TECHNICAL REPORT

TRAFFIC IMPACT ANALYSIS NURSERY PRODUCTS LLC INITIAL STUDY

Prepared for

County of San Bernardino Land Use Services Department Advance Planning Division 385 N. Arrowhead Ave., First Floor San Bernardino, CA 92415-0182

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1.0 INTRODUCTION

1.1 STUDY PURPOSE

The purpose of this Traffic Impact Analysis (TIA) Study is to document the traffic impact analysis conducted for the proposed development of the Nursery Products LLC Composting Facility, the "Project", as well as to recommend mitigation measures for any identified traffic impacts associated with the project.

In consultation with County of San Bernardino Traffic Engineering staff, URS Corporation prepared this TIA in accordance with the procedures specified by the County of San Bernardino and the San Bernardino County Congestion Management Plan (CMP). The technical evaluations contained in the TIA were prepared in accordance with the analysis procedures set forth in the 2000 Highway Capacity Manual (HCM).

The Project related traffic impacts were evaluated in the context of the California Environmental Quality Act (CEQA) and the San Bernardino CMP. The analysis included an evaluation of existing and future traffic conditions along the roadway segments and intersections leading to and from the project site that could be potentially impacted by the proposed Project.

1.2 STUDY AREA AND PROJECT BACKGROUND

The proposed Nursery Products LLC Composting Facility Project is located on a 160 acre parcel to the west of City of Barstow in San Bernardino County. The project site is located just south of Highway 58 between Helendale Road to the east and the former access road of the now defunct Hawes Auxiliary Airport site to the west. Regional access to the project site is primarily provided by Highway 58 to the north, Interstate 15 to the east and Highway 395 to west.

The proposed project's core operational activity is the production of agricultural grade compost. It is anticipated that the facility will receive an average of 1,100 tons of biosolids and green waste materials for composting on a daily basis. The facility could potentially receive up to maximum of 2,000 tons of raw compost material deliveries per day. The proposed project operations will be conducted 24 hours a day, seven days a week.

Figure 1-1 displays the project regional location and Figure 1-2 illustrates the project study area. The following scenarios were analyzed as a part of this study:

- Existing Conditions utilized to establish the current level or existing baseline of traffic operations within the study area.
- Project Opening Year (2006) Baseline with Project Conditions represents project opening year baseline traffic conditions with the addition of project generated traffic.
- ♦ Horizon Year (2016) Baseline Conditions establishes horizon year baseline against which traffic generated by the project was compared.

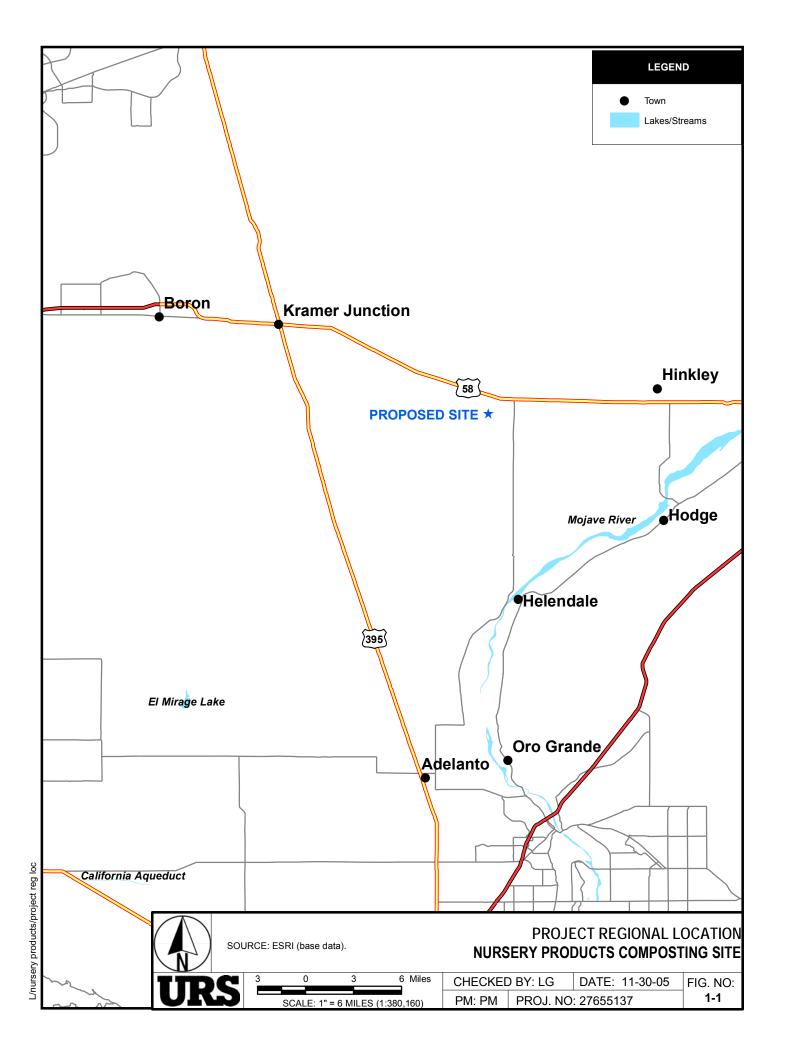
• Horizon Year (2016) Baseline with Project Conditions – represents horizon year baseline traffic conditions with the addition of project generated traffic.

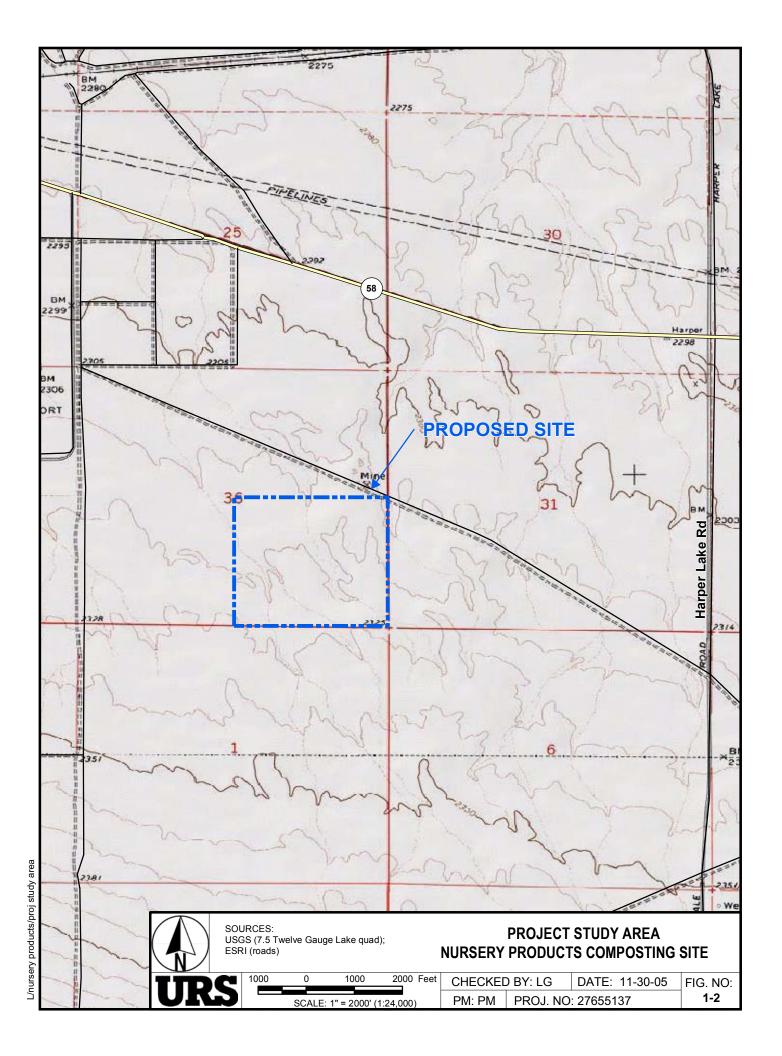
These traffic analysis scenarios were evaluated in accordance with County of San Bernardino and San Bernardino County Congestion Management Program (CMP) requirements.

1.3 REPORT ORGANIZATION

Following this introductory section, this report is organized into the following sections:

- 2.0 Analysis Methodology – This section describes the methodologies, analysis procedures and standards utilized to evaluate roadway and intersection traffic conditions.
- 3.0 Existing Conditions – This section describes the existing transportation network within the study area and provides analysis results for existing traffic conditions.
- 4.0 **Project Description** – This section describes the proposed project including project trip generation, trip distribution patterns, and roadway assignments for the "with Project" development scenario.
- 5.0 Project Opening Year (2006) Traffic Conditions – This section describes Project Opening Year (2006) with Project development.
- 6.0 Horizon Year (2016) Traffic Conditions – This section describes Horizon Year (2016) Baseline conditions and with Project development, which is anticipated to generate additional study area trips.
- 7.0 Findings and Recommendations - Outlines overall study findings and describes recommended project-related and planning area wide mitigation measures.





2.0 Analysis Methodology

The traffic analyses prepared for this study were performed in accordance with County of San Bernardino requirements, the California Environmental Quality Act (CEQA) project review process, and the San Bernardino County Congestion Management Program (CMP) requirements. Detailed information on roadway segment, as well as, intersection analysis methodologies, standards, and thresholds are discussed in the following sections.

2.1 ROADWAY SEGMENT LEVEL OF SERVICE ANALYSIS

Segment Level of Service (LOS) standards and thresholds provide the basis for analysis of arterial roadway segment performance. The analysis of roadway segment LOS is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecast Average Daily Traffic (ADT) volumes. The roadway capacity standards were based on the San Bernardino County Congestion Management Program (CMP) and adopted for use in the traffic study for the proposed project. The capacities shown in Table 2.1 reflect the generalized peak hour/peak direction level of service maximum volumes that can be reasonably carried on the roadway under prevailing traffic conditions.

Roadway Section Level of Service Thresholds Cross-В C D Ε Lanes Α section 490 740 790 830 870 Undivided 4 Divided 1080 1610 1680 1760 1850 6 Divided 1680 2450 2530 2650 2770 Divided + 2 914 515 777 830 872 (Left Turn) Divided (No 2 629 417 672 706 740 Left) Undivided + 4 1026 1530 1596 1758 1672 (Left) Undivided + 6 1596 2328 2404 2518 2632 (Left)

Table 2.1 Generalized Peak Hourly/Directional Capacities

Source: San Bernardino County CMP, 2003 Update.

2.2 Intersection Level of Service Analysis

This section presents the methodologies used to perform peak hour intersection capacity analysis, including both signalized and un-signalized intersections.

2.2.1 **Signalized Intersection Analysis**

Signalized intersection analysis follows the procedures outlined in the 2000 Highway Capacity Manual (HCM), Transportation Research Board Special Report 209. This method defines Level of Service in terms of delay, or more specifically, average stopped delay per vehicle. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time. This technique uses 1,900 vehicles per hour per lane (vphpl) as the maximum saturation volume of an intersection. This saturation volume is adjusted to account for lane width, on-street parking, pedestrians, traffic composition (i.e., percentage trucks), and shared lane movements (i.e., through and right-turn movements originating from the same lane). The Level of Service criteria used for this technique are described in Table 2.2. The computerized intersection analysis was performed with the Traffix 7.6 R1 software package (Dowling Associates, 2000). There are no signalized study intersections evaluated in this report.

2.2.2 **Unsignalized Intersection Analysis**

Un-signalized intersections, including two-way and all-way stop controlled intersections were analyzed using the 2000 Highway Capacity Manual (Section 10) un-signalized intersection analysis methodology. The Traffix 7.6 R1 software supports this methodology and was utilized to produce LOS results. The LOS for a two-way stop controlled (TWSC) intersection is determined by the computed or measured control delay and is defined for each minor movement.

Table 2.2 presents the range of Volume-to-Capacity (V/C) ratios and corresponding LOS standards utilized in the evaluation of the study intersections.

Table 2.2 Level of Service Descriptions

Description of Operation	Signalized Intersection Delay (seconds per vehicle)	Stop-Controlled Intersection Delay (seconds per vehicle)
LOS A describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	<10.0	<10.0
LOS B describes operations with generally good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	10.1 – 20.0	10.1 – 15.0
LOS C describes operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.1 – 35.0	15.1 – 25.0
LOS D describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable.	35.1 – 55.0	25.1 – 35.0
LOS E is considered the limit of acceptable delay. Individual cycle failures are frequent occurrences.	55.1 – 80.0	35.1- 50.0
LOS F describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the LOS D capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay.	>80.0	>50.0

DETERMINATION OF SIGNIFICANT IMPACTS 2.3

The County of San Bernardino strives to maintain LOS C or better operating conditions for study intersections. The study roadways were evaluated using the 2003 SANBAG CMP Generalized Peak Hour/Peak Direction Level of Service Standards.

3.0 **EXISTING CONDITIONS**

This section describes key study roadway segments and intersections, existing daily roadway and peak hour intersection traffic volume information and LOS analysis results for Existing conditions.

3.1 EXISTING ROADWAY NETWORK

Several regionally and locally significant roadways traverse the study area. The key roadways within the study area are discussed below.

North-South Facilities

Interstate 15 – I-15 is a six-lane interstate freeway located to the east of the project site and provides north-south regional access between San Bernardino, Riverside and San Diego counties. State Highway 58 connects to I-15 via a new and upgraded interchange in the City of Barstow. Other freeway connections to I-15 provide regional linkage to Kern County, Los Angles County and Orange County.

US Highway 395 – US-395 also known as Three Flags Highway is part of the federal highway system located to the west of the project study area. It is generally a two-lane north-south rural highway originating from I-15 in Hesperia then north through the cities of Victorville and Adelanto. The highway crosses Highway 58 at Kramer Junction and continues north towards the Sierra Nevada Range. Passing lanes are strategically provided at various segments.

Hellendale Road – Helendale Road provides direct north-south access to the project site. Within the vicinity of the project site, Helendale Road is currently unpaved with the exception to the short asphalted section at the northbound intersection approach at Highway 58. On north side of the Highway 58, the roadway is named Harper Lake Road and is currently asphalt surfaced for a few miles to the north.

Hawes Auxiliary Airport (defunct) Road - This roadway provides alternate north-south access to the project site and is located about two miles west of the Helendale Road and Highway 58 intersection. The roadway is currently unpaved with the exception to the northbound intersection approach at Highway 58.

East-West Facilities

State Highway 58 – Highway 58 is also known as the Bakersfield-Barstow Freeway has undergone recent major improvements including a new and upgraded interchange at Interstate 15 in Barstow. The highway generally provides for 2 lanes in each direction with left turn pockets at major intersections. Highway 58 serves as the primary access route to the project site.

Project Access Road – the project access road is a north-west trending roadway traversing the project site. Currently the project access road is unpaved with no observed traffic activity.

3.2 STUDY INTERSECTIONS

In consultation with San Bernardino County Traffic Engineering staff, the following study area intersections have been identified for analysis in the traffic study. Table 3.1 shows the list of the study intersections.

