 825-6175	(949) 633-5360
Fax/Email:	maberry@llgengineers.com	jcooke@strategicmedicalproperties.com

Trip Generation Information:

Trip Generation Data Source: ITE Trip Generation 11th Edition

Current General Plan Land Use: MDR (Medium Density Residential)	Proposed General Plan Land Use: MDR (Medium Density Residential)
Current Zoning: R-R (Rural Residential)	Proposed Zoning: R-3 (General Residential)

(See attached Table 1 - Project Trip Generation Forecast)

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips				47	13	60
PM Trips				24	48	72

ADT = 716

Internal Trip Capture: ☐ Yes ☒ No (_____ % Trip Discount)

Pass-By Allowance: ☐ Yes ☒ No (_____ % Trip Discount)

City of Jurupa Valley Traffic Impact Analysis Guidelines
August 2020

Potential Screening Checks

Is your project screened from specific analyses?

Is the project screened from LOS assessment?

☐ Yes

☐ No

LOS screening justification (see Pages 2-3 of the guidelines): Focused TIA Required

The proposed Project is primarily a congregate care facility and is forecast to generate less than 100 peak hour trips

Is the project screened from VMT assessment?

☒ Yes

☐ No

VMT screening justification (see Pages 13-16 of the guidelines): _____

The proposed Project is located within a Low VMT Area (See attached WRCOG VMT Tool excerpts)

Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):

North	South	East	West
40 %	20 %	20 %	20 %

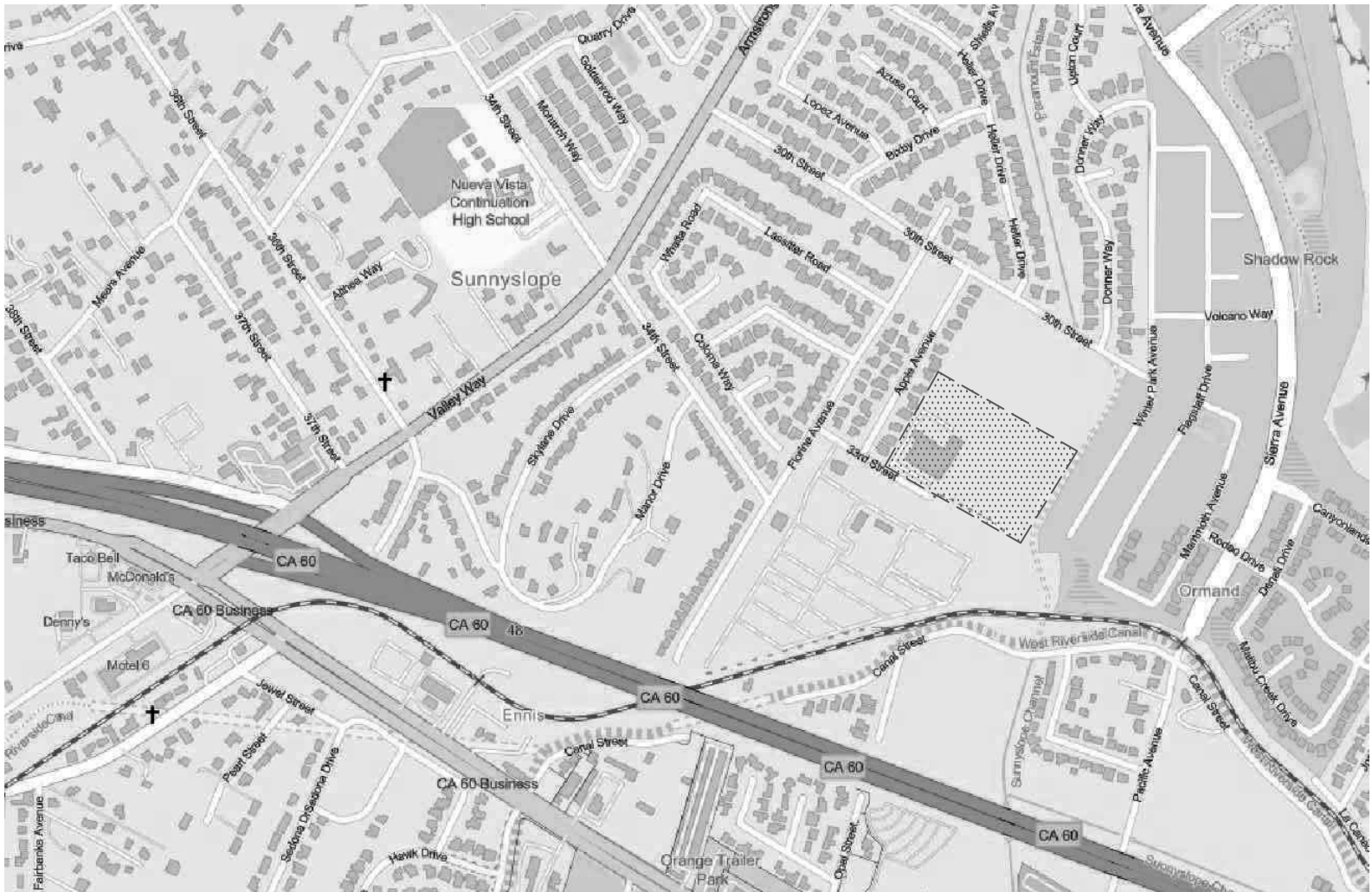
(See attached Figure 4 - Project Distribution Pattern)

- Attach list of Approved and Pending Projects that need to be considered (provided by the Planning Department and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach site plan (See attached Figure 3 - Proposed Site Plan)
- Other specific items to be addressed:
 - Site access
 - On-site circulation
 - Parking
 - Consistency with Plans supporting Bikes/Peds/Transit
 - Other _____
- Date of Traffic Counts January 16, 2025
- Attach proposed analysis scenarios (years plus proposed forecasting approach) (See attached Table 2)
- Attach proposed phasing approach (if the project is phased)

VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used N/A
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)



n:\4800\2244842 - jurupa hills post acute expansion, riverside\dwg\4842 f-1.dwg LDP 08:37:56 07-17-2024 ogular

SOURCE: OPEN STREETS

KEY

 = PROJECT SITE



FIGURE 1

VICINITY MAP

JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



n:\4800\2244842 - jurupa hills post acute expansion, riverside\dwg\4842 f-2.dwg LDP 08:44:38 07-17-2024 ogular



SOURCE: GOOGLE

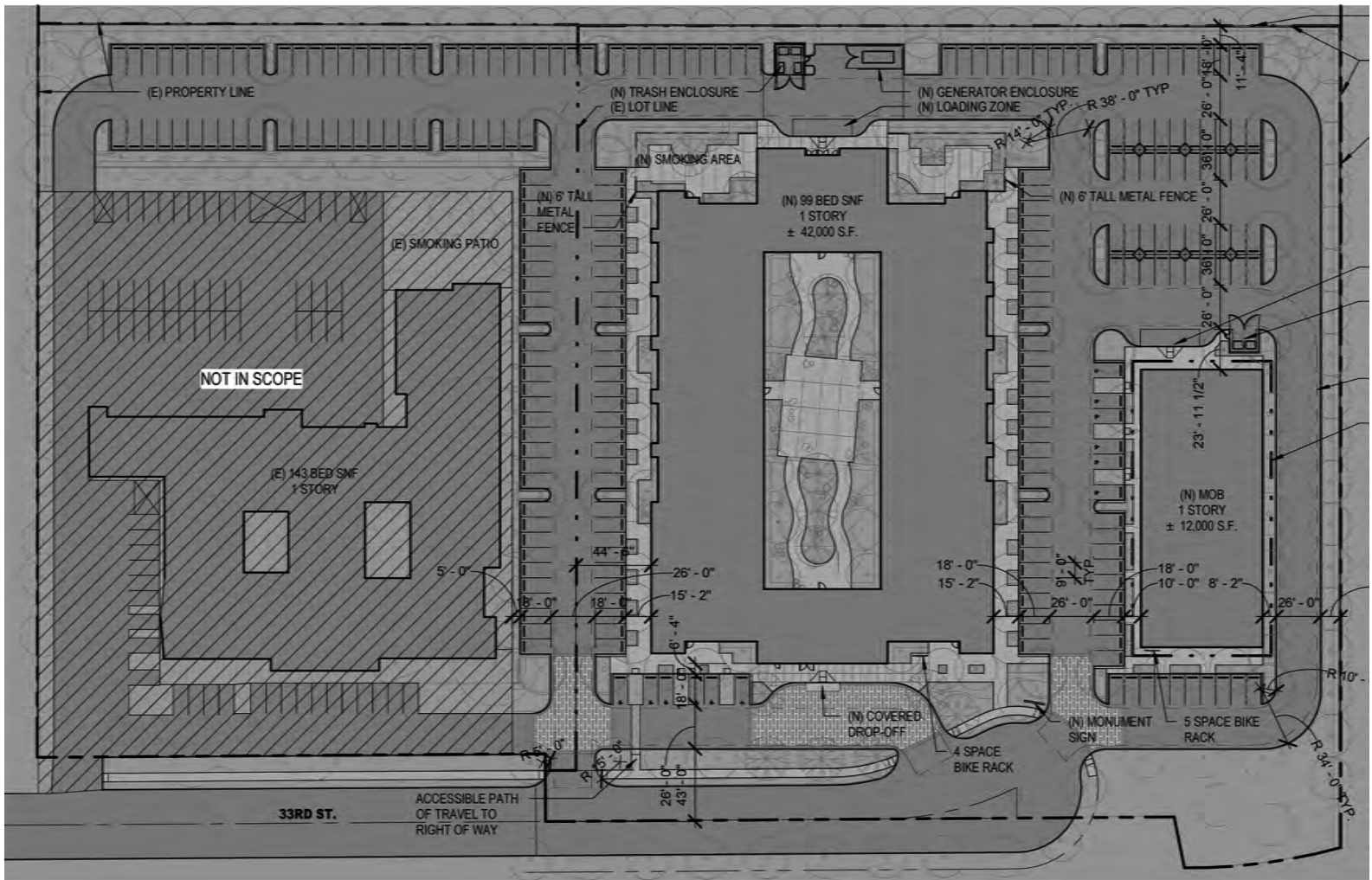
KEY

 = PROJECT SITE

FIGURE 2

EXISTING SITE AERIAL

JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



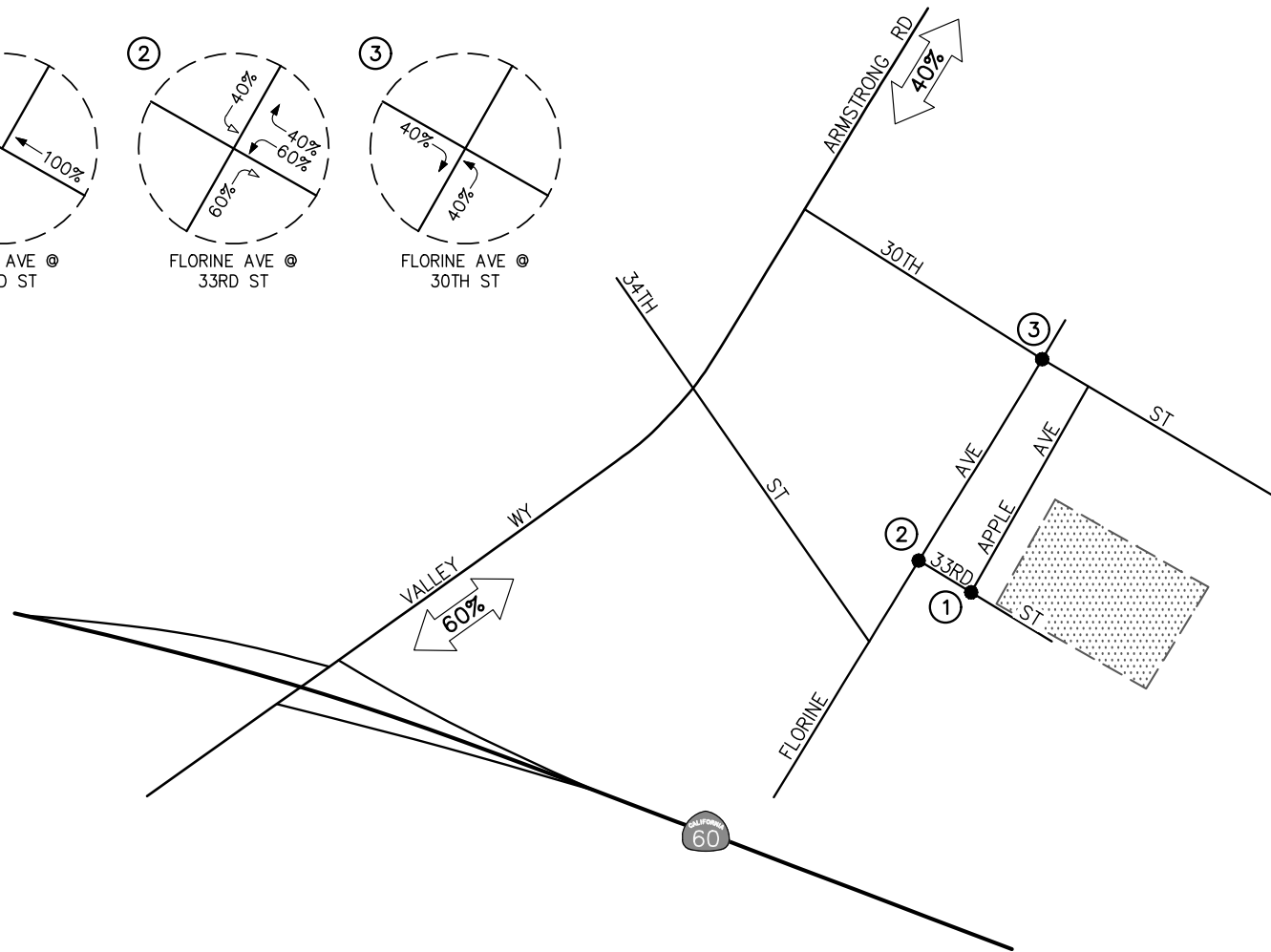
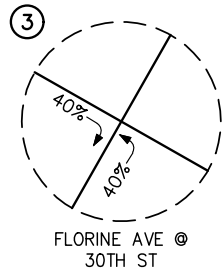
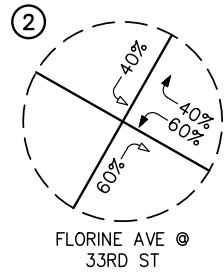
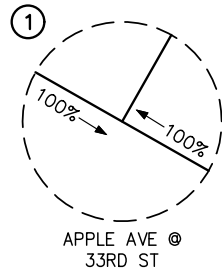
n:\4800\2244842 - jurupa hills post acute expansion, riverside\dwg\4842 f-3.dwg LDP 08:48:23 07-17-2024 ogular

SOURCE: PACS

FIGURE 3



PROPOSED SITE PLAN
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



n:\4800\2244842 - jurupa hills post acute expansion, riverside\dwg\4842 f-1.dwg LDP 08:37:56 07-17-2024 ogular

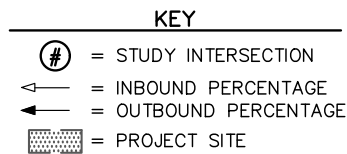


FIGURE 4

PROJECT DISTRIBUTION PATTERN
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY



TABLE 1
PROJECT TRIP GENERATION FORECAST¹
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Trip Generation Factors:</u>							
▪ 620: Nursing Home (TE/TSF)	6.75	77%	23%	0.55	41%	59%	0.59
▪ 720: Medical Office Building – Stand Alone (TE/TSF)	36.00	79%	21%	3.10	30%	70%	3.93
<u>Proposed Project:</u>							
▪ Skilled Nursing Facility (42,000 SF)	284	18	5	23	10	15	25
▪ Medical Office Building (12,000 SF)	432	29	8	37	14	33	47
Project Trip Generation Forecast	716	47	13	60	24	48	72

Notes:

- TE/TSF = Trip Ends per 1,000 Square Feet

¹ Source: Trip rates based on *Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021)*.

TABLE 2
TRAFFIC ANALYSIS SCENARIOS
JURUPA HILLS POST ACUTE EXPANSION, JURUPA VALLEY

Traffic Analysis Scenarios
A. Existing Traffic Conditions; B. Background (Existing plus Cumulative Projects) Traffic Conditions (2027); C. Background Plus Project Traffic Conditions (2027); D. Scenario (C) with Improvements, if necessary;



(1 of 3)

OBJECTID	1
Assessor Parcel Number (APN)	177020010
Traffic Analysis Zone (TAZ)	893
Community Region	JURUPA VALLEY
Inside a Transit Priority Area (TPA)	No
TAZ VMT	16.6
Jurisdiction VMT	16.8
% Difference	-1.39%
VMT Metric	PA VMT Per Worker
Threshold	16.8

Community Regions have different thresholds 0
(1=Yes, 0=No)

Note Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.