Table 3.1 Study Intersections

No.	Intersection	Signal Control
1	Helendale Road / Highway 58	Unsignalized (2-Way Stop)
2	Hawes Auxiliary Airport Road / Highway 58	Unsignalized (2-Way Stop)

The existing roadway and intersection geometrics are shown in **Figure 3-1**.

3.3 EXISTING ROADWAY AND INTERSECTION VOLUMES

Figures 3-2 shows the existing AM/PM peak hour traffic volume of the project study intersections. Study roadway segment ADT and intersection AM/PM peak hour turning movement counts were collected in March 2006. The traffic counts are provided in **Appendix A**.

3.4 **EXISTING LEVEL OF SERVICE ANALYSIS**

LOS analyses under existing conditions were conducted using the methodologies described in Section 2.0. Roadway segment and intersection LOS results are discussed separately below.

3.4.1 **Roadway Segment Analysis**

Table 3.2 displays the LOS analysis results for the study area roadway segments under Existing conditions.

Table 3.2 Roadway Segment Level Of Service Results Existing Conditions

Roadway	Segment	Cross- Section (Lanage)	AM Peak Hour Volume [1]	PM Peak Hour Volume [1]	LOS Threshold (LOS E)	AM Peak Hour (LOS)	PM Peak Hour (LOS)
Highway 58	Helendale Road to Hawes Auxiliary Airport Road	4 – Lane Divided	253 / 190	405 / 295	1758	A/A	A / A
Helendale Road	South of Highway 58	2- Lane Undivided	<10 / <10	<10 / <10	870	A/A	A / A
Hawes Auxiliary Airport Road	South of Highway 58	2- Lane Undivided	<10 / <10	<10 / <10	870	A/A	A/A

[1] - NB / SB, EB / WB peak hour directional traffic volume

As shown in Table 3.2, results of the existing peak hour/peak direction roadway segment analysis indicate that all study roadway segments are operating at LOS A.

3.4.2 **Intersection Analysis**

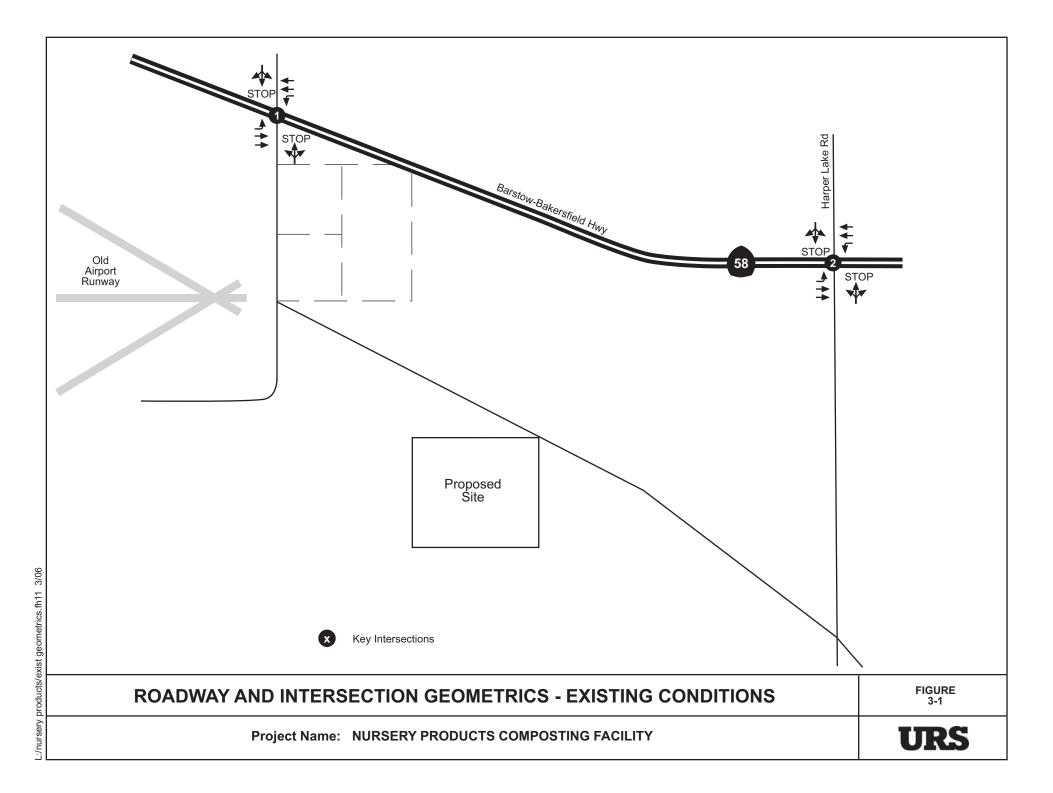
Table 3.3 displays the intersection LOS and average vehicle delay results for the two study intersections under Existing conditions. Both intersections are currently unsignalized. The LOS calculation worksheets for Existing conditions are provided in Appendix B.

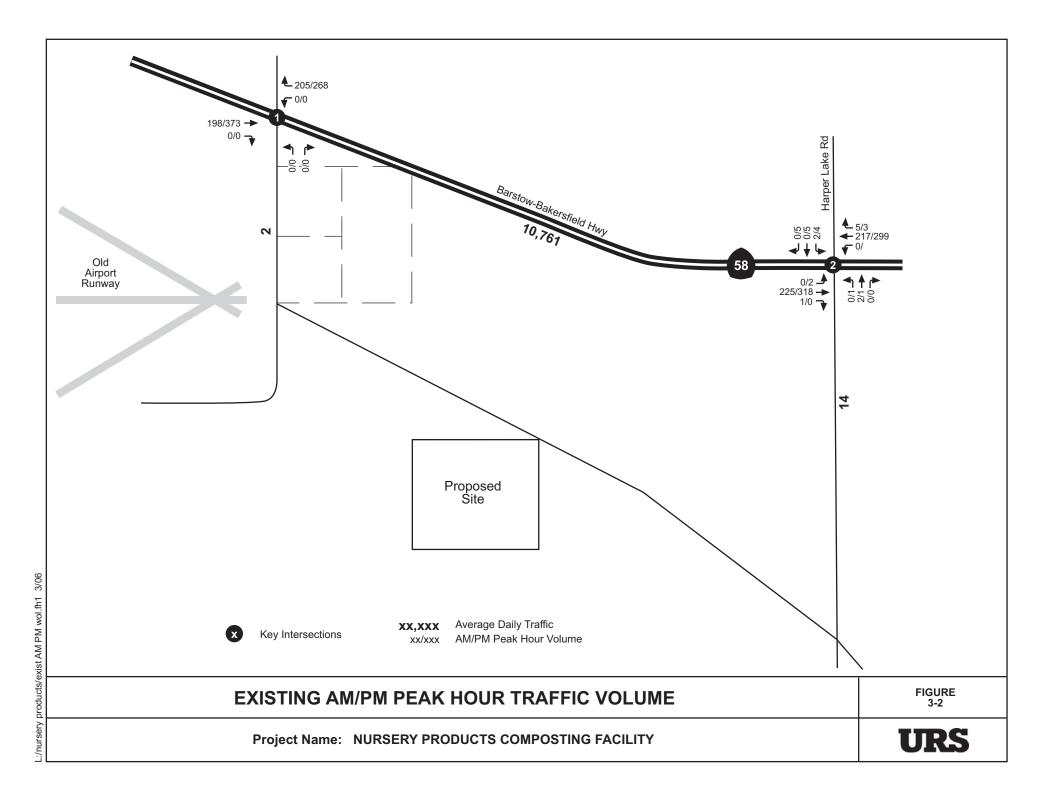
Table 3.3 Peak Hour Intersection Level of Service Results Existing Conditions

	Study Intersections		AM Peak Ho	our	PM Peak Hour		
			Avg. Delay	V/C	LOS	Avg. Delay	V/C
1	Hawes Auxiliary Airport Road / Highway 58 [1]	Α	0.0	0.00	Α	0.0	0.00
2	Helendale Road / Highway 58 [1]	В	12.6	0.00	В	14.8	0.00

^{[1] –} Unsignalized 2-way Stop Control

As shown in Table 3.3, both study intersections are currently operating at acceptable LOS B or better under Existing conditions.





4.0 PROJECT DESCRIPTION

This section describes the proposed Nursery Products Composting Facility Project including the proposed facility operations and estimated project trip generation, trip distribution and trip assignment.

4.1 **PROJECT DESCRIPTION**

The proposed Nursery Products LLC Composting Facility Project is located on a 160 acre parcel to the west of City of Barstow in San Bernardino County. The project site is located just south of Highway 58 between Helendale Road to the east and the former access road of the now defunct Hawes Auxiliary Airport site to the west. Regional access to the project site is primarily provided by Highway 58 to the north, Interstate 15 to the east and Highway 395 to west.

The proposed project's core operational activity is the production of agricultural grade compost. anticipated that the facility will receive an average of 1,100 tons of biosolids and green waste materials for composting on a daily basis. The facility could potentially receive up to 2,000 tons of raw compost material deliveries per day. The proposed project operations will be conducted 24 hours a day, seven days a week.

Figure 4-1 illustrates the project site plan.

4.2 PROJECT TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

4.2.1 **Project Trip Generation**

The project trip generation data shown in **Table 4.1**, shows the resultant trips generated by both average and maximum incoming biosolids and green waste material loadings at the proposed composting facility.

The estimation of the project trip generation was based on the following key assumptions:

Truck loading capacity = 23 tons/truck

Hours of Operation = 24 hours seven days a week

Passenger Car Equivalent (PCE) per Truck = 3 PCE

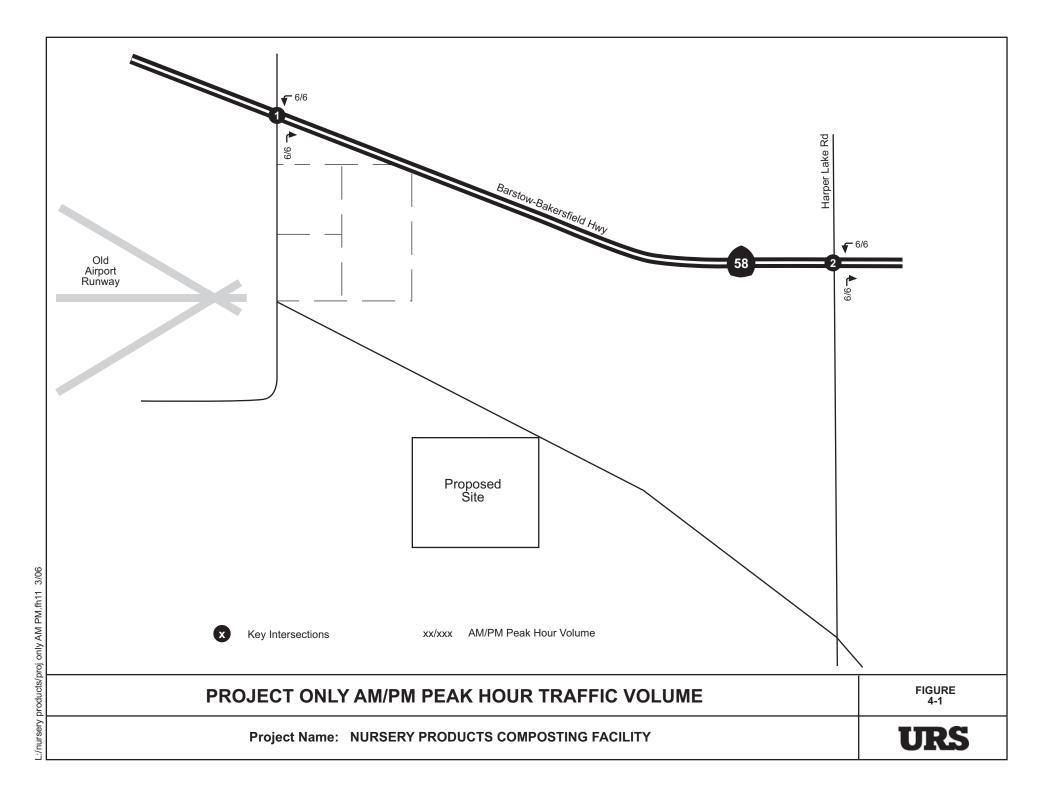
Table 4.1 Project Trip Generation

			AM TRIPS		PM TRIPS			
Incoming Load	Daily Trips	Inbound	Outbound	TOTAL	Inbound	Outbound	TOTAL	
Average 1,100 tons/day	288	6	6	12	6	6	12	
Maximum 2,000 tons/day	522	11	11	22	11	11	22	

As shown in Table 4.1, the PCE adjusted project trip generation for average daily loadings (1,100 tons/day) would generate 288 trips per day and the maximum daily loading (2,000 tons/day) would generate 522 trips per day. For analysis purposes, the 2,000 maximum daily loading trip generation was used in the traffic impact analysis to ensure that the worst possible case scenario for the project was evaluated.

4.2.2 **Project Trip Distribution and Assignment**

The project trip distribution and assignment assumptions as provided by the project proponent indicate that the source of biosolids and green waste and market for compost products would be primarily located from the market area south of I-15. Using these parameters, a computerized traffic analysis model (TRAFFIX) was used in the trip distribution and evaluation of intersection performance using the Highway Capacity Manual Methodology as outlined in Section 2.0. The AM and PM peak hour project added trips are shown in Figure 4-2.



PROJECT OPENING YEAR (2006) TRAFFIC CONDITIONS 5.0

This section provides an analysis of Project Opening Year (2006) traffic conditions both with and without the proposed project. The following scenarios were analyzed:

- ◆ Project Opening Year (2006) Baseline Conditions
- Project Opening Year (2006) Baseline With Project Conditions

5.1 PROJECT OPENING YEAR (2006) BASELINE TRAFFIC CONDITIONS

Due to the minimal site preparation and construction requirements for the proposed project, it is anticipated that the project will open on the later part of 2006.

Based on the above assumptions, Project Opening Year (2006) Baseline traffic conditions is largely identical to existing conditions, therefore no further analyses are needed to establish Project Opening Year (2006) Baseline conditions other than those provided in Section 3.0, Existing Conditions.

5.2 PROJECT OPENING YEAR (2006) BASELINE WITH PROJECT CONDITIONS

This scenario includes Project Opening Year (2006) Baseline traffic volume with the addition of project traffic. Figure 5-1 summarizes the projected AM and PM intersection turning movement volume under Project Opening Year (2006) Baseline with Project conditions.

The traffic analyses were conducted using the methodologies described in Section 2.0. The result of the roadway segment and intersection LOS analysis are discussed below.

5.2.1 Roadway Segment Analysis

Table 5.1 displays the LOS analysis results for the study roadway segments under Project Opening Year (2006) Baseline with Project Conditions.