SHAPE_Length	1462.7271834519036
SHAPE_Area	103287.83707976242

(2 of 3)

OBJECTID	310
TAZ	893
VMT Metric	PA VMT Per Worker
TAZ VMT	16.56841461
Community Region VMT	16.80206949
Threshold	16.8
% Difference	-1.39%
Results	Yes (Pass)
Shape_Length	15238.508868834473
Shape_Area	12129529.374279123

APPENDIX B

EXISTING TRAFFIC COUNT DATA

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Jurupa Valley
N/S: Apple Avenue
E/W: 33rd Street
Weather: Clear

File Name : 01_JVY_Apple_33rd AM
Site Code : 05725025
Start Date : 1/16/2025
Page No : 1

Groups Printed- Total Volume

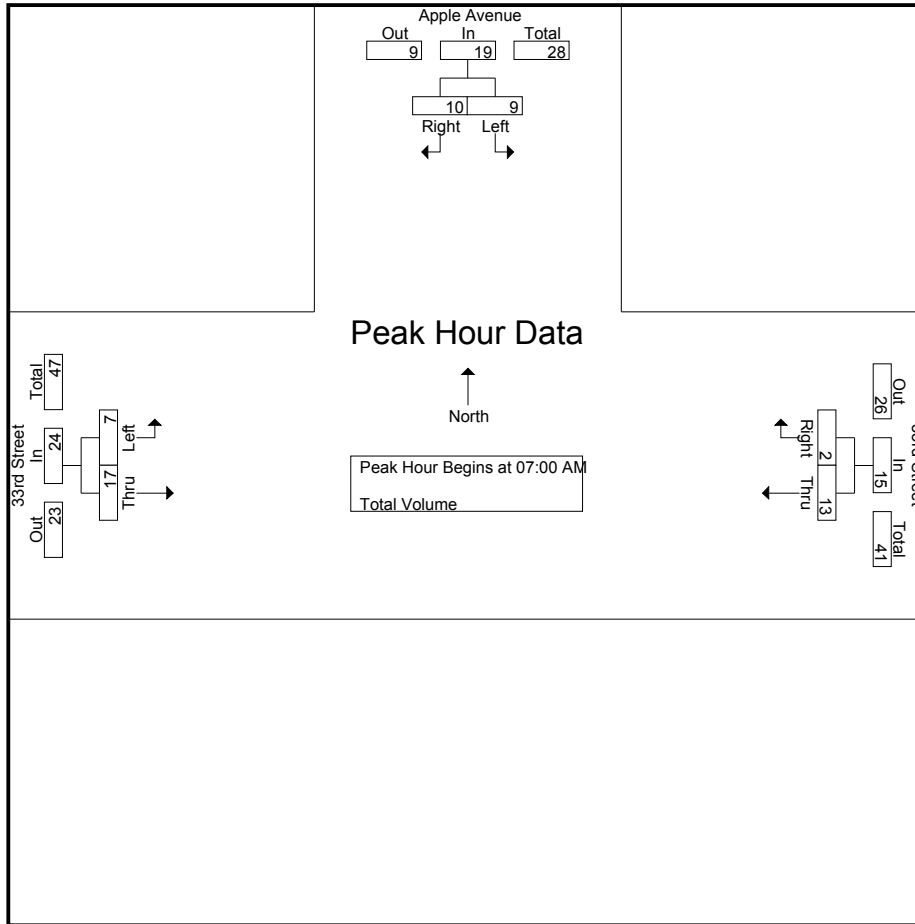
	Apple Avenue Southbound			33rd Street Westbound			33rd Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	2	0	2	9	1	10	0	8	8	20
07:15 AM	3	4	7	2	1	3	2	7	9	19
07:30 AM	0	3	3	2	0	2	2	2	4	9
07:45 AM	4	3	7	0	0	0	3	0	3	10
Total	9	10	19	13	2	15	7	17	24	58
08:00 AM	1	0	1	1	0	1	0	4	4	6
08:15 AM	2	0	2	0	0	0	0	5	5	7
08:30 AM	0	2	2	1	0	1	1	3	4	7
08:45 AM	2	2	4	0	0	0	3	3	6	10
Total	5	4	9	2	0	2	4	15	19	30
Grand Total	14	14	28	15	2	17	11	32	43	88
Apprch %	50	50		88.2	11.8		25.6	74.4		
Total %	15.9	15.9	31.8	17	2.3	19.3	12.5	36.4	48.9	

	Apple Avenue Southbound			33rd Street Westbound			33rd Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	2	0	2	9	1	10	0	8	8	20
07:15 AM	3	4	7	2	1	3	2	7	9	19
07:30 AM	0	3	3	2	0	2	2	2	4	9
07:45 AM	4	3	7	0	0	0	3	0	3	10
Total Volume	9	10	19	13	2	15	7	17	24	58
% App. Total	47.4	52.6		86.7	13.3		29.2	70.8		
PHF	.563	.625	.679	.361	.500	.375	.583	.531	.667	.725

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Jurupa Valley
 N/S: Apple Avenue
 E/W: 33rd Street
 Weather: Clear

File Name : 01_JVY_Apple_33rd AM
 Site Code : 05725025
 Start Date : 1/16/2025
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	2	0	2	9	1	10	0	8	8
+15 mins.	3	4	7	2	1	3	2	7	9
+30 mins.	0	3	3	2	0	2	2	2	4
+45 mins.	4	3	7	0	0	0	3	0	3
Total Volume	9	10	19	13	2	15	7	17	24
% App. Total	47.4	52.6		86.7	13.3		29.2	70.8	
PHF	.563	.625	.679	.361	.500	.375	.583	.531	.667

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Jurupa Valley
 N/S: Apple Avenue
 E/W: 33rd Street
 Weather: Clear

File Name : 01_JVY_Apple_33rd PM
 Site Code : 05725025
 Start Date : 1/16/2025
 Page No : 1

Groups Printed- Total Volume

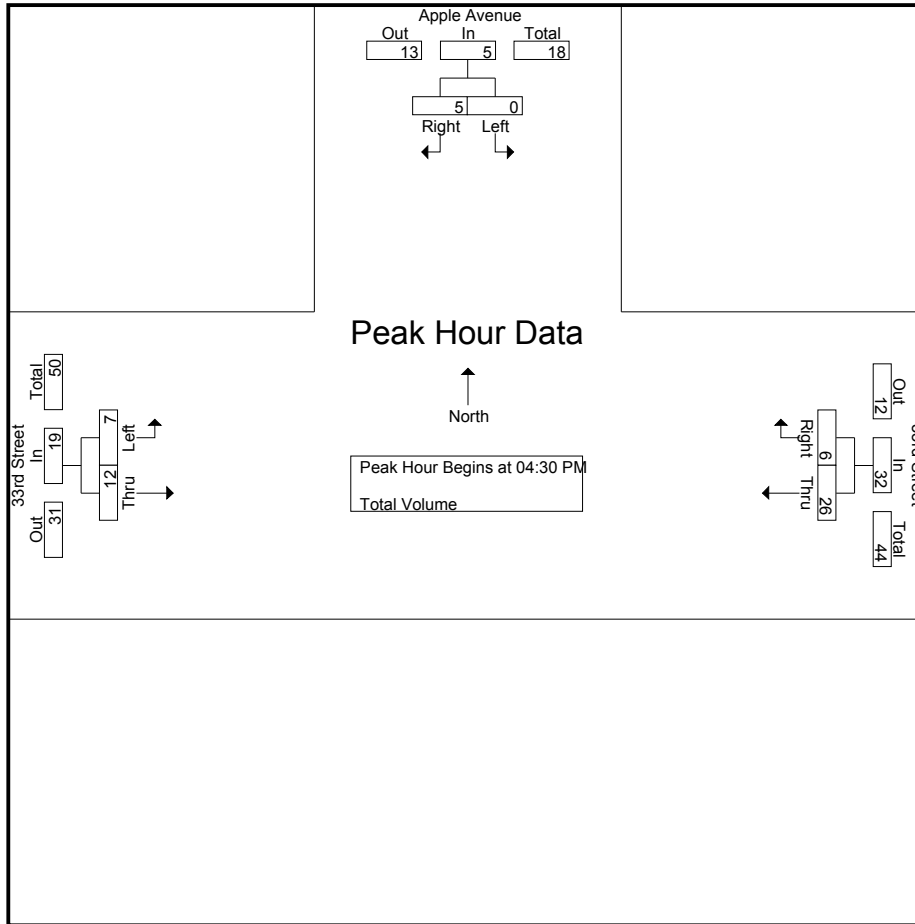
	Apple Avenue Southbound			33rd Street Westbound			33rd Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	1	0	1	5	1	6	4	1	5	12
04:15 PM	1	1	2	2	1	3	1	3	4	9
04:30 PM	0	2	2	6	6	12	0	3	3	17
04:45 PM	0	1	1	3	0	3	3	2	5	9
Total	2	4	6	16	8	24	8	9	17	47
05:00 PM	0	1	1	4	0	4	2	4	6	11
05:15 PM	0	1	1	13	0	13	2	3	5	19
05:30 PM	1	1	2	6	0	6	1	0	1	9
05:45 PM	0	0	0	3	1	4	0	0	0	4
Total	1	3	4	26	1	27	5	7	12	43
Grand Total	3	7	10	42	9	51	13	16	29	90
Apprch %	30	70		82.4	17.6		44.8	55.2		
Total %	3.3	7.8	11.1	46.7	10	56.7	14.4	17.8	32.2	