Table 5.1 Roadway Segment Level Of Service Results Project Opening Year (2006) Baseline Conditions with Project Conditions

Roadway	Segment	Cross- Section (Lanage)	AM Peak Hour Volume [1]	PM Peak Hour Volume [1]	LOS Threshold (LOS E) [2]	AM Peak Hour (LOS)	PM Peak Hour (LOS)
Highway 58	Helendale Road to Hawes Auxiliary Airport Road	4 – Lane Divided	259 / 196	411 / 301	1758	A/A	A / A
Helendale Road	South of Highway 58	2- Lane Undivided	7/6	10/8	870	A/A	A/A
Hawes Auxiliary Airport Road	South of Highway 58	2- Lane Undivided	6/6	6/7	870	A/A	A/A

^{[1] -} NB / SB, EB / WB peak hour directional traffic volume

^{[2]-} Peak hour directional traffic volume LOS E threshold

As shown in Table 5.1 and similar to Project Opening Year (2006) Baseline conditions, all study roadway segments under Project Opening Year (2006) Baseline with Project conditions are forecast to have sufficient roadway capacity to handle project opening traffic.

5.2.2 **Intersection Analysis**

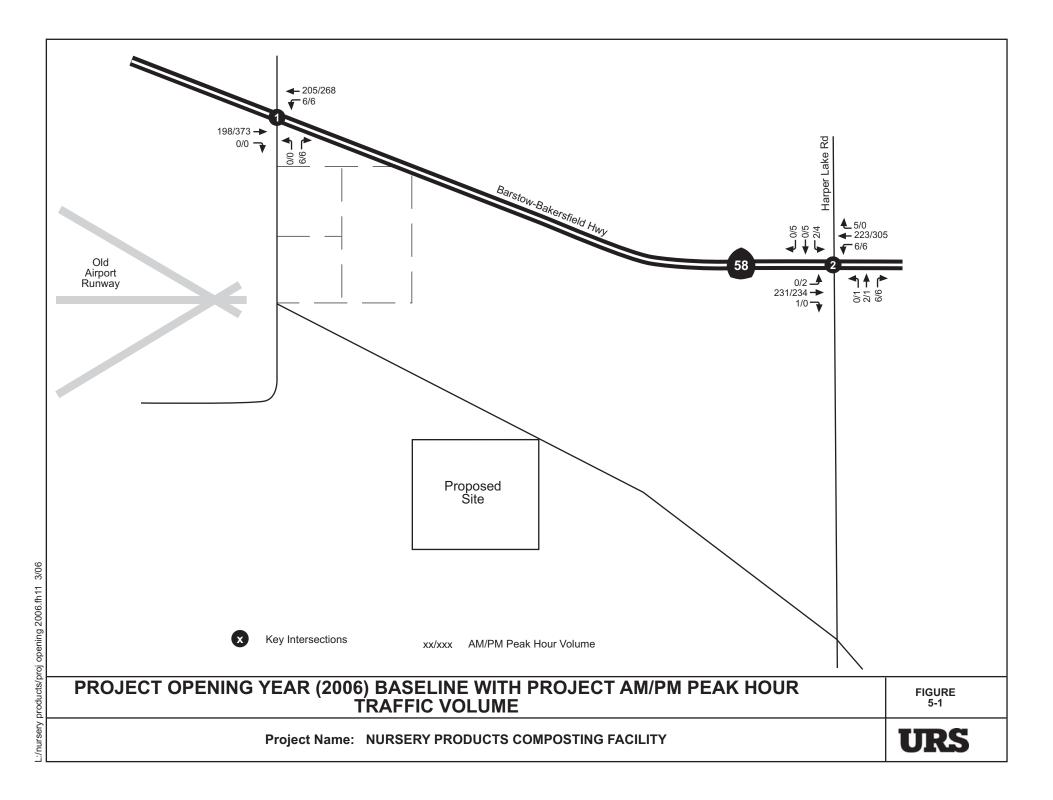
Table 5.2 displays intersection LOS and average vehicle delay results under Project Opening Year (2006) Baseline with Project conditions. The LOS calculation worksheets are provided in **Appendix C**.

Table 5.2 Peak Hour Intersection Level Of Service Results Project Opening Year (2006) Baseline with Project Conditions

	Study Intersections		AM Peak Ho	our	PM Peak Hour		
			Avg. Delay	V/C	LOS	Avg. Delay	V/C
1	Hawes Auxiliary Airport Road / Highway 58 [1]	Α	8.9	0.00	Α	9.5	0.00
2	Helendale Road / Highway 58 [1]	В	11.8	0.00	В	13.4	0.00

^{[1] –} Unsignalized 2-way Stop Control

As shown in Table 5.2, both study intersections are forecast to operate at acceptable LOS B or better under Year (2006) Project Opening conditions.



HORIZON YEAR (2016) TRAFFIC CONDITIONS 6.0

This section provides an analysis of Project Horizon Year (2016) traffic conditions both with and without the proposed project. The following scenarios were analyzed:

- ♦ Horizon Year (2016) Baseline Conditions
- ♦ Horizon Year (2016) Baseline With Project Conditions

6.1 HORIZON YEAR (2016) BASELINE TRAFFIC CONDITIONS

The Horizon Year (2016) Baseline roadway network builds upon the existing roadway network and incorporates applicable improvements that were either approved or funded and constructed by Year 2016.

In consultation with County of San Bernardino Traffic Engineering staff, Project Horizon Year (2016) Baseline traffic volume projections were developed using the latest Traffic Volume Expansion Factors developed by the County Traffic Division, Traffic Planning Research Section dated January 2006.

Project Horizon Year (2016) Baseline LOS analyses were conducted using the methodologies described in Section 2.0. Year 2016 Baseline intersection geometrics were assumed to be similar to current roadway configurations. There were no anticipated changes to the roadway system within the project study area. Figure 6-1 summarizes the projected AM and PM intersection turning movement volume under Horizon Year (2016) Baseline conditions. The results of the roadway segment and intersection LOS analysis are discussed below.

6.1.1 **Roadway Segment Analysis**

Table 6.1 displays the LOS analysis results for key study area roadway segments under Horizon Year (2016) Baseline conditions.

Roadway	Segment	Cross- Section (Lanage)	AM Peak Hour Volume [1]	PM Peak Hour Volume [1]	LOS Threshold (LOS E)	AM Peak Hour (LOS)	PM Peak Hour (LOS)		
Highway 58	Helendale Road to Hawes Auxiliary Airport Road	4 – Lane Divided	296 / 223	475 / 346	1758	A/A	A / A		
Helendale Road	South of Highway 58	2- Lane Undivided	<10 / <10	<10 / <10	870	A/A	A / A		
Hawes Auxiliary Airport Road	South of Highway 58	2- Lane Undivided	<10 / <10	<10 / <10	870	A/A	A / A		

Table 6.1 Roadway Segment Level Of Service Results Horizon Year (2016) Baseline Conditions

^{[1] -} NB / SB, EB / WB peak hour directional traffic volume

^{[2]-} Peak hour directional traffic volume LOS E threshold

As shown in Table 6.1, all study roadway segments are forecast to have sufficient roadway capacity during Horizon Year (2016) Baseline conditions. All study roadway segments are forecast to operate at acceptable LOS A conditions.

6.1.2 **Intersection Analysis**

Table 6.2 displays intersection LOS and average vehicle delay results under Horizon Year (2016) Baseline conditions. Both study intersections were assumed to continue to be unsignalized as forecasted traffic volumes do not meet traffic signalization warrants. The LOS calculation worksheets for Horizon Year (2016) Baseline conditions are provided in **Appendix D.**

Table 6.2 Peak Hour Intersection Level Of Service Results Horizon Year (2016) Baseline Conditions

	Study Intersections		AM Peak Ho	our	PM Peak Hour		
			Avg. Delay	V/C	LOS	Avg. Delay	V/C
1	Hawes Auxiliary Airport Road / Highway 58 [1]	Α	0.0	0.00	Α	0.0	0.00
2	Helendale Road / Highway 58 [1]	В	13.6	0.00	С	16.7	0.00

^{[1] -} Unsignalized 2-way Stop Control

As shown in Table 6.2, all study intersections are forecast to operate at acceptable LOS C or better.

HORIZON YEAR (2016) BASELINE WITH PROJECT CONDITIONS 6.2

This scenario includes Horizon Year (2016) Baseline traffic volumes with the addition of project traffic. Figure 6-2 summarizes the projected AM and PM intersection turning movement volume under Horizon Year (2016) Baseline with Project conditions.

The analyses were conducted using the methodologies described in Section 2.0. The results of the roadway segment and intersection LOS analyses are discussed below.

6.2.1 Roadway Segment Analysis

Table 6.3 displays the LOS analysis results for the study roadway segments under Horizon Year (2016) Baseline with Project Conditions.

Table 6.3 Roadway Segment Level Of Service Results	
Horizon Year (2016) Baseline Conditions with Project Conditions	;

Roadway	Segment	Cross- Section (Lanage)	AM Peak Hour Volume [1]	PM Peak Hour Volume [1]	LOS Threshold (LOS E)	AM Peak Hour (LOS)	PM Peak Hour (LOS)
Highway 58	Helendale Road to Hawes Auxiliary Airport Road	4 – Lane Divided	302 / 229	481 / 352	1758	A / A	A/A
Helendale Road	South of Highway 58	2- Lane Undivided	7/6	11 / 7	870	A/A	A/A
Hawes Auxiliary Airport Road	South of Highway 58	2- Lane Undivided	6/6	6/7	870	A/A	A/A

^{[1] -} NB / SB, EB / WB peak hour directional traffic volume

As shown in Table 6.3 and similar to Horizon Year (2016) Baseline conditions, all study roadway segments under Horizon Year (2016) Baseline with Project conditions are forecast to have sufficient roadway capacity to accommodate future baseline and project added traffic. None of the study roadway segments will be significantly impacted by the proposed project.

6.2.2 Intersection Analysis

Table 6.4 displays intersection LOS and average vehicle delay results under Horizon Year (2016) Baseline with Project conditions. Both study intersections were assumed to continue to be unsignalized as forecasted traffic volumes do not meet traffic signalization warrants. The LOS calculation worksheets for the Horizon Year (2016) Baseline with Project conditions are provided in **Appendix E**.

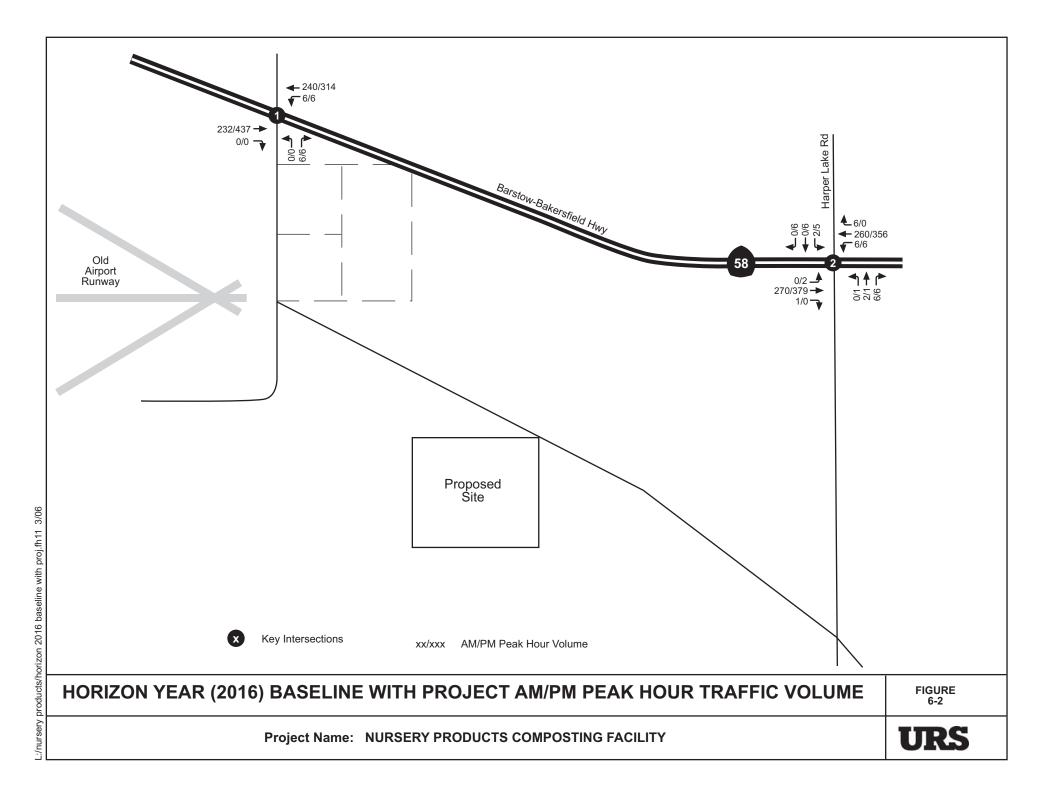
^{[2]-} Peak hour directional traffic volume LOS E threshold

Table 6.4 Peak Hour Intersection Level Of Service Results Horizon Year (2016) Baseline with Project Conditions

	Study Intersections		AM Peak Ho	our		PM Peak H	lour
	Study intersections	LOS	Delay	V/C	LOS	Delay	V/C
1	Hawes Auxiliary Airport Road / Highway 58 [1]	Α	9.0	0.00	Α	9.8	0.00
2	Helendale Road / Highway 58 [1]	В	12.5	0.00	В	14.9	0.00

^{[1] -} Unsignalized 2-way Stop Control

As shown in Table 6.4, both study intersections are forecast to operate at acceptable LOS B or better. The addition of project added traffic will not create any new traffic impact under Horizon Year (2016) Baseline with Project conditions.



7.0 FINDINGS AND CONCLUSIONS

The Initial Study traffic assessment and detailed traffic impact analysis of the proposed Nursery Products Composting Facility project, finds that the proposed project will not create any new adverse significant traffic impacts to the surrounding roadway circulation system according to the traffic impact analysis procedures, guidelines and threshold of significance specified by San Bernardino County during both Project Opening Year (2006) with Project and Project Horizon Year (2016) Baseline with Project conditions.

Based on the low traffic generation potential, adequacy of project site facilities and location of the proposed project, the traffic study offers the following conclusions.

- The proposed project will not, cause an increase in traffic which is substantial in relation to a) the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- b) The proposed project will not, exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- The proposed project will not, result in a change in air traffic patterns, including either an c) increase in traffic levels or a change in location that results in substantial safety risks?
- The proposed project will not, substantially increase hazards due to a design feature (e.g., d) sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- The proposed project will not, result in inadequate emergency access? e)
- The proposed project will not, result in inadequate parking capacity? f)
- The proposed project will not, conflict with adopted policies, plans, or programs supporting g) alternative transportation (e.g., bus turnouts, bicycle racks)?



COUNTY OF SAN BERNARDINO N/S: AUXILIARY AIRPORT ROAD

E/W: SR-58

WEATHER: CLOUDY

File Name : SBAU58AM Site Code : 1410288 Start Date : 3/2/2006 Page No : 1

Groups Printed- TOTAL VOLUME

		٧	Vestbound	t	1	Northbound	i		Eastbound			
	Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total	
	07:00 AM	0	52	52	0	0	0	38	0	38	90	
	07:15 AM	0	38	38	0	0	0	38	0	38	76	
	07:30 AM	0	47	47	0	0	0	34	0	34	81	
~	07: 4 5 AM	0	48	48	0	0	0	55	0	55	103	
- 1	Total	0	185	185	0	0	0	165	0	165	350	
	08:00 AM	0	57	57	0	0	0	52	0	52	109	*
1	08:15 AM	0	49	49	0	0	0	4 7	0	47	96	
L	08:30 AM	0	51	51	0	0	0 -	44	0	44	95	- 403
	08:45 AM	0	49	49	0	0	0	42	0	42	91	707
	Total	0	206	206	0	0	0	185	0	185	391	
(Grand Total Apprch %	0	391 100	391	0	0	0	350 100	0	350	741	
	Total %	0	52.8	52.8	0	0	0	47.2	0	47.2		

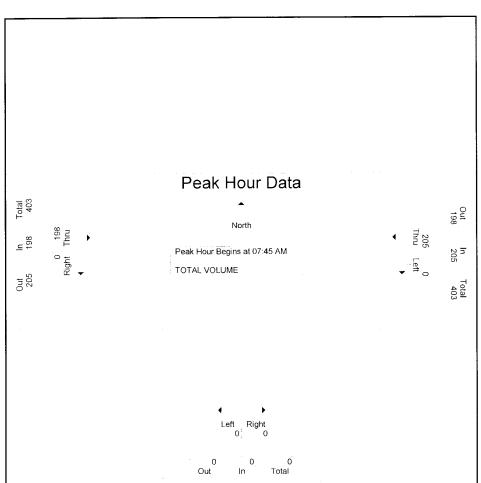
	٧	Vestbound	i		Northbound	i		Eastbound	ł	
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From	07:00 AM	to 08:45 A	M - Peak 1 of 1							
Peak Hour for Entire Inter	section Beg	gins at 07:	:45 AM							
07:45 AM	0	48	48	0	0	0	55	0	55	103
08:00 AM	0	57	57	0	0	0	52	0	52	109
08:15 AM	0	49	4 9	0	0	0	4 7	0	47	96
08:30 AM	0	51	51	0	0	0	44	0	44	95
Total Volume	0	205	205	0	0	0	198	0	198	403
% App. Total	0	100		0	0		100	0		
PHF	.000	.899	.899	.000	.000	.000	.900	.000	.900	.924

$$PHF = \frac{403}{4 \times 109} = 0.92$$

COUNTY OF SAN BERNARDINO N/S: AUXILIARY AIRPORT ROAD E/W: SR-58

WEATHER: CLOUDY

File Name : SBAU58AM Site Code : 1410288 Start Date : 3/2/2006 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:

Hour for Each Appr	oacn begin	S at.							
0	8:00 AM		0.	7:00 AM		0.	7:45 AM		
+0 mins.	0	57	57	0	0	0 -	55	0	55
+15 mins.	0	49	49	0	0	0	52	0	52
+30 mins.	0	51	51	0	0	0	47	0	47
+45 mins.	0	49	49	0	0	0	44	0	44
Total Volume	0	206	206	0	0	0	198	0	198
% App. Total	0	100		0	0		100	0	
PHF	.000	.904	.904	.000	.000	.000	.900	.000	.900

COUNTY OF SAN BERNARDINO N/S; AUXILIARY AIRPORT ROAD E/W; SR-58 WEATHER; CLOUDY

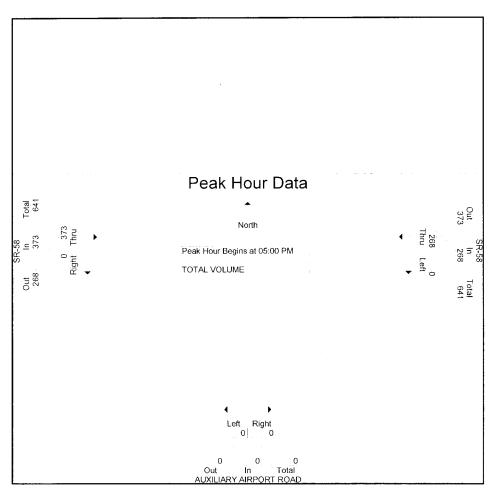
File Name : SBAU58PM Site Code : 1140288 Start Date : 3/2/2006 Page No : 1

	V	SR-58 Vestbound	·	s Printed- AUXILIAR N		RT ROAD		SR-58 Eastbound		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	60	60	0	0	0	71	0	71	131
04:15 PM	0	84	84	0	0	0	97	0	97	181
04:30 PM	0	71	71	0	0	0	71	0	71	142
04:45 PM	0	60	60	0	0	0	88	0	88	148
Total	0	275	275	0	0	Ó	327	0	327	602
	0	70	70	0	0	0 -	82	0	82	152
05:15 PM	0	70	70	0	0	0	87	0	87	157
05:30 PM	0	66	66	0	0	0	116	0	116	182
05:45 PM	0	62	62	0	0	0	88	0	88	150
Total	0	268	268	0	0	0	373	0	373	641
Grand Total	0	543	543	0	0	0	700	0	700	1243
Apprch %	0	100		0	0		100	0		
Total %	0	43.7	43.7	0	0	0	56.3	0	56.3	

	V	SR-58 Vestbound		AUXILIAR	Y AIRPOF			SR-58 Eastbound		
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From	04:00 PM	to 05:45 P	M - Peak 1 of 1							
Peak Hour for Entire Inters	section Be	gins at 05:	00 PM							
05:00 PM	0	70	70	0	0	0	82	0	82	152
05:15 PM	0	70	70	0	0	0	87	0	87	157
05:30 PM	0	66	66	0	0	0	116	0	116	182
05:45 PM	0	62	62	0	0	0	88	0	88	150
Total Volume	0	268	268	0	0	0	373	0	373	641
% App. Total	Ö	100		0	0		100	0		
PHF	.000	.957	.957	.000	.000	.000	.804	.000	.804	.880

COUNTY OF SAN BERNARDINO N/S; AUXILIARY AIRPORT ROAD E/W; SR-58 WEATHER; CLOUDY

File Name : SBAU58PM Site Code : 1140288 Start Date : 3/2/2006 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:

0	4:15 PM		0	4:00 PM		04	1:45 PM		
+0 mins.	0	84	84	0	0	0	88	0	88
+15 mins.	0	71	71	0	0	0	82	0	82
+30 mins.	0	60	60	0	0	0 -	87	0	87
+45 mins.	0	70	70	0	0	0 ;	116	0	116
Total Volume	0	285	285	0	0	0	373	0	373
% App. Total	0	100		0	0	:	100	0	
PHF	.000	.848	.848	.000	.000	.000	.804	.000	.804

COUNTY OF SAN BERNARDINO N/S: HELLENDALE ROAD E/W: SR-58 WEATHER: SUNNY File Name : SBHE58AM Site Code : 1410288 Start Date : 3/1/2006 Page No : 1

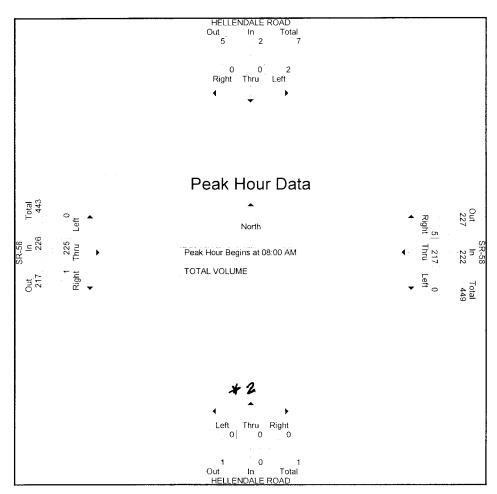
							Gr	oups Pi	inted- TO	TAL V	OLUME	Ξ						
		HE	LLEND	ALE R	OAD		SF	R-58		HE	LLEND	ALE R	OAD		SF	R-58		
			South	nbound			Wes	tbound				nbound			East	bound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	07:00 AM	0	0	0	0 :	0	48	1	49	0	0	0	0	0	41	0	41	90
	07:15 AM	0	0	0	0 .	0	40	0	40	0	0	0	0	0	39	0	39	79
	07:30 AM	0	0	0	0 -	0	48	0	48	0	0	0	0	2	53	0	55	103
	07:45 AM	0	0	0	0	0	43	0	43	0	2	0	2	0	34	0	34	79
	Total	0	0	0	0	0	179	1	180	0	2	0	2	2	167	0	169	351
\mathcal{L}	08:00 AM	0	0	0	0	0	49	2	51	0	0	0	0	0	50	0	50	101
4	08:15 AM	1	0	0	1	0	53	0	53	0	0	0	0	0	63	1	64	118
1	08:30 AM	1	0	0	1	0	48	1	49	0	0	0	0	0	55	0	55	105
Į.	08:45 AM	0	0	0	0	0	67	2	69	0	0	0	0	0	57	0	57	126
•	Total	2	0	0	2	0	217	5	222	0	0	0	0	0	225	1	226	450
	Grand Total	2	0	0	2	0	396	6	402	0	_2	. 0	2	2	392	1	395	801
	Apprch %	100	0	0		0	98.5	1.5		0	100	0		0.5	99.2	0.3		
	Total %	0.2	0	0	0.2	0	49.4	0.7	50.2	0	0.2	0	0.2	0.2	48.9	0.1	49.3	

	HE	LLEND South	ALE RO	DAD			R-58 bound		HE		ALE RC	DAD			R-58 bound		
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 Ana	lysis Fi	rom 07:	00 AM	to 08:45	4M - Pé	eak 1 of	1										
Peak Hour for I	Entire li	ntersec	tion Beg	gins at 08	:00 AM												
MA 00:80	0	0	0	0	0	49	2	51	0	0	0	0	0	50	0	50	101
08:15 AM	1	0	0	1	0	53	0	53	0	0	0	0	0	63	1	64	118
08:30 AM	1	0	0	1 -	0	48	1	49	0	0	0	0	0	55	0	55	105
08:45 AM	0	0	0	0	0	67	2	69	0	0	0	0	0	57	0	57	126
Total Volume	2	0	0	2	0	217	5	222	0	0	0	0	0	225	1	226	450
% App. Totai	100	0	0		0	97.7	2.3		0	0	0		0	99.6	0.4		
PHF	.500	.000	.000	.500	.000	.810	.625	.804	.000	.000	.000	.000	.000	.893	.250	.883	.893

$$PHF = \frac{450}{4 \times 126} = 0.89$$

COUNTY OF SAN BERNARDINO N/S: HELLENDALE ROAD

E/W: SR-58 WEATHER: SUNNY File Name : SBHE58AM Site Code : 1410288 Start Date : 3/1/2006 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:

Peak Hour for	Each A	pproaci	i begins	al.												
	07:45 AM	1			08:00 AM	1			07:00 AM	l			08:00 AM			
+0 mins.	0	0	0	0	0	49	2	51	0	0	0	0	0	50	0	50
+15 mins.	0	0	0	0	0	53	0	53	0	0	0	0	0	63	1	64
+30 mins.	1	0	0	1	0	48	1	49	0	0	0	0	0	55	0	55
+45 mins.	1	0	0	1	0	67	2	69	0	2	0	2	0	57	0	57
Total Volume	2	0	0	2	0	217	5	222	0	2	0	2	0	225	1	226
% App. Total	100	0	0		0	97.7	2.3		0	100	0		0	99.6	0.4	
PHF	.500	.000	.000	.500	.000	.810	.625	.804	.000	.250	.000	.250	.000	.893	.250	.883

COUNTY OF SAN BERNARDINO N/S: HELLENDALE ROAD E/W: SR-58 WEATHER: SUNNY File Name : SBHE58PM Site Code : 1410288 Start Date : 3/1/2006 Page No : 1

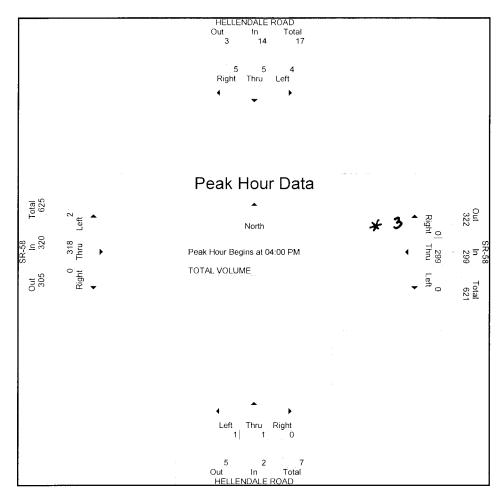
							Gre	oups Pi	rinted- TO	TAL V	OLUME	Ξ.,						
		HE	LLEND	ALE R	OAD		SF	R-58		HE	LLEND	ALE R	OAD		SF	₹-58		
			South	nbound			West	bound			North	nbound			East	bound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	04:00 PM	0	0	0	0	0	106	0	106	1	0	0	1	0	85	0	85	192
1	04:15 PM	0	1	3	4	0	67	0	67	0	1	0	1	1	90	0	91	163
1	04:30 PM	3	4	2	9	0	71	0	71	0	0	0	0	1	78	0	79	159
し	04:45 PM	1	0	0	1.	0	55	0	55	0	0	0	0	0	65	0	65	121
	Total	4	5	5	14	0	299	0	299	1	1	0	2	2	318	0	320	635
	05:00 PM	2	1	0	3	0	77	0	77	0	0	0	0	0	80	0	80	160
	05:15 PM	0	0	0	0	0	59	1	60	0	0	0	0	0	77	0	77	137
	05:30 PM	1	0	0	1	0	65	2	67	0	0	0	0	0	47	0	47	115
	05:45 PM	0	1	1	2	0	65	0	65	0	0	0	0	0	76	0	76	143
	Total	3	2	1	6	0	266	3	269	0	0	0	0	0	280	0	280	555
	Grand Total	7	7	6	20	0	565	3	568	1	1	0	2	2	598	0	600	1190
	Apprch %	35	35	30		0	99.5	0.5		50	50	0		0.3	99.7	0		
	Total %	0.6	0.6	0.5	1.7	0	47.5	0.3	47.7	0.1	0.1	0	0.2	0.2	50.3	0	50.4	

	HELLENDALE ROAD Southbound					SR-58 Westbound				HELLENDALE ROAD Northbound				SR-58 Eastbound			
Start Time	L.eft	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 04:00 PM																	
04:00 PM	0	0	0	0	0	106	0	106	1	0	0	1	0	85	0	85	192
04:15 PM	0	1	3	4	0	67	0	. 67	0	1	0	1	1	90	0	91	163
04:30 PM	3	4	2	9	0	71	0	71	0	0	0	0	1	78	0	79	159
04:45 PM	1	0	0	1	0	55	0	55	0	0	0	0	0	65	0	65	121
Total Volume	4	5	5	14	0	299	0	299	1	1	0	2	2	318	0	320	635
% App. Total	28.6	35.7	35.7		0	100	0		50	50	0		0.6	99.4	0		
PHF	.333	.313	.417	.389	.000	.705	.000	.705	.250	.250	.000	.500	.500	.883	.000	.879	.827

$$PHF = \frac{635}{4 \times 192} = 0.87$$

COUNTY OF SAN BERNARDINO N/S: HELLENDALE ROAD E/W: SR-58 WEATHER: SUNNY

File Name: SBHE58PM Site Code: 1410288 Start Date: 3/1/2006 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:

i cak i loui loi i	Laciin	ρρισασι	i begin	o at.													
	04:15 PM	1			04:00 PM				04:00 PM	1			04:00 PM				
+0 mins.	0	1	3	4	0	106	0	106	1	0	0	1	0	85	0	85	
+15 mins.	3	4	2	9	0	67	0	67	0	1	0	1	1	90	0	91	
+30 mins.	1	0	0	1	0	71	0	71	0	0	0	0	1	78	0	79	
+45 mins.	2	1	0	3	0	55	0	55	0	0	0	0	0	65	0	65	
Total Volume	6	6	5	17	0	299	0	299	1	1	0	2	2	318	0	320	
% App. Total	35.3	35.3	29.4		0	100	0		50	50	0		0.6	99.4	0		
PHF	.500	.375	.417	.472	.000	705	.000	.705	.250	.250	.000	.500	.500	.883	.000	.879	