	Apple Avenue Southbound			33rd Street Westbound			33rd Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	2	2	6	6	12	0	3	3	17
04:45 PM	0	1	1	3	0	3	3	2	5	9
05:00 PM	0	1	1	4	0	4	2	4	6	11
05:15 PM	0	1	1	13	0	13	2	3	5	19
Total Volume	0	5	5	26	6	32	7	12	19	56
% App. Total	0	100		81.2	18.8		36.8	63.2		
PHF	.000	.625	.625	.500	.250	.615	.583	.750	.792	.737

Counts Unlimited, Inc.
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Jurupa Valley
 N/S: Apple Avenue
 E/W: 33rd Street
 Weather: Clear

File Name : 01_JVY_Apple_33rd PM
 Site Code : 05725025
 Start Date : 1/16/2025
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:30 PM		
+0 mins.	1	0	1	6	6	12	0	3	3
+15 mins.	1	1	2	3	0	3	3	2	5
+30 mins.	0	2	2	4	0	4	2	4	6
+45 mins.	0	1	1	13	0	13	2	3	5
Total Volume	2	4	6	26	6	32	7	12	19
% App. Total	33.3	66.7		81.2	18.8		36.8	63.2	
PHF	.500	.500	.750	.500	.250	.615	.583	.750	.792

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Jurupa Valley
N/S: Florine Avenue
E/W: 33rd Street
Weather: Clear

File Name : 02_JVY_Flo_33rd AM
Site Code : 05725025
Start Date : 1/16/2025
Page No : 1

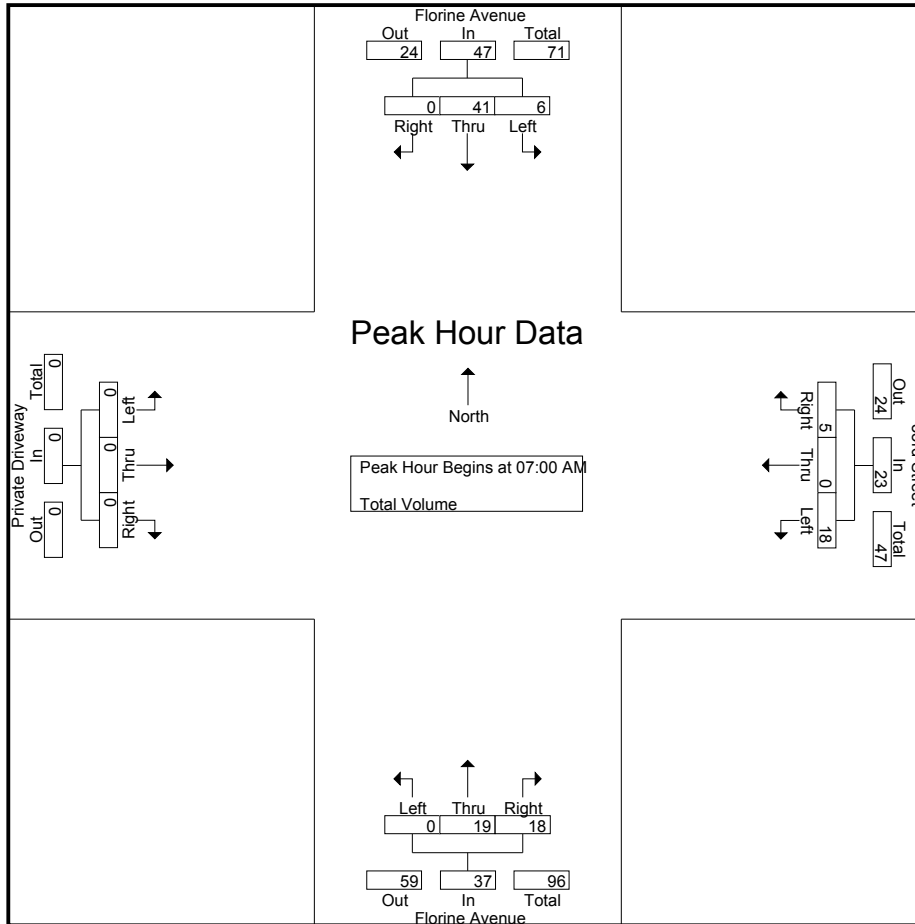
Groups Printed- Total Volume

	Florine Avenue Southbound				33rd Street Westbound				Florine Avenue Northbound				Private Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	8	0	10	6	0	3	9	0	3	6	9	0	0	0	0	28
07:15 AM	4	10	0	14	5	0	1	6	0	4	5	9	0	0	0	0	29
07:30 AM	0	9	0	9	4	0	1	5	0	4	4	8	0	0	0	0	22
07:45 AM	0	14	0	14	3	0	0	3	0	8	3	11	0	0	0	0	28
Total	6	41	0	47	18	0	5	23	0	19	18	37	0	0	0	0	107
08:00 AM	1	5	0	6	1	0	0	1	0	8	3	11	0	0	0	0	18
08:15 AM	0	5	0	5	1	0	0	1	0	12	5	17	0	0	0	0	23
08:30 AM	1	9	0	10	3	0	0	3	0	6	4	10	0	0	0	0	23
08:45 AM	1	2	0	3	1	0	0	1	0	5	4	9	0	0	0	0	13
Total	3	21	0	24	6	0	0	6	0	31	16	47	0	0	0	0	77
Grand Total	9	62	0	71	24	0	5	29	0	50	34	84	0	0	0	0	184
Apprch %	12.7	87.3	0		82.8	0	17.2		0	59.5	40.5		0	0	0		
Total %	4.9	33.7	0	38.6	13	0	2.7	15.8	0	27.2	18.5	45.7	0	0	0	0	

	Florine Avenue Southbound				33rd Street Westbound				Florine Avenue Northbound				Private Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	8	0	10	6	0	3	9	0	3	6	9	0	0	0	0	28
07:15 AM	4	10	0	14	5	0	1	6	0	4	5	9	0	0	0	0	29
07:30 AM	0	9	0	9	4	0	1	5	0	4	4	8	0	0	0	0	22
07:45 AM	0	14	0	14	3	0	0	3	0	8	3	11	0	0	0	0	28
Total Volume	6	41	0	47	18	0	5	23	0	19	18	37	0	0	0	0	107
% App. Total	12.8	87.2	0		78.3	0	21.7		0	51.4	48.6		0	0	0		
PHF	.375	.732	.000	.839	.750	.000	.417	.639	.000	.594	.750	.841	.000	.000	.000	.000	.922

City of Jurupa Valley
N/S: Florine Avenue
E/W: 33rd Street
Weather: Clear

File Name : 02_JVY_Flo_33rd AM
Site Code : 05725025
Start Date : 1/16/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:45 AM				07:00 AM			
+0 mins.	2	8	0	10	6	0	3	9	0	8	3	11	0	0	0	0
+15 mins.	4	10	0	14	5	0	1	6	0	8	3	11	0	0	0	0
+30 mins.	0	9	0	9	4	0	1	5	0	12	5	17	0	0	0	0
+45 mins.	0	14	0	14	3	0	0	3	0	6	4	10	0	0	0	0
Total Volume	6	41	0	47	18	0	5	23	0	34	15	49	0	0	0	0
% App. Total	12.8	87.2	0		78.3	0	21.7		0	69.4	30.6		0	0	0	
PHF	.375	.732	.000	.839	.750	.000	.417	.639	.000	.708	.750	.721	.000	.000	.000	.000

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Jurupa Valley
N/S: Florine Avenue
E/W: 33rd Street
Weather: Clear

File Name : 02_JVY_Flo_33rd PM
Site Code : 05725025
Start Date : 1/16/2025
Page No : 1

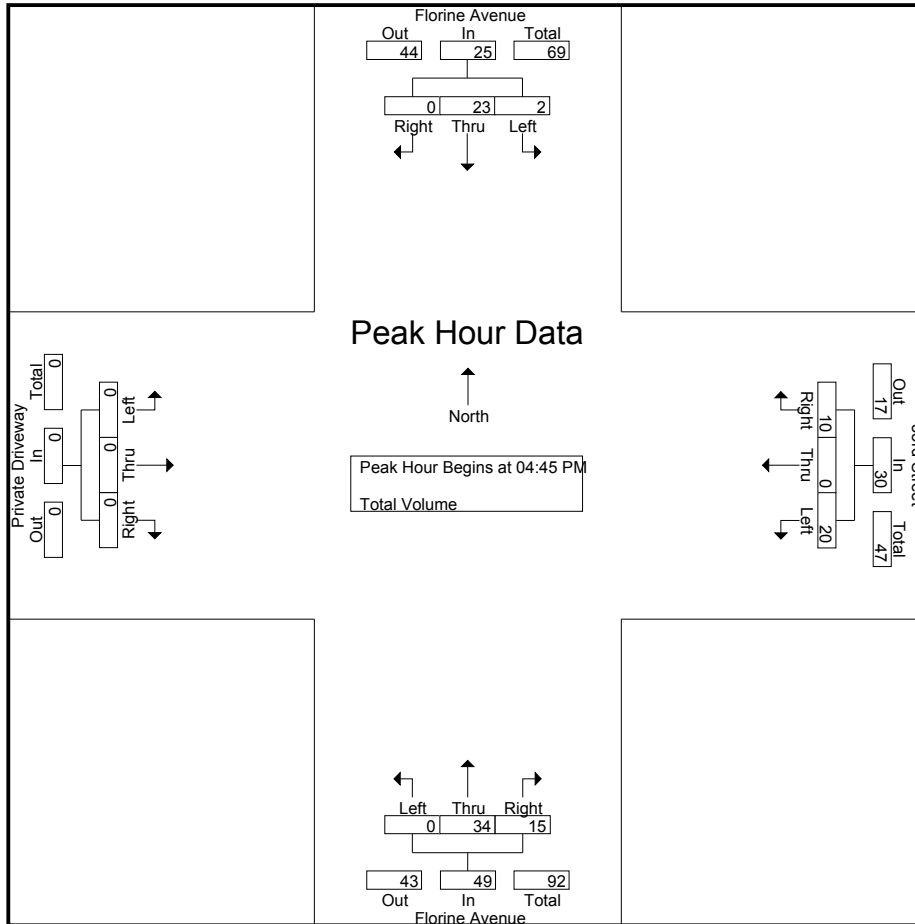
Groups Printed- Total Volume

	Florine Avenue Southbound				33rd Street Westbound				Florine Avenue Northbound				Private Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	6	0	7	4	0	1	5	0	6	4	10	0	0	0	0	22
04:15 PM	2	4	0	6	1	0	2	3	0	14	2	16	0	0	0	0	25
04:30 PM	0	5	0	5	3	0	6	9	0	4	3	7	0	0	0	0	21
04:45 PM	1	9	0	10	4	0	0	4	0	10	4	14	0	0	0	0	28
Total	4	24	0	28	12	0	9	21	0	34	13	47	0	0	0	0	96
05:00 PM	1	3	0	4	3	0	2	5	0	7	6	13	0	0	0	0	22
05:15 PM	0	2	0	2	9	0	5	14	0	6	5	11	0	0	0	0	27
05:30 PM	0	9	0	9	4	0	3	7	0	11	0	11	0	0	0	0	27
05:45 PM	0	5	0	5	4	0	1	5	0	9	2	11	0	0	0	0	21
Total	1	19	0	20	20	0	11	31	0	33	13	46	0	0	0	0	97
Grand Total	5	43	0	48	32	0	20	52	0	67	26	93	0	0	0	0	193
Apprch %	10.4	89.6	0		61.5	0	38.5		0	72	28		0	0	0		
Total %	2.6	22.3	0	24.9	16.6	0	10.4	26.9	0	34.7	13.5	48.2	0	0	0	0	

	Florine Avenue Southbound				33rd Street Westbound				Florine Avenue Northbound				Private Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	9	0	10	4	0	0	4	0	10	4	14	0	0	0	0	28
05:00 PM	1	3	0	4	3	0	2	5	0	7	6	13	0	0	0	0	22
05:15 PM	0	2	0	2	9	0	5	14	0	6	5	11	0	0	0	0	27
05:30 PM	0	9	0	9	4	0	3	7	0	11	0	11	0	0	0	0	27
Total Volume	2	23	0	25	20	0	10	30	0	34	15	49	0	0	0	0	104
% App. Total	8	92	0		66.7	0	33.3		0	69.4	30.6		0	0	0		
PHF	.500	.639	.000	.625	.556	.000	.500	.536	.000	.773	.625	.875	.000	.000	.000	.000	.929

City of Jurupa Valley
N/S: Florine Avenue
E/W: 33rd Street
Weather: Clear

File Name : 02_JVY_Flo_33rd PM
Site Code : 05725025
Start Date : 1/16/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:15 PM				04:00 PM			
+0 mins.	1	6	0	7	3	0	6	9	0	14	2	16	0	0	0	0
+15 mins.	2	4	0	6	4	0	0	4	0	4	3	7	0	0	0	0
+30 mins.	0	5	0	5	3	0	2	5	0	10	4	14	0	0	0	0
+45 mins.	1	9	0	10	9	0	5	14	0	7	6	13	0	0	0	0
Total Volume	4	24	0	28	19	0	13	32	0	35	15	50	0	0	0	0
% App. Total	14.3	85.7	0		59.4	0	40.6		0	70	30		0	0	0	
PHF	.500	.667	.000	.700	.528	.000	.542	.571	.000	.625	.625	.781	.000	.000	.000	.000

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Jurupa Valley
N/S: Florine Avenue
E/W: 30th Street
Weather: Clear

File Name : 03_JVY_Flo_30th AM
Site Code : 05725025
Start Date : 1/16/2025
Page No : 1

Groups Printed- Total Volume

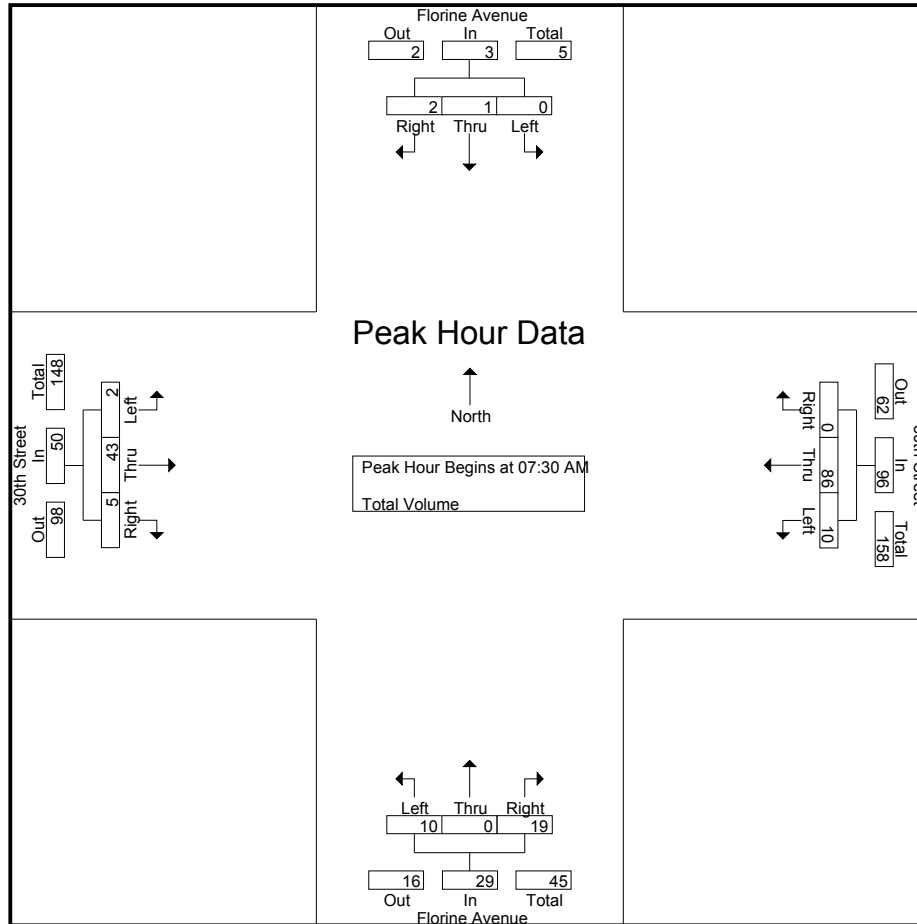
	Florine Avenue Southbound				30th Street Westbound				Florine Avenue Northbound				30th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	9	0	11	7	0	2	9	0	2	4	6	26
07:15 AM	0	0	1	1	2	15	0	17	3	0	1	4	0	5	3	8	30
07:30 AM	0	1	0	1	2	28	0	30	5	0	4	9	0	9	2	11	51
07:45 AM	0	0	0	0	3	23	0	26	0	0	7	7	1	11	1	13	46
Total	0	1	1	2	9	75	0	84	15	0	14	29	1	27	10	38	153
08:00 AM	0	0	0	0	2	16	0	18	3	0	6	9	1	13	1	15	42
08:15 AM	0	0	2	2	3	19	0	22	2	0	2	4	0	10	1	11	39
08:30 AM	0	0	0	0	4	18	0	22	2	0	4	6	2	7	1	10	38
08:45 AM	0	0	1	1	1	11	0	12	1	0	4	5	1	13	2	16	34
Total	0	0	3	3	10	64	0	74	8	0	16	24	4	43	5	52	153
Grand Total	0	1	4	5	19	139	0	158	23	0	30	53	5	70	15	90	306
Apprch %	0	20	80		12	88	0		43.4	0	56.6		5.6	77.8	16.7		
Total %	0	0.3	1.3	1.6	6.2	45.4	0	51.6	7.5	0	9.8	17.3	1.6	22.9	4.9	29.4	