* COUNTS THE LOW OR ZETTO (USED I HOUR TOTAL)

Page 1 SB58WOHE Site Code: 141023124 Date Start: 28-Feb-06 Date End: 28-Feb-06

COUNTY OF SAN BERNARDINO SR-58

W/O HELLENDALE ROAD 24 HR DIRECTIONAL VOLUME COUNT

24 HR DIRE		OLUME COL	JNT								
Start	28-Feb- 06	EASTB	OUND	Hour ¹	Totals	WESTE	BOUND	Hour ⁻	Totals	Combine	ed Totals
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		33	69			36	97				
12:15		33	78			27	92				
12:30		11	72			19	82				
12:45		19	88	96	307	20	101	102	372	198	679
01:00		24	100			7	105				
01:15		27	65			14	84				
01:30		23	100			26	86				
01:45		22	81	96	346	17	91	64	366	160	712
02:00		29	96			19	89				
02:15		44	99			20	89				
02:30		35	90			26	93				
02:45		22	68	130	353	21	95	86	366	216	719
03:00		23	105			32	70				
03:15		21	105			15	82				
03:30		27	106			16	92				
03:45		24	87	95	403	24	<u>78</u>	87	322	182	725
04:00		29	120			20	68				
04:15		30	83	•		17	78				
04:30		23	107		405	14	71	00	00.5	100	700
04:45		35	95	117	405	18	78	69	295	186	700
05:00		38	93			28	72				
05:15		33	90			18	68 70				
05:30 05:45		56 40	73 96	167	352	43 51	79 65	140	284	307	636
	-	32	87	107	302	34	44	140	204	307	030
06:00 06:15		56	89		,	27	43				
06:30		48	99			43	57				
06:45		48	81	184	356	39	38	143	182	327	538
07:00	•	64 4		104	000	54	- 41	140	102	021	000
07:15		59	61			38	57				
07:30		59	97			47	49				
07:45		71	69	253	297	_51_		190	200	443	497
08:00		52	53			45	58				
08:15		37	65			57	29				
08:30		72	65			48	33				
08:45		67	58	228	241	51	54	201	174	429	415
09:00		61	47			48	41				ĺ
09:15		74	52			64	49				
09:30		58	43			55	32				
09:45		70	50	263	192	57	34	224	156	487	348
10:00		58	36			66	20				
10:15		64	67			82	41				
10:30		103	40			82	42				
10:45		93	54	318	197	56	19	286	122	604	319
11:00		102	33			67	19				
11:15		63	41			95	19				
11:30		104	42			94	21				
11:45		77	46	346	162	85	26	341	85	687	247
Total		2293	3611	2293	3611	1933	2924	1933	2924	4226	6535
Combined		590	04	59	04	48	57	48	57	107	761
Total											
AM Peak		10:15				11:00					
Vol.		362				341					
P.H.F.		0.870	00:45			0.897	00:45				
PM Peak			03:15				00:15				
Vol. P.H.F.			418 0.871				380 0.905				
r.n.r.			U.O/ I				0.903				
Percentag											
е		38.8%	61.2%			39.8%	60.2%				
ADT/AAD		ADT 40 704		DT 40 704							
T	/	ADT 10,761	AA	DT 10,761		1 1.	Λ				
						Ak	/ [_	

AM 5B 253 WB 190 PM EB 405 WB 296

Page 1 SBHESO58 Site Code: 1410275 Date Start: 28-Feb-06 Date End: 28-Feb-06

COUNTY OF SAN BERNARDINO HELLENDALE ROAD S/O SR-58

24 HR DIRECTIONAL	VOLUME COUNT
24 FIX DINEGROUNTE	VOLUME COOM

24 HR DIREC		OLUME CO	UNT								
Start	28-Feb- 06	NORTH	BOUND	Hour	Totals	SOUTH	BOUND	Hour	Totals	Combine	ed Totals
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	0			0	1				
12:30		0	0	•		0	0				.
12:45		0	0	0	0	0	0	0	1	0	1
01:00 01:15		0	0			0	0				
01:30		0	0			0	0				
01:45		0	0	0	0	0	0	0	0	0	0
02:00		Ő	ő	O	O	0	0	0	U		0
02:15		Ö	o l			Ō	1			İ	
02:30		0	0			0	1				
02:45		0	0	0	0	0	0	0	2	0	2
03:00		0	0			0	0				1
03:15		0	0			0	2				
03:30		0	0	0	0	0	0				
<u>.03:45</u> 04:00		0	0 0	0	0	0	0	0	2	0	2
04:00		0	0			0	0				
04:30		-0	- 0			0	_0_				
04:45		0	i	0	0	Ö	2 *	0	2	0	2
05:00		1	• 0		_	Ō	0-	J	_		_
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11:45 Total		<u>0</u> 5	0	5	0	0	9	0	0	5	.0
Combined									_	=	=
Total		5	•	5)	9)	g	1	1	4
AM Peak		04:45									
Vol.		4									••
P.H.F.		0.500									
PM Peak							02:30				
Vol.							0.275				
P.H.F.							0.375				
Percentag											
е		100.0%	0.0%			0.0%	100.0%				
ADT/AAD		 Δ D.T. 4.4		A A D T 4.4							
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NB 1 5B 0 PM 4 5B Z

Page 1 SBAASO58 Site Code: 1410276 Date Start: 28-Feb-06 Date End: 28-Feb-06

COUNTY OF SAN BERNARDINO AUXLIARY AIRPORT ROAD S/O SR-58

Start	28-Feb-	NORTHE	BOUND	Hour	Totals		BOUND	Hou	r Totals		Combine	ed Totals
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Combined						_	•			•		
Total		1		,	1	1			1		2	
AM Peak												
Vol.												
P.H.F.												
PM Peak			05:30				04:45					
Vol.			1				1					
P.H.F.			0.250				0.250					
Percentag		0.0%	100.0%			0.0%	100.0%					
e ADT/AAD			100.076			0.076	100.0%					
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APPENDIX B

PEAK HOUR INTERSECTION CAPACITY WORKSHEETS EXISTING CONDITIONS

03/06/2006 14:52	Filename. XAM.RPT	Page 1	03/06/2006 14:52 Filenat	Filename: XAM.RPT	Page 2
	Mon Mar 6, 2006 14:47:01	age 1 · 1			Page 2:1
	NURSERY PRODUCTS LLC ng AM Peak Hour Condit	1	EXISCIN	NURSERY PRODUCTS LLC Existing AM Peak Hour Conditions	
Scenario:	Scenario Report	: : : : : : : : : : : : : : : : : : :	Ε H	ن ا	
Command: Volume: Geometry: Trip Generation: Trip Distribution: Paths: Routes: Configuration:	XAM EXISTING Default Impact Fee Default Trip Generation Default Paths Default Routes Default Configuration		Intersection # 1 HAWES ROAD/SH-58 # 2 HELLENDALE ROAD/SH-58	Base Puture Del/ V/ Dos Veh C A 0.0 0.000 A 0.0 0.000 B 12.6 0.000 B 12.6 0.000	Change in in in in in in in in in in in in in
x 7.6.0115 (i	Traffix 7.6.0115 (c) 2003 Dowling Assoc. Licensed to URS CORP.,	SANTA ANA, CA	Traffix 7.6.0115 (c) 2003 Do	2003 Dowling Assoc. Licensed to URS CORP., SANTA ANA,	SANTA ANA, CA

03/06/2006 14:52	Filename: XAM.RPT		Page 3	03/06/2006 14	:52 Fil	ename: XAM.RPT		Page 4
XAM	Mon Mar 6, 2006 14:47:01	7:01	Page 3.1	XAM	Mon	Mar 6, 2006 14	:47:01	Page 4-1
	NURSERY PRODUCTS LLC Existing AM Peak Hour Con	LLC Conditions	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	:	Existi	NURSERY PRODUCTS ting AM Peak Hour	LLC Conditions	
2000 HCM U	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternati	ion Report Volume Alternative)	· · · · · · · · · · · · · · · · · · ·	: * : * : *	Level of Service C 2000 HCM Unsignalized Method	. o 4 *	Computation Report d (Base Volume Alternative	;;; **********************************
Intersection #1 HAWES ROAD/SH-58 ************************************	Intersection #1 HAWES ROAD/SH-58	*****	****	Intersection *******	Intersection #2 HELLENDALE ROAD/SH-58	ROAD/SH-58	*****	*******
Average Delay (sec/veh):	*******	Worst Case Level Of Service:	[0.0] \(\frac{1}{2}\)	Average Delay	(sec/veh):	(sec/veh): 0.1 Worst Case	Level Of Service:	: ************************************
Approach: North Bound Movement: L - T -	ound South Bound - R L - T - R	East Bound L . T - R	West Bound L - T - R		North Bound L T - R	South Bound L - T - R	East Bound L - T - R	West Bound L - T - R
Control: Stop Sign Rights: Include	ign Stop Sign Laclude	Uncontrolled Include	Uncontrolled Include	Control:	Stop Sign Include	Stop Sign Include	Uncontrolled Include	Uncontrolled Include
-	0 0 0 0 11 0 0	1 0 2 0 0	1 0 2 0 0	Lanes:	0 0 1 0 0	i. 0 0 0 0 i	1 0 1 1 0	1 0 1 1 0
dule: XAM		1	; ; ; ; ; ; ; ;	Volume Module	· · · · · · · · · · · · · · · · · · ·	 	1	
Base vol: Growth Adj: 1.00 1.00	1.00 1.00 1.00 1.00	1.00	1,00 1.0		1.00 1.00 1.00	1.00 1.00 1.00	225 1.00 1.0	1.00 1.00 1.00
Initial Bse: 0 0	0 0 0 0 0	00	0 205 0	Initial Bse:	7 6	000	225	0 217 5
0.92 0.9	0.92 0.92 0.92 0.92	0.92 0.92	0.92 0		8.0 68.0	0.83	68.0 68.0 68.0	0.89
PHF Volume: 0 0		0 215 0	0 223 0	PHF Volume:	2 0 0		0 253 1	0 244 6
0	00	215	22	Final Vol.:	P (V)		253	
Critical Gap Module:	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Critical Gap	Module:	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Critical Gp:xxxxx xxxx	Critical Gp:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx		xxxxx xxxx xxxxx	Gp:x		5 xxxx xxxxx	XXXXX XXXX XXXXX	xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx	FollowUpTim:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx		XXXXX XXXX XXXXX	FollowUpTim:xxxxx	xxxxx 4.0 xxxxx	3.5 xxxx xxxxx	XXXXX XXXX XXXXX	XXXXX XXXX XXXXX
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Canadity Module.	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Cuflict Vol: xxxx xxxx xxxxx	xxxx xxxx	xxxxx xxxx	XXXX	Cnflict Vol: xxxx	503	XXXX	XXXX	XXXX
Move Cap:: xxxx xxxx xxxxx Xxxxx	XXXXX XXXX XXXXX	X XXXX XXXX XXXX	XXXX XXXX XXXX	Potent Cap.:	xxxx 474 xxxxx	563 XXXX XXXXX	XXXXX XXXX XXXX	XXXXX XXXX XXXX
XXXX	XXXX XXXX	XXXX XXXX	XXXX	cap e/Cap:	0.00	XXXX	XXXX	xxxx
Laval Of Sarvice Module.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 2 4 1 6 1 5 4 4 8 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	General Of Service	Module.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Queue: xxxxx xxxx	XXXX XXXX XXXXX XXXXX XXXXX XXXXX	XXXXX	xxxxx xxxx xxxxx	onene: x	xxxxx 0.0 xxxxx	0.0 xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx
Stopped Del:xxxx xxxx xxxx LOS by Move: * * *	* * * * * *	* * * * * * *	* * * * *	Stopped Del:xxxxx	xxxx 12.6 xxxxx * B *	11.4 xxxx xxxxx B * *	* * * * * * *	* * * * *
Movement: LT - LTR - RT	- RT LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.: xxxx 0	xxxx 0 xxxx	x xxxx xxxx xxxx	xxxx xxxx xxxx	Shared Cap.:	xxxx xxxx xxxx		xxxx xxxx	XXXX
SharedQueue:xxxxx xxxx xxxxx	XXXXX XXXX		XXXX		XXXX	XXXX	XXXXX	xxxx
Shid Supper:xxxxx xxxx xxxxx Shared LOS: * * *	* * * * *	xx xxxxx xxxx xxxxx	* * * * * *	Shared LOS: *	* * * * *	* * * * *	* * * * *	* * * *
ApproachDel: xxxxxx	XXXXXX	XXXXXX	XXXXXX	ApproachDel:	12.6	11.4	XXXXXX	XXXXXX
ApproachLOS: *	*	*	+	ApproachLOS:	щ	m	*	*

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		eport	P F 600.00.00.00.00.00.00.00.00.00.00.00.00.	censed to URS CORP., SANTA ANA, CA
06/2006 14:54	NURSERY PRODUCTS LLC Existing PM Peak Hour Conditions	Impact Analysis R Level Of Servi	, 1 4	Traffix 7.6.0115 (c) 2003 Dowling Assoc. Licensed to URS
1 03/0				
Page 1·1		, : :		CA
Page				SANTA ANA,
ilename: XPM.RPT Mon Max 6, 2006 14:48:46 Page	NURSERY PRODUCTS LLC Existing PM Peak Hour Conditions	Scenario R		Traffix 7.6.0115 (c) 2003 Dowling Assoc. Licensed to URS CORP., SANTA ANA,