	Florine Avenue Southbound				30th Street Westbound				Florine Avenue Northbound				30th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	2	28	0	30	5	0	4	9	0	9	2	11	51
07:45 AM	0	0	0	0	3	23	0	26	0	0	7	7	1	11	1	13	46
08:00 AM	0	0	0	0	2	16	0	18	3	0	6	9	1	13	1	15	42
08:15 AM	0	0	2	2	3	19	0	22	2	0	2	4	0	10	1	11	39
Total Volume	0	1	2	3	10	86	0	96	10	0	19	29	2	43	5	50	178
% App. Total	0	33.3	66.7		10.4	89.6	0		34.5	0	65.5		4	86	10		
PHF	.000	.250	.250	.375	.833	.768	.000	.800	.500	.000	.679	.806	.500	.827	.625	.833	.873

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Jurupa Valley
N/S: Florine Avenue
E/W: 30th Street
Weather: Clear

File Name : 03_JVY_Flo_30th AM
Site Code : 05725025
Start Date : 1/16/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:00 AM				08:00 AM			
+0 mins.	0	1	0	1	2	28	0	30	7	0	2	9	1	13	1	15
+15 mins.	0	0	0	0	3	23	0	26	3	0	1	4	0	10	1	11
+30 mins.	0	0	0	0	2	16	0	18	5	0	4	9	2	7	1	10
+45 mins.	0	0	2	2	3	19	0	22	0	0	7	7	1	13	2	16
Total Volume	0	1	2	3	10	86	0	96	15	0	14	29	4	43	5	52
% App. Total	0	33.3	66.7		10.4	89.6	0		51.7	0	48.3		7.7	82.7	9.6	
PHF	.000	.250	.250	.375	.833	.768	.000	.800	.536	.000	.500	.806	.500	.827	.625	.813

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Jurupa Valley
N/S: Florine Avenue
E/W: 30th Street
Weather: Clear

File Name : 03_JVY_Flo_30th PM
Site Code : 05725025
Start Date : 1/16/2025
Page No : 1

Groups Printed- Total Volume

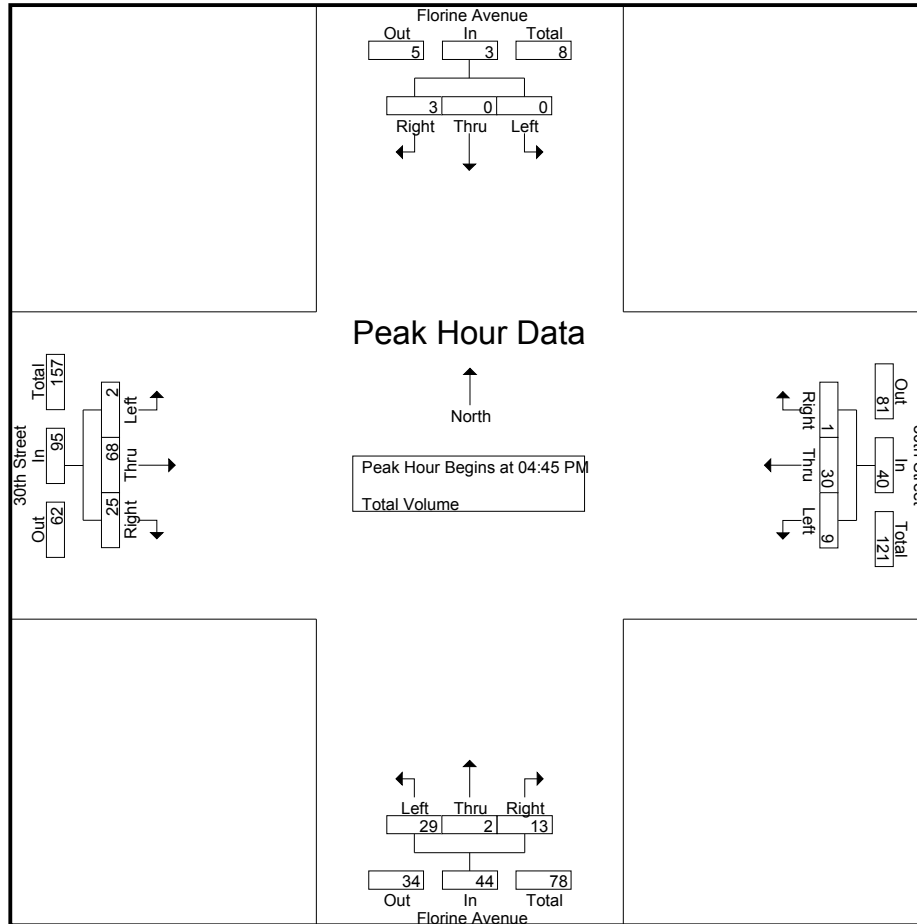
	Florine Avenue Southbound				30th Street Westbound				Florine Avenue Northbound				30th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	9	7	0	16	4	0	3	7	1	13	4	18	42
04:15 PM	0	0	0	0	4	11	0	15	4	0	9	13	1	14	1	16	44
04:30 PM	0	0	0	0	5	12	0	17	4	0	4	8	1	10	3	14	39
04:45 PM	0	0	1	1	1	5	0	6	7	1	4	12	1	17	9	27	46
Total	0	0	2	2	19	35	0	54	19	1	20	40	4	54	17	75	171
05:00 PM	0	0	0	0	1	9	0	10	4	0	4	8	0	17	4	21	39
05:15 PM	0	0	0	0	0	9	0	9	9	1	4	14	1	20	8	29	52
05:30 PM	0	0	2	2	7	7	1	15	9	0	1	10	0	14	4	18	45
05:45 PM	0	0	0	0	5	11	0	16	2	0	3	5	1	15	7	23	44
Total	0	0	2	2	13	36	1	50	24	1	12	37	2	66	23	91	180
Grand Total	0	0	4	4	32	71	1	104	43	2	32	77	6	120	40	166	351
Apprch %	0	0	100		30.8	68.3	1		55.8	2.6	41.6		3.6	72.3	24.1		
Total %	0	0	1.1	1.1	9.1	20.2	0.3	29.6	12.3	0.6	9.1	21.9	1.7	34.2	11.4	47.3	

	Florine Avenue Southbound				30th Street Westbound				Florine Avenue Northbound				30th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	1	1	1	5	0	6	7	1	4	12	1	17	9	27	46
05:00 PM	0	0	0	0	1	9	0	10	4	0	4	8	0	17	4	21	39
05:15 PM	0	0	0	0	0	9	0	9	9	1	4	14	1	20	8	29	52
05:30 PM	0	0	2	2	7	7	1	15	9	0	1	10	0	14	4	18	45
Total Volume	0	0	3	3	9	30	1	40	29	2	13	44	2	68	25	95	182
% App. Total	0	0	100		22.5	75	2.5		65.9	4.5	29.5		2.1	71.6	26.3		
PHF	.000	.000	.375	.375	.321	.833	.250	.667	.806	.500	.813	.786	.500	.850	.694	.819	.875

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Jurupa Valley
N/S: Florine Avenue
E/W: 30th Street
Weather: Clear

File Name : 03_JVY_Flo_30th PM
Site Code : 05725025
Start Date : 1/16/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	1	1	9	7	0	16	7	1	4	12	1	17	9	27
+15 mins.	0	0	0	0	4	11	0	15	4	0	4	8	0	17	4	21
+30 mins.	0	0	0	0	5	12	0	17	9	1	4	14	1	20	8	29
+45 mins.	0	0	2	2	1	5	0	6	9	0	1	10	0	14	4	18
Total Volume	0	0	3	3	19	35	0	54	29	2	13	44	2	68	25	95
% App. Total	0	0	100		35.2	64.8	0		65.9	4.5	29.5		2.1	71.6	26.3	
PHF	.000	.000	.375	.375	.528	.729	.000	.794	.806	.500	.813	.786	.500	.850	.694	.819

APPENDIX C

**INTERSECTION LEVEL OF SERVICE CALCULATION
WORKSHEETS**

APPENDIX C-1

EXISTING TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Apple Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Apple Avenue		33rd Street		33rd Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Apple Avenue		33rd Street		33rd Street	
Base Volume Input [veh/h]	9	10	7	17	13	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	10	7	17	13	2
Peak Hour Factor	0.7250	0.7250	0.7250	0.7250	0.7250	0.7250
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	2	6	4	1
Total Analysis Volume [veh/h]	12	14	10	23	18	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.94	8.50	7.27	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.00	2.00	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	8.70		2.20		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.74					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Florine Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Florine Avenue		Florine Avenue		33rd Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Florine Avenue		Florine Avenue		33rd Street	
Base Volume Input [veh/h]	19	18	6	41	18	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	18	6	41	18	5
Peak Hour Factor	0.9220	0.9220	0.9220	0.9220	0.9220	0.9220
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	5	2	11	5	1
Total Analysis Volume [veh/h]	21	20	7	44	20	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.30	0.00	9.07	8.56
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.29	0.29	2.07	2.07
d_A, Approach Delay [s/veh]	0.00		1.00		8.97	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.35					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Florine Avenue at 30th Street

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.1
 Level Of Service: B
 Volume to Capacity (v/c): 0.001

Intersection Setup

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Base Volume Input [veh/h]	10	0	19	0	1	2	2	43	5	10	86	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	19	0	1	2	2	43	5	10	86	0
Peak Hour Factor	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	5	0	0	1	1	12	1	3	25	0
Total Analysis Volume [veh/h]	11	0	22	0	1	2	2	49	6	11	99	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	9.80	10.21	8.69	9.82	10.10	8.78	7.41	0.00	0.00	7.33	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.11	0.01	0.01	0.01	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	2.79	2.79	2.79	0.26	0.26	0.26	0.09	0.09	0.09	0.46	0.46	0.46
d_A, Approach Delay [s/veh]	9.06			9.22			0.26			0.73		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.08											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 1: Apple Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Apple Avenue		33rd Street		33rd Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Apple Avenue		33rd Street		33rd Street	
Base Volume Input [veh/h]	0	5	7	12	26	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	7	12	26	6
Peak Hour Factor	0.7370	0.7370	0.7370	0.7370	0.7370	0.7370
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	2	4	9	2
Total Analysis Volume [veh/h]	0	7	9	16	35	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.91	8.51	7.31	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.51	0.51	0.38	0.38	0.00	0.00
d_A, Approach Delay [s/veh]	8.51		2.63		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.67					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Florine Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Florine Avenue		Florine Avenue		33rd Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Florine Avenue		Florine Avenue		33rd Street	
Base Volume Input [veh/h]	34	15	2	23	20	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	15	2	23	20	10
Peak Hour Factor	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	4	1	6	5	3
Total Analysis Volume [veh/h]	37	16	2	25	22	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.32	0.00	9.01	8.65
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.08	0.08	2.67	2.67
d_A, Approach Delay [s/veh]	0.00		0.54		8.89	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.73					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Florine Avenue at 30th Street

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.003

Intersection Setup

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Base Volume Input [veh/h]	29	2	13	0	0	3	2	68	25	9	30	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	2	13	0	0	3	2	68	25	9	30	1
Peak Hour Factor	0.8750	0.8750	0.8750	0.8750	0.8750	0.8750	0.8750	0.8750	0.8750	0.8750	0.8750	0.8750
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	1	4	0	0	1	1	19	7	3	9	0
Total Analysis Volume [veh/h]	33	2	15	0	0	3	2	78	29	10	34	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	9.74	10.17	9.00	9.60	10.00	8.48	7.29	0.00	0.00	7.44	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.19	0.19	0.19	0.01	0.01	0.01	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	4.71	4.71	4.71	0.22	0.22	0.22	0.09	0.09	0.09	0.42	0.42	0.42
d_A, Approach Delay [s/veh]	9.53			8.48			0.13			1.65		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.86											
Intersection LOS	B											

APPENDIX C-II

**YEAR 2027 WITHOUT PROJECT TRAFFIC
CONDITIONS**

Intersection Level Of Service Report
Intersection 1: Apple Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Apple Avenue		33rd Street		33rd Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Apple Avenue		33rd Street		33rd Street	
Base Volume Input [veh/h]	9	10	7	18	14	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	10	7	18	14	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	2	5	4	1
Total Analysis Volume [veh/h]	9	11	7	19	15	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.84	8.46	7.26	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.51	1.51	0.29	0.29	0.00	0.00
d_A, Approach Delay [s/veh]	8.63		1.95		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.55					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Florine Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Florine Avenue		Florine Avenue		33rd Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Florine Avenue		Florine Avenue		33rd Street	
Base Volume Input [veh/h]	20	19	6	43	19	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	19	6	43	19	5
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	5	2	11	5	1
Total Analysis Volume [veh/h]	21	20	6	45	20	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.30	0.00	9.07	8.56
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.25	0.25	2.06	2.06
d_A, Approach Delay [s/veh]	0.00		0.86		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.29					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Florine Avenue at 30th Street

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.1
 Level Of Service: B
 Volume to Capacity (v/c): 0.001

Intersection Setup

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Base Volume Input [veh/h]	10	0	20	0	1	2	2	45	5	10	89	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	20	0	1	2	2	45	5	10	89	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	5	0	0	1	1	12	1	3	23	0
Total Analysis Volume [veh/h]	11	0	21	0	1	2	2	47	5	11	94	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	9.74	10.16	8.67	9.76	10.05	8.75	7.40	0.00	0.00	7.33	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.11	0.01	0.01	0.01	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	2.69	2.69	2.69	0.26	0.26	0.26	0.09	0.09	0.09	0.46	0.46	0.46
d_A, Approach Delay [s/veh]	9.04			9.19			0.27			0.77		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.13											
Intersection LOS	B											

Intersection Level Of Service Report

Intersection 1: Apple Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Apple Avenue		33rd Street		33rd Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Apple Avenue		33rd Street		33rd Street	
Base Volume Input [veh/h]	0	5	7	12	27	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	7	12	27	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	2	3	7	2
Total Analysis Volume [veh/h]	0	5	7	13	28	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.83	8.47	7.29	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.36	0.36	0.29	0.29	0.00	0.00
d_A, Approach Delay [s/veh]	8.47		2.55		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.58					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Florine Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Florine Avenue		Florine Avenue		33rd Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Florine Avenue		Florine Avenue		33rd Street	
Base Volume Input [veh/h]	35	16	2	24	21	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	16	2	24	21	10
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	4	1	6	6	3
Total Analysis Volume [veh/h]	37	17	2	25	22	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.32	0.00	9.01	8.65
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.08	0.08	2.67	2.67
d_A, Approach Delay [s/veh]	0.00		0.54		8.89	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.70					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Florine Avenue at 30th Street

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.1
 Level Of Service: B
 Volume to Capacity (v/c): 0.003

Intersection Setup

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Base Volume Input [veh/h]	30	2	14	0	0	3	2	71	26	9	31	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	2	14	0	0	3	2	71	26	9	31	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	1	4	0	0	1	1	19	7	2	8	0
Total Analysis Volume [veh/h]	32	2	15	0	0	3	2	75	27	9	33	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	9.68	10.11	8.97	9.54	9.95	8.47	7.28	0.00	0.00	7.43	0.00	0.00
Movement LOS	A	B	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.18	0.01	0.01	0.01	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	4.56	4.56	4.56	0.22	0.22	0.22	0.09	0.09	0.09	0.38	0.38	0.38
d_A, Approach Delay [s/veh]	9.48			8.47			0.14			1.55		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.87											
Intersection LOS	B											

APPENDIX C-III

YEAR 2027 WITH PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Apple Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Apple Avenue		33rd Street		33rd Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Apple Avenue		33rd Street		33rd Street	
Base Volume Input [veh/h]	9	10	7	65	27	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	10	7	65	27	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	2	17	7	1
Total Analysis Volume [veh/h]	9	11	7	68	28	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.16	8.52	7.28	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.59	1.59	0.29	0.29	0.00	0.00
d_A, Approach Delay [s/veh]	8.81		0.68		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.82					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Florine Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	Florine Avenue		Florine Avenue		33rd Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Florine Avenue		Florine Avenue		33rd Street	
Base Volume Input [veh/h]	20	47	25	43	27	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	47	25	43	27	10
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	12	7	11	7	3
Total Analysis Volume [veh/h]	21	49	26	45	28	11
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	9.50	8.70
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.04	0.14	0.14
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.10	1.10	3.47	3.47
d_A, Approach Delay [s/veh]	0.00		2.70		9.27	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.08					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Florine Avenue at 30th Street

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.001

Intersection Setup

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Base Volume Input [veh/h]	15	0	20	0	1	2	2	45	24	10	89	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	0	20	0	1	2	2	45	24	10	89	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	5	0	0	1	1	12	6	3	23	0
Total Analysis Volume [veh/h]	16	0	21	0	1	2	2	47	25	11	94	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	9.85	10.26	8.75	9.83	10.18	8.75	7.40	0.00	0.00	7.37	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.13	0.01	0.01	0.01	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	3.25	3.25	3.25	0.26	0.26	0.26	0.09	0.09	0.09	0.46	0.46	0.46
d_A, Approach Delay [s/veh]	9.23			9.23			0.20			0.77		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.12											
Intersection LOS	B											

Intersection Level Of Service Report

Intersection 1: Apple Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Apple Avenue		33rd Street		33rd Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Apple Avenue		33rd Street		33rd Street	
Base Volume Input [veh/h]	0	5	7	36	75	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	7	36	75	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	2	9	20	2
Total Analysis Volume [veh/h]	0	5	7	38	79	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.23	8.70	7.39	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.39	0.39	0.29	0.29	0.00	0.00
d_A, Approach Delay [s/veh]	8.70		1.15		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.71					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Florine Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.060