03/06/2006	14:54 Filend	Filename: XFM.RPT		Page 3	03/06/2006	14:54 Filend	lename: XPM.RPT		Page 4
ХРМ	M	Mon Mar 6, 2006 14:	:48:47	Page 3-1	XPM	M	Mon Mar 6, 2006 14	.48:47	Page 4 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Existi	NURSERY PRODUCTS LLC Existing PM Peak Hour Con	LLC Conditions			Existi	NURSERY PRODUCTS Existing PM Peak Hour	LLC	
**************************************	Devel 0	Level Of Service Computation Report msignalized Method (Base Volume Alt	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)	? ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;	* * * * * * * * * * * * * * * * * *	Level Oi 2000 HCM Unsignal: ************	Level Of Service Computation Report HCM Unsignalized Method (Base Volume Alt	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)	(A)
Intersection	Intersection #1 HAWES ROAD/SH-58	(-58 *********	Intersection #1 HAWES ROAD/SH-58	*******	Intersection	Intersection #2 HELLENDALE ROAD/SH-58	AD/SH-58 ********	Intersection #2 HELLENDALE ROAD/SH-58	****
Average Delay (sec/veh):	/ (sec/veh): :*********	0.0 Worst Case *********	Average Delay (sec/veh): 0.0 Worst Case Level Of Service	. A[0.0]	Average Delay (sec/veh):	/ (sec/veh): :*********	0.4 Worst Case	<pre>(sec/veh): 0.4 Worst Case Level Of Service: ************************************</pre>	: ************************************
Approach:	North Bound	South Bound	East Bound		Approach:		South Bound	East Bound	West Bound
Control:	Stop Sign	TOT	1 1	Uncontrolle	Control:	Stop Sign	stop Sign	Uncontrolled	Uncontrolled
	Include 0 0 11 0 0	Include 0 0 11 0 0	Include 1 0 2 0 0	Include 1 0 2 0 0	Rights: Lanes:	Include 0 1 0 0 0	Include 0 0 11 0 0	Include 1 0 2 0 0	Include 1. 0 2 0 0
Volume Module: XPM	XPM		1	1	Volume Module	MAX :	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Base Vol:	00	0 0 0	0 373 0	-	Base Vol:	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		2 318	0 2999 0
Growin Adj: Initial Bse:	0 0 0		0 373 0	1.00 1.00 0 268 0	Initial Bse:	-	1.00	2 318	299
User Adj:	1.00	1.00	1.00	1.00	User Adj:	1.00 1.	1.00	1.00 1.00 1	1,00 1.0
PHF Adj:	0.88 0.88	0.88.0.88.0.88	0.88 0.88 0.88	0.88 0.88 0.88	PHF Adj:	0.83 0.83 0.83	. 83 6	0.83 0.83	0.83 0.83 0.83
Reduct Vol:	0	0	0	0	Reduct Vol:	. 0	0 0	0	0
Final Vol.:	0 0	0 0 0	0 424 0	0 305 0	Final Vol.:	1 1 0	9	2 383	0 360 0
Critical Gap	Gap Module:		}	}	Critical Gap	Module:	; u	4 1 ****	
FollowUpTim:x	XXXXX XXXX XXXXX	CIILICAI GPIXXXX XXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXX	XXXXX	XXXXX XXXX XXXXX	Ciltical Gp: FollowUpTim:	, w	3.5 4.0 3.3	2.2 XXXX XXXXX	XXXX
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		1 1	1 1 1 1 1 1		1	:	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1
Capacity Module: Cnflict Vol: xxx Potent Cap.: xxx	Capacity Module: Cnflict Vol: xxxx xxxx xxxxx Potent Cap.: xxxx xxxx xxxxx	***** **** ****	****** **** ****	****** **** ****	Capacity Module: Cnflict Vol: 57 Potent Cap.: 40	ile: 571 748 xxxxx 408 343 xxxxx	557 748 180 417 343 838	360 xxxx xxxxx 1210 xxxx xxxxx	
Move Cap.:	XXXX XXXX XXXX		XXXX	XXXX	Move Cap.:	343	343	1210 XXXX	XXXX
		0000			2000	t t) ;		
Level Of Service Module: Queue: xxxxx xxxx x		xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	xxxxx xxxx xxxxx	Level Of Service Module Queue: xxxxx xxxx	XXXXX	xxxxx xxxx xxxxx		xxxxx xxxx xxxxx
Stopped Del:x	* * * * *	* * * * *	* * * * *	* * * * *	Stopped Del:xxxxx	* * *	* * * * *	8.0 xxxx xxxxx	* * * * * *
Movement:	LTR - F	- LTR - F	LT - LTR - RT	- LTR - R	Movement:	LTR - R	LIR	ч	LT - LTR - RT
Shared Cap.: xxxx				XXXX	Shared Cap.	xxxx xxxx	464	XXXX XXXX	XXXX
Shrd StpDel:x	SharedQueue:xxxxx xxxx xxxxx 3 Shrd StpDel:xxxxx xxxx xxxxx >	XXXXX XXXX XXXXX	XXXXX XXXX XXXXX	XXXXX XXXX XXXXX	Shrd StpDel:	14.8 xxxx xxxxx 14.8	XXXXX U.I XXXXX XXXXX 13.1 XXXXX	XXXXX XXXX XXXXX	XXXXX XXXX XXXXX
Shared LOS:					Shared LOS:	*	М	*	
ApproachDel:	XXXXXX	XXXXXX	XXXXXX	xxxxxx	ApproachDel:	14.8	13.1	xxxxxx	XXXXXX
ApproachLOS:	*	*	*	*	ApproachLOS:	മ	മ	*	*

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CA

APPENDIX C

PEAK HOUR INTERSECTION CAPACITY WORKSHEETS

PROJECT OPENING YEAR (2006) BASELINE WITH PROJECT

CONDITIONS

03/22/2006 15:09	Filename: NTAMWP.RPT		Page 3	03/22/2006 15:09	Filename: NTAMWP.RPT	Page 4
NTAMWP	Wed Mar 22, 2006 15:03:26		Page 3-1	NTAMWE	Wed Mar 22, 2006 15:03:26	Page 4-1
Near Term A	Near Term AM Peak Hour Conditions - with Project Opening	Project Opening		Near	NURSERY PRODUCTS LLC Near Term AM Peak Hour Conditions - with Project Opening	ing
	Impact Analysis Report Level Of Service			#*************************************	2000 HCM Unsignalized Method (Future Volume Alternative) ***********************************	
Intersection	Base Del/ V/	Future Ch Del/ V/	Change in	Intersection #1 HAWES ROAD/SH-58	Intersection #1 HAWES ROAD/SH-58	*************
# 1 HAWES ROAD/SH-58	LOS Veh C A 0.0 0.000	LOS Veh C A 8.9 0.000	+ 8.889 D/V	Average Delay (se	Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.9]	A[8.9] ***********
# 2 HELLENDALE ROAD/SH-58	H-58 B 12.6 0.000	B 11.8 0.000 -0.8	-0.855 D/V	Approach: No Movement: L	North Bound South Bound Bast Bound West Bound L - T - R L - T - R L - T - R	West Bound L - T - R

Approach:	North Bound	7	•								
Movement:	. J	ound - R	ğ II	South Bound - T -	ound - R	M II	East Bound	ound - R	7	West Bound - T .	ound - R
Control: Rights: Lanes:	Stop Sign Include	ign ide o i	S	Stop Sign Include	.gn 1de 0 0	un T	Uncontrolled Include	olled ude	Um T	Uncontrolled Include	olled ole
Volume Module		;	1		1) : :			1	1	
Base Vol:		0	٥	٥	0	0		0	0	205	
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	C	0	198	0	0	205	
Added Vol:	0	9	0	0	0	0	0	0	9		
FasserByVol:	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0 0	9	0	0	0	0	198	0	9	202	
User Adj:		H	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		0.92	0.92	0.92	0.92	0.92				0.92	0.92
PHF Volume:	0 0	7	0	0	0	0	215	0	7	223	
Reduct Vol:	0	0	Ф	0	0	0	0	0	0	0	
Final Vol.:	0	7	¢	0	0	0	215	0	7	223	
	Gap Module:										
Critical Gp:	Gp:xxxxx xxxx	6,9	XXXXX	XXXX	xxxxx	XXXXX	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:xxxxx	XXXX XXXX	3.3	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	2.2	XXXX	XXXXX
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1	1		1	1	1	1	1 1 1	1
Capacity Module:											
Cnflict Vol: xxxx		108	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	215	XXXX	XXXXX
Potent Cap.:	XXXX XXXX	932	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	1367	XXXX	XXXXX
Move Cap.:	XXXX XXXX	932	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	1367	XXXX	XXXXX
Volume/Cap:	XXXX XXXX	0.01	XXXX.	XXXX	XXXX	XXXX	xxxx	XXXX	00.00	XXXX	XXXX
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Committee Model of		1 1 1	1	 	1	1			1 1 1 1 1 1	1
	יייי יייייי								<		
Quene:))			XXXX XXXXX XXXX	XXXXX	XXXX	XXXXX	0.1		XXXXX
Stopped Del:xxxxx	×	80	XXXXX	XXXX	XXXXX	XXXXX	ž	XXXXX	7.6	×	XXXXX
LOS by Move:		Ą	*	*	*	*	*	¥	Þ	*	
Movement:	LT - LTR	- RT	LT.	- LTR	r RT	Ľ	- LTR	, RT	LT	- LTR	- RT
Shared Cap.: xxxx	xxxx xxxx	XXXXX	XXXX	0	XXXXX	XXXX	xxxx xxxx	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:xxxxx	XXXX XXXX	XXXXX	XXXX XXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd StpDel:xxxxx	CXXXX XXXX	XXXXX	XXXX XXXX	XXXX	XXXXX	XXXX XXXX	XXXX	XXXXX	XXXX XXXX	XXXX	XXXXX
Shared LOS:	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	6.8		X	XXXXXX		2	XXXXXX		×	XXXXXX	
the second	•										

Page

Page

Filename: NTAMWP.RPT

03/22/2006 15:09

######################################	Term A	AM Peak	NURSERY PRODUCTS Hour Conditions	Y PRC	I CO	LLC with Project	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		0.0000000000000000000000000000000000000	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	! ! !
**************************************)		5000000		
Average Delay ************************************	Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) ************************************	signali ****** DALE RO	Of Serviced Me	thod *****	Omputa (Futu:	Service Computation Report d Method (Future Volume Al ************************************	Report	* + + + + + + + + + + + + + + + + + + +	* * * * * * * * * * * * * * * * * * *	* *	* * · · * · · · · · · · · · · · · · · ·
¢ ¢	v*************************************	* + + + + + + + + + + + + + + + + + + +	* * * * * * * * * * * * * * * * * * *	WOLS	* C * *	**************************************	* # # # # # # # # # # # # # # # # # # #	**************************************	**************************************	* III !	* [8:4
Movement:	North Bound	bunc	nos Ros	South Bound	und	* [1] *	East Bound	und	* * * * * * * * * * * * * * * * * * *	******** West Bound	und
	ţ-4	E	, H	E	<u>α</u>		E →	ا الا		£H I	1
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170 Jumo 180 dia 0			1	; ; ; ;	; ;	1	1	1 1 1 1 1	f f t		:
4		0	73	0	٥	0		1	O	217	ហ
Growth Adj: 1	.00 1.0	1.0	1.00	1.00	1.00	1.00	(md	1.00	I,00	1.00	1.00
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PasserBvVol:		0 0	0 0	o c	00) C	o c) C	0 0	9 0	00
Initial Fut:	0	· vo	. 63	0	0	0	231	· +1	· vo	223	ī,
	1.0	1.00	1.00	1.00	0	1.00		1.00	1.00	1.00	9,
	.89 0.89		0.89	0.89	0.89	0.89		0.89	0.89	0.89	0.89
PHF Volume:		7	7	0	0	0	260	Н	7-	251	9
Reduct Vol:			0	0	0	0	0	0	0	0	Φ
Final Vol.:	0	7	N	0	0	0	260	1	7	251	9
	e i	,	į						,		
Critical Gp:xxxxx		ກຸດ	, '		XXXXX	XXXXX XXXXX	XXXX	XXXXX	4 c	XXX	XXXXX
X:WII.dowol	4	٠. ٢	n n	XXXX	XXXXX	XXXXX	XXXX	XXXXX	7	XXXX	****
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capacity module: Chflict Vol: xxxx		130	398	XXXX	XXXX	XXXX	XXXX	XXXXX	261	XXXX	XXXXX
Potent Cap.: x	xxxx 458	o)	542	XXXX	XXXXX	XXXX	XXXX	XXXXX	1315	XXXX	XXXXX
Move Cap.: x				XXXX	XXXXX	XXXX	XXXX	XXXXX	1315	XXXX	XXXXX
e/Cap:	0	0		XXXX	XXXX	XXXX	XXXX	XXXX	0.01	XXXX	XXXX
1 1 1 1	1 1 1 1 1	1 1		1	;		!		1 1 1	; ;	t t t
Level Of Service Module	ce Modul										
Quene: xx	XXXX XXXX	0.0	0.0	XXXX	XXXXX	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX
d Del:	XXX XXX	9.0	11.8	XXXX	XXXXX	XXXXX	XXXX	XXXXX	7.8	XXXX	XXXXX
LOS by Move:	*	ø	М	*	*	*		*	ĸζ	*	*
	LT - LTR	1	LT	LTR	- RT	E	- LTR	- RT	EI	- LTR	" RT
Shared Cap.:	455 xxxx	xxxx xxxx	XXXX XXXX	XXXX	XXXXX	XXXX	xxxx xxxx	XXXXX	XXXX XXXX	XXXX	XXXXX
	0.0 xxxx		XXXXX	XXXX	XXXXX	xxxx xxxx	XXXX	XXXXX	xxxx xxxx	XXXX	XXXXX
, 1-1-1		XXXXX		XXXX	XXXXX	xxxx xxxx	XXXX	XXXXX	XXXXX	XXXX	XXXXX
d Los:			*	*	*	*	*	*	*	*	*
ApproachDel:	10.0			11.8		Q	XXXXXX		××	xxxxxx	
ApproachLOS:	m			M			*			*	

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03/22/2006 15:11	Filename: NTPMWP.RPT	Paqe	03/22/2006 15:11	Filename: NTPMWP.RPT	Page 2
NTPMWP	Wed Mar 22, 2006 15:05:01	Page 1-1	MIDMMD	Wed Mar 22, 2006 15:05:01	Page 2-1
Near Term	NURSERY PRODUCTS LLC Near Term PM Peak Hour Conditions - with Project Opening	 1 1 1 1 1 1	Near Term	NURSERY PRODUCTS LLC Near Term PM Peak Hour Conditions - with Project Opening	1 1 1 1 1 1 1 1 1
Scenario:	Scenario Report		6 5 5 6 6 6 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Trip Generation Report	
Command:	a.m.va.d.l.N.			Forecast for PM Operations	
Volume:	ЖЖХ		Zone	Rate Rate Trips Tr	
Geometry:	FUTURE		# Subzone Amon	Amount Units In Out In Out	out Trips Total
Impact Fee:	Default Impact Fee				
Trip Generation:	Default Trip Generation				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Trip Distribution:	Default Trip Distribution				
Paths:	Default Paths		1 NURSERY PROD	NURSERY PROD 1.00 Composting Fac 11.00 11.00 11	11 22 100.0
Routes:	Default Routes		Zone 1 Subtotal	otal	11 22 100.0
Configuration:	Default Configuration		4-9-4-4		
			TOTAL	TOTAL	11 22 100.0

03/22/2006 15:11	Filename: NTPMWP.RPT	Anna 111 - Anna 11 - Anna 11 - Anna 11 - Anna 11 - Anna 11 - Anna 11 - Anna 11 - Anna 11 - Anna 11 - Anna 11 -	Page 3	03/22/2006 15:11	r Filename: NTPMWP.RPT	Page	44
NTPMWP	Wed Mar 22, 2006 15:05:04	24	Page 3-1	NTPMWP	Wed Mar 22, 2006 15:05:04	Page 4-1	
Near Term 1	NURSERY PRODUCTS LLC Near Term PM Peak Hour Conditions - with Project Opening	Project Opening	 	Near 7	NURSERY PRODUCTS LLC Near Term PM Peak Hour Conditions - with Project Opening	Project Opening	s
	Impact Analysis Report Level Of Service			7	Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) ************************************	eport me Alternative)	· *
Intersection	Base Del/ V/	Future Del/ V/	Change in	Intersection #1 HAWES ROAD/SH-58	H *	*****	*
# 1 HAWES ROAD/SH-58	LOS Veh C A 0.0 0.000	LOS Veh C A 9.5 0.000	+ 9.541 D/V	Average Delay (sec/veh): **********	Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.5]	Of Service: A{ 9.5]	*
# 2 HELLENDALE ROAD/SH-58	SH-58 B 14.8 0.000	B 13.4 0.000	-1.430 D/V	Approach: No Movement; L	North Bound South Bound East L - T - R L - T - R L -	East Bound West Bound L T - R	
				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		r 2 1 1 1 1 1 1 1 1 1	_

										_		
Control: Rights:	- St	Stop Sign Include	ign	is .	Stop Sign Include	ign ude		Uncontrolled Include	olled ude	Uncontrolled Include	ontroll Include	ned a
Lanes:	0 0	0	0	0	0 3 1	0	e-1 i	0	0 0	1 0	2 0	0
Volume Module:	e: XPM	 			t t l) ; ; ;	1	; ; ;		:	;	:
Base Vol:	0	0	0	0	0	0	0	373	0	0	268	_
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	1.00	1.00
Initial Bse:		0	0	Q	0	0	0	373	0	0	268	
Added Vol:	0	0	9	0	0	0	0	0	0	9	0	
PasserByVol:		Q	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	9	O	0	0	0	373	¢	9	268	
User Adj:		1.00	I.00	 	4-4	***	H		-i	00,	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88.0	. 88	0.88
PHF Volume:	0	0	7	0	0	0	0	424	0	7 3	305	
Reduct Vol:	0	0	0	0	0	0	0	0	0	O	0	
Final Vol.:	0	0	7	0	0	0	٥	424	0	7 3	305	
Critical Gap	Gap Module:	 O										
Critical Gp:	Gp:xxxxx xxxx	XXXX	6.9	XXXX XXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	4.1 xx	x xxxx x	XXXXX
FollowUpTim:xxxxx xxxx	XXXXX	XXXX	e. e.	XXXX XXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	2.2 xx	x xxxx	XXXXX
Tarrent Tarrent Tarrent			1 1 1 1 1 1 1			1 1 1 1 1 1		1 1 1 1 1	1 1 1 1 1 1			1
Cnflict Vol:	XXXX	XXXX	212	XXXX	XXXX	XXXXX	XXXX	XXXX	xxxxx	424 xx	x xxx x	XXXXX
Potent Cap.:	XXXX	XXXX	800	xxxx	XXXX	XXXXX	XXXX	XXXX	XXXXX		xxxxx	XXXXX
Move Cap.:	XXXX	XXXX	800	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX		xxxxx	XXXXX
Volume/Cap:	XXXX	XXXX	0.01	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX	0.01 xx	XXXX	XXXX
Level Of Ser	Service Module	odule		_					_			
Onene:	xxxx xxxx	XXXX	0 0	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX		x xxxx	XXXXX
Stopped Del:	XXXX XXXX	XXXX	9.5	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	8.2 xx	x xxxx	XXXXX
LOS by Move:	*	*	Æ	*	*	*	*	*	*		*	+
Movement:	LT -	LTR	- RT	Ţ	- LTR	- RT	LT	- LTR	- RT	1 - L1	LTR -	КŢ
Shared Cap.:	XXXX	XXXX	XXXXX	XXXX	0	XXXXX	XXXX	XXXX	XXXXX	xx xxxx	x xxxx	XXXXX
SharedQueue:xxxxx		XXXX	XXXXX	XXXX XXXX	XXXX	XXXXX		XXXX		XXXXX XX		XXXXX
Shrd StpDel:xxxxx		XXXX	XXXXX	XXXX XXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	XXXX XXXX		XXXXX
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.5		Ŷ	xxxxxx		×	XXXXXX		xxxxx	XXX	
ApproachLOS:		⋖			*			+			*	

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Page

Filename: NTPMWP.RPT

03/22/2006 15:11

#2 Term PM Peak Hour Condit ***********************************	PRODUCTS ditions e.computa od (Futur ***********************************	1 1 3	ş.	Opening	t ; ;
######################################	Computation (Future ************************************				
Average Delay (sec/veh): 0.5 Worst ***********************************	:st Case	Omputation Report (Future Volume Alternative) ************************************	t .lternat *****	* * * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * * *
		Case Level Of	Service	m +	13.4]
Stop Sign 0 1 0 0 1 1 1 0 0 1 10 1 1 1 0 0 0 1 1 1 1 0 0 0 0	sound - R	East Bound	ound - R	: 14	ind R
1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	3ign .ude . 0 0	Uncontroll Include	olled ude 0 0	Uncontroll Include	led le
1. XPM 1. 1 1 0 4 5 1. 00 1.00 1.00 1.00 1.00 1. 0 6 0 0 0 0 1. 0 0 0 0 0 0 0 1. 0 1. 0 1. 0 1. 0 0 1. 0 0 0. 83 0.83 0.83 0.83 0.83 0.83 1. 1 7 5 6 6 6 6 7 7 5 6 5 7.5 6.5 6.9 7.5 6.5 7.5 6.5 6.9 7.5 6.5 7.5 6.5 7.7 195 583 777 596 777 195 583 777 596 777 195 583 777 596 777 195 583 777 596 777 195 583 777 596 777 195 583 777 596 777 195 583 777 596 777 195 583 777 596 777 195 583 777 597 777 195 583 777 597 777 195 583 777 597 777 195 583 777 597 777 195 583 777 597 777 195 583 777 597 777 195 583 777 597 777 195 583 777 597 777 195 583 777 597 777 195 583 777 597 777 195 583 777 597 777 195 583 777 597 777 195 583 777 597 777 195 583 777 597 777 195 583 777 597 777 195 777 195 777 597 777 195 777 195 777 777 597 777 195 777 195 777 777		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1
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1 1 0 4 5 0	J. 0	7	1.0	ત્ન	3.00
1.00 1.00 1.00 1.00 1.00 0.00 0.00 0.00	w o	2 318	00	9 9	00
1.00 1.00 1.00 1.00 1.00 1.00 0.083 0.83 0.83 0.83 0.83 0.83 0.83					٥
1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00		7		9 0	1
Module: 1		1.00 1.00	1.00	rd C	1.00
Module: 1	>	Ď.			٥
Module: 7.5 6.5 6.9 7.5 6.5 7.5 8.6 7.9 7.5 6.5 7.5 8.7 7 195 83 777 8.96 777 195 883 777 8.91 328 820 393 328 0.00 0.00 0.01 0.01 0.02 7.1.5c Module: 7.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2					0
Module: 7.5 6.5 6.9 7.5 6.5 3.5 4.0 3.3 3.5 4.0 11e: 5.96 777 195 583 777 3.91 328 820 490 330 3.81 328 820 400 330 0.00 0.00 0.01 0.01 0.02 11ce Module: 11ce Module: 12ce Mo		2 390		7 367	0
7.5 6.5 6.9 7.5 6.5 3.5 4.0 3.3 3.5 4.0 11e: 596 777 195 583 777 391 330 820 490 330 381 328 820 393 328 0.00 0.00 0.01 0.01 0.02					
3.5 4.0 3.3 3.5 4.0 5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1	φ	7		.l xxxx	XXXXX
dule:	ω,	2.2 xxxx	XXXXXX	2.2 xxxx x	XXXXX
. 391 330 820 400 330 381 328 820 393 328 0.00 0.00 0.01 0.01 0.02 	;	t t t t t	 	3	
391 330 820 400 330 381 328 820 393 328 0.00 0.00 0.01 0.01 0.02 -	7 184	367 xxxx	XXXXX	390 XXXX X	XXXXX
381 328 820 393 328 0.00 0.00 0.01 0.01 0.02 -				XXXX	XXXXX
0.00 0.01 0.01 0.02 -		1202 xxxx	XXXXX	XXXX	XXXXX
Service Module: xxxxx xxxx 0.0 xxxxx xxxx Del:xxxxx xxxx 9.4 xxxxx xxxx	0	0.00 xxxx	XXXX	0.01 xxxx	XXXX
XXXXX XXXX 0.0 XXXXX XXXX Del:XXXXX XXXX 9.4 XXXXX XXXX	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	 	 	3	1
Del:xxxxx xxxx 9.4 xxxxx xxxx	XXXXX	0.0 xxxx	XXXXX	0.0 xxxx x	XXXXX
	XXXXX	8.0 xxxx	XXXXX	XXXX	XXXXX
10ve: * * A * *		*	*		*
LT - LTR - RT LT - LTR -	k - RT	LT - LTR			- RT
: 352 XXXX XXXXX 445	XXXXX		XXXXX	XXXX	XXXXX
adQueue: 0.0 xxxx xxxxx 0.1	XXXXX	XXXX XXXX	XXXXX	XXXX	XXXXX
TOUGHT TOTO YAXX XXXXX TOTAL	****	* * *	*		*
, a		*****		XXXXXX	
		******		A PARTY PARTY PARTY	

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APPENDIX D

PEAK HOUR INTERSECTION CAPACITY WORKSHEETS
HORIZON YEAR (2016) BASELINE CONDITIONS

Page 1-1
Traffix 7.6.0115 (c) 2003 Dowling Assoc. Licensed to URS CORP , SANTA ANA, CA

Page 4	Page 4:1
Filename: FAMNP.RPT	Mon Mar 6, 2006 18:33:01
03/06/2006 18:38	FAMNP
Page 3	Page 3-1
Filename: FAMNP.RPT	Mon Mar 6, 2006 18:33:01
03/06/2006 18:38	FAMNE

FAMNP Mon Mar 6, 2006 18:33:01 Page 3.1	FAMNP Mon Mar 6, 2006 18:33:01 Page 4-1
NURSERY PRODUCTS LLC Future AM Peak Hour Conditions No Project	NURSERY PRODUCTS LLC Future AM Peak Hour Conditions - No Project
. > *	
* \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Average Delay (sec/veh): 0.1 Worst Case
oach: North Bound South Bound East Bound We ment: L - T - R L - T - R L - T - R L -	Approach: North Bound South Bound East Bound Movement: L - T - R L - T - R L - T - R
	Control: Rights: Lanes:
Volume Module: FAM	Volume Module: FAM
: 0 0 0 0 0 0 0 232 0 0	Initial Bse: 0 2 0 2 0 0 0 264 1 0 254 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
0 0 0 0 0 0 0 0 252 0 0 0 0 0 0 0 0 0 0	PHF Volume: 0 3 0 3 0 0 296 1 0 Reduct Vol: 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 0 0 252 0 0 261 Critical Gap Module:	Final Vol.: 0 3 0 3 0 0 296 1 0 286 Critical Gap Module:
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	XXXX 6.5 XXXXX 7.5 XXXX XXXXX XXXXX XXXXX XXXXX XXXX
XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX	Capacity Module: Coffict Vol: xxxx xxxx 439 xxxx xxxx xxxx xxxx xxxx
XXXX XXXX XXXXX XXXX XXXX XXXX XXXX XXXX	XXXX 423 XXXXX 500 XXXX XXXX XXXX XXXX XXXX XXX
of Service Module:	Level of Service Module:
Cueue: AXXA XXXX XXXX XXXX XXXX XXXX XXXX XX	XXXXX QUECUT: XXXXX U.O XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXX
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x
SharedQueue:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx	XXXXXX SharedQueue:XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXX
ApproachDel: xxxxxx xxxxx xxxxxx xxxxxx ApproachLoS: * * *	ApproachDel: 13.6 12.2 xxxxxx xxxxx

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77 Filename: FPMNP.RPT Page 2 Mon Mar 6, 2006 18:31:59 Page 2-1	NURSERY PRODUCTS LLC ature PM Peak Hour Conditions No Project Impact Analysis Report Level Of Service	Base Future Change Del/ V/ LOS Veh C LOS Veh C A 0.0 0.000 A 0.0 0.000 D/V ROAD/SH-58 C 16.7 0.000 C 16.7 0.000 D/V	.15 (c) 2003 Dowling Assoc. Licensed to URS CORP., SANTA ANA, CA
1 03/06/2006 18:37 FPMNP		Intersection # 1 HAWES ROAD/SH-58 # 2 HELLENDALE ROAD/SH-58	Traffix 7.6.0115 (c)
Page 1-1	No Project		URS CORP., SANTA ANA, CA
Filename: FPMNP.RPT Mon Mar 6, 2006 18:31:58	NURSERY PRODUCTS LLC Future PM Peak Hour Conditions Scenario Report FPMNP	FPMNP FPM EXISTING Default Impact Fee Default Trip Generation Default Paths Default Routes Default Configuration	(c) 2003 Dowling Assoc. Licensed to URS CORP
03/06/2006 18:37 FPMNF		Command: Volume: Geometry: Geometry: Trip Generation: Trip Distribution: Paths: Routes: Configuration:	Traffix 7,6,0115