Intersection Setup

Name	Florine Avenue		Florine Avenue		33rd Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Florine Avenue		Florine Avenue		33rd Street	
Base Volume Input [veh/h]	35	30	12	24	50	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	30	12	24	50	29
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	8	3	6	13	8
Total Analysis Volume [veh/h]	37	32	13	25	53	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.06	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.36	0.00	9.45	8.93
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.30	0.30
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.55	0.55	7.43	7.43
d_A, Approach Delay [s/veh]	0.00		2.52		9.26	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.57					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Florine Avenue at 30th Street

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.003

Intersection Setup

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Base Volume Input [veh/h]	49	2	14	0	0	3	2	71	36	9	31	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	49	2	14	0	0	3	2	71	36	9	31	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	1	4	0	0	1	1	19	9	2	8	0
Total Analysis Volume [veh/h]	52	2	15	0	0	3	2	75	38	9	33	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	9.84	10.28	9.13	9.58	10.02	8.47	7.28	0.00	0.00	7.45	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	0.01	0.01	0.01	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	6.74	6.74	6.74	0.22	0.22	0.22	0.09	0.09	0.09	0.38	0.38	0.38
d_A, Approach Delay [s/veh]	9.70			8.47			0.13			1.56		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.38											
Intersection LOS	B											

APPENDIX C-IV

**CUMULATIVE HORIZON YEAR 2050 WITHOUT
PROJECT TRAFFIC CONDITIONS**

Intersection Level Of Service Report
Intersection 1: Apple Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Apple Avenue		33rd Street		33rd Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Apple Avenue		33rd Street		33rd Street	
Base Volume Input [veh/h]	9	10	7	28	16	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	10	7	28	16	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	2	7	4	1
Total Analysis Volume [veh/h]	9	11	7	29	17	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.90	8.47	7.26	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.52	1.52	0.29	0.29	0.00	0.00
d_A, Approach Delay [s/veh]	8.66		1.41		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.99					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Florine Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	Florine Avenue		Florine Avenue		33rd Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Florine Avenue		Florine Avenue		33rd Street	
Base Volume Input [veh/h]	21	19	16	46	19	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	19	16	46	19	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	5	4	12	5	2
Total Analysis Volume [veh/h]	22	20	17	48	20	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.32	0.00	9.25	8.58
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.71	0.71	2.29	2.29
d_A, Approach Delay [s/veh]	0.00		1.91		9.07	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.76					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Florine Avenue at 30th Street

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.4
 Level Of Service: B
 Volume to Capacity (v/c): 0.002

Intersection Setup

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Base Volume Input [veh/h]	12	0	21	0	1	2	2	54	15	13	114	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	0	21	0	1	2	2	54	15	13	114	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	6	0	0	1	1	14	4	3	30	0
Total Analysis Volume [veh/h]	13	0	22	0	1	2	2	57	16	14	120	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	10.12	10.52	8.77	10.14	10.42	8.88	7.46	0.00	0.00	7.37	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.12	0.01	0.01	0.01	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	3.11	3.11	3.11	0.27	0.27	0.27	0.09	0.09	0.09	0.59	0.59	0.59
d_A, Approach Delay [s/veh]	9.28			9.39			0.20			0.77		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.91											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 1: Apple Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	Apple Avenue		33rd Street		33rd Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Apple Avenue		33rd Street		33rd Street	
Base Volume Input [veh/h]	0	5	7	19	32	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	7	19	32	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	2	5	8	2
Total Analysis Volume [veh/h]	0	5	7	20	34	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.89	8.49	7.30	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.36	0.36	0.29	0.29	0.00	0.00
d_A, Approach Delay [s/veh]	8.49		1.89		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.30					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Florine Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name	Florine Avenue		Florine Avenue		33rd Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Florine Avenue		Florine Avenue		33rd Street	
Base Volume Input [veh/h]	39	16	9	26	21	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	16	9	26	21	15
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	4	2	7	6	4
Total Analysis Volume [veh/h]	41	17	9	27	22	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.02	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.34	0.00	9.16	8.69
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.13	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.38	0.38	3.13	3.13
d_A, Approach Delay [s/veh]	0.00		1.83		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.08					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Florine Avenue at 30th Street

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.6
 Level Of Service: B
 Volume to Capacity (v/c): 0.003

Intersection Setup

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Base Volume Input [veh/h]	35	2	18	0	0	3	2	99	33	11	48	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	2	18	0	0	3	2	99	33	11	48	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	1	5	0	0	1	1	26	9	3	13	0
Total Analysis Volume [veh/h]	37	2	19	0	0	3	2	104	35	12	51	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	10.18	10.59	9.23	10.00	10.36	8.55	7.32	0.00	0.00	7.51	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.24	0.24	0.01	0.01	0.01	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	5.89	5.89	5.89	0.22	0.22	0.22	0.09	0.09	0.09	0.51	0.51	0.51
d_A, Approach Delay [s/veh]	9.88			8.55			0.10			1.41		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.65											
Intersection LOS	B											

APPENDIX C-V

**CUMULATIVE HORIZON YEAR 2050 WITH PROJECT
TRAFFIC CONDITIONS**

Intersection Level Of Service Report
Intersection 1: Apple Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Apple Avenue		33rd Street		33rd Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Apple Avenue		33rd Street		33rd Street	
Base Volume Input [veh/h]	9	10	7	75	29	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	10	7	75	29	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	2	20	8	1
Total Analysis Volume [veh/h]	9	11	7	79	31	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.24	8.54	7.29	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.60	1.60	0.29	0.29	0.00	0.00
d_A, Approach Delay [s/veh]	8.85		0.59		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.64					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Florine Avenue at 33rd Street

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	Florine Avenue		Florine Avenue		33rd Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Florine Avenue		Florine Avenue		33rd Street	
Base Volume Input [veh/h]	21	47	35	46	27	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	47	35	46	27	12
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	12	9	12	7	3
Total Analysis Volume [veh/h]	22	49	37	48	28	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.40	0.00	9.70	8.73
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.06	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.57	1.57	3.75	3.75
d_A, Approach Delay [s/veh]	0.00		3.22		9.39	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.34					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Florine Avenue at 30th Street

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.6
 Level Of Service: B
 Volume to Capacity (v/c): 0.002

Intersection Setup

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Base Volume Input [veh/h]	17	0	21	0	1	2	2	54	34	13	114	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	21	0	1	2	2	54	34	13	114	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	6	0	0	1	1	14	9	3	30	0
Total Analysis Volume [veh/h]	18	0	22	0	1	2	2	57	36	14	120	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	10.24	10.63	8.86	10.22	10.56	8.88	7.46	0.00	0.00	7.41	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.15	0.01	0.01	0.01	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	3.73	3.73	3.73	0.28	0.28	0.28	0.09	0.09	0.09	0.59	0.59	0.59
d_A, Approach Delay [s/veh]	9.48			9.44			0.16			0.77		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.94											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 1: Apple Avenue at 33rd Street

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.7
 Level Of Service: A
 Volume to Capacity (v/c): 0.005

Intersection Setup

Name	Apple Avenue		33rd Street		33rd Street	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Apple Avenue		33rd Street		33rd Street	
Base Volume Input [veh/h]	0	5	7	43	80	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	7	43	80	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	2	11	21	2
Total Analysis Volume [veh/h]	0	5	7	45	84	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.29	8.72	7.40	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.39	0.39	0.29	0.29	0.00	0.00
d_A, Approach Delay [s/veh]	8.72		1.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: Florine Avenue at 33rd Street

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.6
 Level Of Service: A
 Volume to Capacity (v/c): 0.062

Intersection Setup

Name	Florine Avenue		Florine Avenue		33rd Street	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Florine Avenue		Florine Avenue		33rd Street	
Base Volume Input [veh/h]	39	30	19	26	50	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	30	19	26	50	34
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	8	5	7	13	9
Total Analysis Volume [veh/h]	41	32	20	27	53	36
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.06	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.38	0.00	9.61	8.99
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.32	0.32
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.84	0.84	8.06	8.06
d_A, Approach Delay [s/veh]	0.00		3.14		9.36	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.69					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 3: Florine Avenue at 30th Street

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.8
 Level Of Service: B
 Volume to Capacity (v/c): 0.003

Intersection Setup

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name	Florine Avenue			Florine Avenue			30th Street			30th Street		
Base Volume Input [veh/h]	54	2	18	0	0	3	2	99	43	11	48	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	2	18	0	0	3	2	99	43	11	48	1
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	1	5	0	0	1	1	26	11	3	13	0
Total Analysis Volume [veh/h]	57	2	19	0	0	3	2	104	45	12	51	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	10.38	10.79	9.41	10.04	10.43	8.55	7.32	0.00	0.00	7.53	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.33	0.33	0.33	0.01	0.01	0.01	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	8.35	8.35	8.35	0.22	0.22	0.22	0.09	0.09	0.09	0.51	0.51	0.51
d_A, Approach Delay [s/veh]	10.16			8.55			0.10			1.41		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	3.12											
Intersection LOS	B											