03/06/2006 18:37 Filename: FPMNP.RPT	Page 3	03/06/2006 1	18:37 Filen	lename: FPMNP.RPT		Page 4
PPMNP Mon Mar 6, 2006 18:31:59	Page 3-1	PPMNP	MO	Mon Mar 6, 2006 18:	:31:59	Page 4-1
NURSERY PRODUCTS LLC Future PM Peak Hour Conditions - No Project			Future PM P	NURSERY PRODUCTS LLC Future PM Peak Hour Conditions	LLC ons - No Project	
Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative	(O)		Level O Devel O HCM Unsignali	Level Of Service Computation Report signalized Method (Future Volume Al	Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative)	***********************************
	* * * *	Intersection	Intersection #2 HELLENDALE ROAD/SH-58	AD/SH-58 *********	Intersection #2 HELLENDALE ROAD/SH-58	*****************
	A[0.0]	Average Delay (sec/veh):	(sec/veh):	0.4 Worst Case	Average Delay (sec/veh): 0.4 Worst Case Level Of Service:	C[16.7]
	West Bound	Approach:	North Bound L - T - R	South Bound	East Bound	
Control: Stop Sign Stop Sign Uncontrolled Rights: Include Include Include Lanes: 0 0 11 0 0 0 11 0 0 1 0 2 0 0 1	Uncontrolled Include	Control: Rights: Lanes:	Stop Sign Include	Stop Sign Include	Uncontrolled Include	Uncontrolled Include
0 0 373		Volume Module: FPM Base Vol: 1		 	318	0 299 0
71.1 71.1 71.1 71.1 71.1 71.1 71.1 71.1	1.17 1.1		1.17	1.1	1.17 1.1	1.17 1.17 1.17
	314 0	Added Vol:		0 0 0		000
1: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 314 0	PasserByVol: Initial Fut:		0 9	0 0 2 373	350
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00 1.00 1.00 0 88 0 88 0 88	User Adj:	1.00 1.00 1.00	1.00 1.00 1.00 0 83 0 83 0.83	1.00 1	1.00 1.00 1.00 0.83 0.83 0.83
	357	Volume:) 		3 449	422
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Keduct Vol: Final Vol.:	1 1 0	6 7 7	449	0 422 0
***	*****	Critical Gap Critical Gn.	Module:	r.	4.1 xxxx xxxxx xxxxx	*****
XXXXX XXXX XXXXX XXXXX XXXXX XXXXX		FollowUpTim:	9	3.5 4.0 3.3	2.2 xxxx	XXXX
Capacity Module:	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Capacity Module:		! ! ! !		
C XXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXX	XXXX XXXX XXXXX	Cnflict Vol:	669 877 XXXXX 347 289 389 389 389 389 389 389 389 389 389 3	653 877 211 356 289 801	422 XXXX XXXXX	XXXX XXXX XXXX
XXXXX XXXX XXXXX XXXXX XXXXX XXXXX	XXXX		2 8 8 9	2 8 6	1148 xxxx	XXXX
Volume/Cap: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	XXXX XXXX	Volume/Cap:	0.00 0.00 0.00	0.02 0.02 0.01		
Level Of Service Module:	***********	Level Of Service Module	vice Module:	*****	. ***** *** 0 0	***** **** ****
d Del:	XXXX	d Del:	XXXX XXXX XXXX	XXXX	XXXXX	XXXX
LOS by Move: * * * * * * * * * * * * * * * * * * *	LT - LTR - RT	LOS by Move:	LT - LTR - RT	* * * LT : LTR - RT	A * * * LT - LTR - RT	* * * LT - LTR - RT
xxxx xxxx xxxx	XXXX		XXXX	402	XXXXX	xxxx
SharedQuede:XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXX	****** ***** *****	SharedQueue: Shrd StpDel:	16.7 xxxx xxxxx	XXXXX 0.2 XXXXX XXXXX 14.4 XXXXX	****** **** *****	* * * * * * * * * * * * * * * * * * *
xxxx xxxxx xxxxx :	XXXXXX		16	14.4	XXXXXX	XXXXXX
*	*	ApproachLOS:	Ü	æ	*	*

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CA

APPENDIX E

PEAK HOUR INTERSECTION CAPACITY WORKSHEETS
HORIZON YEAR (2016) BASELINE WITH PROJECT CONDITIONS

Page 2	Page 2.1		2 1 1 1 5 5 5 1 7 5 5 5 5 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Total % Of Trips Total	22 100.0 22 100.0	22 100.0
	5:06:19	LLC ns with Project	aport	rations Rate Trips Trips Out In Out	00 11 11 11 11 11 11 11	11 11
Filename: FAMWP,RPT	Wed Mar 22, 2006 15:06:19	NURSERY PRODUCTS LLC Future AM Peak Hour Conditions - with Project	Trip Generation Report	Forecast for AM Operations Rate Rate Amount Units In Out	RY PROD 1.00 Composting Fac 11.00 Zone 1 Subtotal	
03/22/2006 15:12	FAMMP		2	ne Subzone	1 NURSERY PROD Zone 1 Su	TOTAL
Page 1	Page 1-1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
Filename: FAMMP.RPT		NURSERY PRODUCTS LLC Future AM Peak Hour Conditions - with Project	Scenario Report		Default Trip Generation Default Trip Distribution Default Pachs Default Routes Default Configuration	
03/22/2006 15:12		1 1 3 1 1 1 1	Scenario:	Command: Volume: Geometry: Impact Fee:	Trip Generation: Trip Distribution: Paths: Routes: Configuration:	

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03/22/2006 15:12	Filename: FAMWP.RPT		Page 3	03/22/2006 15:12		Filename: FAMWP.RPT	d for the first of	Page 4
FAMWP	Wed Mar 22, 2006 15:06:21		Page 3-1	FAMWP	We	Wed Mar 22, 2006 15:06:21		Page 4-1
Future	NURSERY PRODUCTS LLC Future AM Peak Hour Conditions - with Project	Project	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		Future AM Pe	NURSERY PRODUCTS LLC Future AM Peak Hour Conditions - with Project	1	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Impact Analysis Report Level Of Service	5 1 4 5 5 6 5 6 5 6 5 6 5 6 5 6 5 6 5 6 5 6	1		Level C Level C 100 HCM Unsignali	Levellof Service Computation Report signalized Method (Future Volume All stars***********************************	Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative)	* * * * * * * * * * *
Intersection	Base Del/ V/	Future Del/ V/	Change in	Intersection	Intersection #1 HAWES ROAD/SH-58	[· []]	Intersection #1 HAWES ROAD/SH-58	****
# 1 HAWES ROAD/SH-58	LOS Veh C L A 0.00.000 A	LOS Veh C A 9.0 0.000	V/G 766.8 +	Average Delay	/ (sec/veh): :*********	0.2 Worst Case	Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.0}	**************
# 2 HELLENDALE ROAD/SH-58	B 13.6 0.000	B 12,5 0,000	7/G 600.I-	Approach: Movement:	North Bound L . T . R	South Bound	Bast Bound L - T - R	West Bound L - T - R
				Control:	Stop Sign	Stop Sign	Uncontrolled Uncontrolled	Uncontrolled

Control: Rights: Lanes:	Escop Sincipu (10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	gn tde 0 1 0 1 1.17	st 0 0	Stop Sign Include 0 11 0	gn de 0 0	unc ,	Uncontrolled Include 0 2 0 0	olled ' ide 0 0	, Unc	Uncontrolled Include 0 2 0 0	lled de
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0 7		Ø	0	0	0	0	232	0	9	240	_
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Reduct Vol:	0 0	Φ	C)	0	0	0	0	0	0	0	
Final Vol.:	0	7	0	0	0	0	252	0	7	261	
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Potent Cap.: xx	xxxx xxxx	206	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	1325	XXXX	XXXXX
Move Cap.: xx	xxxx xxxx	206	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	1325	XXXX	XXXXX
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Stopped Del:xxxx	XXXX XXX		XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	7.7	XXXX	XXXXX
LOS by Move:	*	⋖	*	*	*	*	*	*	Ø	÷	*
	LT - LTR -	- RT	LT	· LTR	- RT	LT	LT - LTR	- RT	LT	LTR	- RT
Shared Cap.: xxxx	XXXX	XXXXX	XXXX	0	XXXXX	XXXX	xxxx xxxx	XXXXX	XXXX	XXXX	XXXXX
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NURSERY PRODUCTS LLC Future AM Peak Hour Conditions - with Project Level of Service Computation Report ***********************************	Future	1	NURSERY		1 1 1 1 1 1	1 1 1 1 1	1 1 1	1 1 1 1 1 1	1 1 1		E E E E E E E E E E
**************************************		Δ	Peak Hour		PRODUCTS LLC Conditions -	ų,	with P	Project			
**************************************	Level Of Service Computation Report 2000 HCM Unsignalized Method (Future Volume Alternative) ************************************	Level Of Service Computation Report HCM Unsignalized Method (Future Volume Alternative) ***********************************	of Ser ized M *****	vice (ethod ************************************	Computa (Futu:	Service Computation Report d Method (Future Volume Al ************************************	Report	**************************************	1, ve)	*	* * * * * * * * * * * * * * * * * * *
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**************************************	North Bound	× Ω;	South Bound T R	south Bound	r**** nund "	* A	******* East Bound - T -	************ East Bound	* 1-} *	******** West Bound - T -	*********** West Bound - T - R
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Potent Cap.:			488	XXXX	XXXXX	XXXX	XXXX	XXXXX	1268	XXXX	XXXXX
Move Cap.:	xxxx 406		479	XXXX	XXXXX	XXXX	XXXX	XXXXX	1268	xxxx	xxxxx
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ed Del:		9.2	12.5		XXXXX	XXXXX	XXXX	XXXXX	7.9	XXXX	XXXXX
LOS by Move:	*	Æ	щ	*	*	*	*	*		*	*
Movement:	LT - LTR	1	LT	- LTR	RT.	FI	- LTR	- RT		- LTR	- RT
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Shared LOS:		*	*	*	*	*	*	*	*	*	*
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FPMWP	Wed Mar 22, 2006 15:08:38		Page 3-1	FPMWP	Med	Wed Mar 22, 2006 15:08:38	:08:38	Page 4-1
Futt	Future PM Peak Hour Conditions - with Project	th Project			Future PM Pez	NURSERY PRODUCTS LLC Future PM Peak Hour Conditions - with Project	LLC s - with Project	
	Impact Analysis Report Level Of Service	 	1 1 1 1 1 1 1 1 1 1 1 1		Level Of HCM Unsignaliz	Level Of Service Computation Report signalized Method (Future Volume All	2000 HCM Uniqualized Method (Empuration Report ************************************	
Intersection	Base Del/ V/	Future Del/ V/	Change in	Intersection #1 HAWES ROAD/SH-58	HAWES ROAD/SH-	5.58	Intersection #1 HAWES ROAD/SH-58	*****
	ros veh c	Los Veh		Average Delay (sec/veh):	ec/veh):	0.1 Worst Case	0.1 Worst Case Level Of Service:	A[9.8]
# I DAMES ROMD/SD-58		A 9.8 U.000	+ 9.794 D/V	Approach: N	North Bound	South Bound	**************************************	West Bound
# 2 HELLENDALE ROAD/SH-58	SH-58 C 16.7 0.000	B 14.9 0.000	~1.836 D/V		L - T " W	T - T - X	E :	th T R
				Control: Rights: Lanes:	Stop Sign Include 0 0 0 1	Stop Sign Include 0 0 11 0 0	Uncontrolled Include	Uncontrolled Include
				Volume Module: FPM	Wd		t t t t t t t t t t t t t t t t t t t	; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;

Volume Module	20 Z			-								
Base Vol.												
1	0	0	0	0	0	0	0	373	0	0	268	0
Growth Adj:	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
Initial Bse:	0	0	0	0	0	0	0	437	0	0	314	_
Added Vol:	0	0	φ	0	0	0	٥	0	0	9	0	_
PasserByVol:	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	0	0	9	0	0	0	0	437	0	9	314	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	0	7	0	0	0	0	497	0	7	357	
Reduct Vol:	0	0	0	0	0	0	0	٥	0	0	0	
Final Vol.:	0	0	7	0	O	0	0	497	0	77	357	
Critical Gap	Gap Module:											
Critical Gp:>	Gp:xxxxx xxxx	CXXX	6.9	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:xxxxx	CXXXX	XXXX	3.3	XXXXX	XXXX		XXXXX XXXXX	XXXX	XXXXX	2.2	XXXX	XXXXX
Capacity Module:	11			-	! ! !	1						!
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Potent Cap.:	XXXX	XXXX	758	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	1078	XXXX	xxxxx
Move Cap.:	XXXX	XXXX	758	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	1078	XXXX	XXXXX
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LOS by Move:	*	*	αţ	*	*	¥	*	k	*	A.	*	*
Movement:	LT	LTR	- RT	Ę	- LTR	- RT	ΙŢ	- LTR	- RT	S	- LTR	- RŢ
Shared Cap.: xxxx		XXXX	XXXXX	XXXX :	0	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
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Approach LOS:		Ø			*			*			+	

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### Section ### Houre FW Heak Houre Condultions - with Project Level Of Service Computation Report Report		 	, ; ; ;	 - - - - -		1	1	1 (1)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	t ; ; ;	t t t	
### Section #2 HEILENDAILE ROAD/SH-58 **Section			Future	PIM	NUKSE. eak Hor		Jucis Aitior			roject			
****** "West L T L T L L T L L T L L	**************************************	H 2 #	CM Uns	Level signal *****	of Ser ized M *****	vice (ethod *****	Compute (Futur	tion k te Volu	Report	# # # # # # # # # # # # # # # # # # #	* · · · · · · · · · · · · · · · · · · ·	; + ;	* * *
North Bound South Bound East Bound West Bound West Bound West Bound Stop Sign The Controlled	********* verage Dela	* * * * * * * * * * * * * * * * * * *	***** c/veh)	* * *	* U) * U) * O;	****	**************************************	**************************************	1 Of 2	**** Gervice		* \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	* 4 * 4 * 4 * 4 * 4 * 4 * 4 * 4 * 4 * 4
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al Base: 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	olume Modul	1 ** 1	1	1	: :	;	i ,	1		1 0 1		2.39	
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Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	asserbyvor: nitial Fut:	>		ÞΦ	ວເຄ	o vo	o vo	> 0	379	0	o, c	3	00
dj: 0.83 0.83 0.83 0.83 0.83 0.83 0.83 0.83	ser Adj:	1.00	444	М	-	1.0	1.00	1.00			H	1.0	1.00
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wVDPTim: 3.5 4.0 3.3 2.2 xxxxx 2.2 xxxxx	ritical Gp:			6.9				4.1			4.4		XXXXX
14	ollowUpTim:	_	꺅	3.3				2.2			2.2		XXXXX
t Cap.: 333 278 781 342 278 796 1141 xxxxx xxxxxx 1115 xxxxx Cap.: 321 276 781 335 276 796 1141 xxxx xxxxxx 1115 xxxxx cep. 321 276 781 335 276 796 1141 xxxx xxxxxx 1115 xxxxx cep. 0.00 0.01 0.01 0.02 0.03 0.01 0.00 0.00 xxxx xxxxx 1115 xxxxx cep. 0.0 xxxx xxxxx xxxx 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx 0.0 xxxxx cep. 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx 0.0 xxxxx cep. 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.0 xxxx	pacity Mod	ule: 695	l I	228	87.9	30.6	2. 2.6	429	****	XXXXX	1.1 4.5.6		XXXX
Cap: 321 276 781 335 276 796 1141 xxxx xxxxx 1115 xxxx	Thert dan .				34.2		796	1141	XXXX	XXXXX	1115		XXXXX
	. can	321			7.5		796	1141	XXXX	XXXXX	1115		XXXXX
Of Service Module: ***Example	Jume/Cap:	00.0	0	0.01	0.02	0	0.01	00.00		XXXX	0.01		XXXX
SECTION SECT	- #o		 Module	1	!		: : :	I I	! !	 - - -	1	; ; ; ;	t t t
Hard Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx		XXXXX		0.0			XXXXX	0.0		XXXXX	0.0		XXXXX
## # # # # # # # # # # # # # # # # # #	copped Del:	XXXXX		9.7			XXXXX	8		XXXXX	8.2		XXXXX
Int Int	S by Move:	*	*	ď		*	*	ď,		*	Æ	*	*
d Cap.: 297 xxxx xxxxx xxxx xxxx xxxx xxxx xxxx	vement:	Ę		- RT	Ľ	LIR	± ₩			, RT	H	- LTR	i E
dQueue: 0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx	nared Cap.:	297	XXXX	XXXXX	XXXX	385	xxxxx	XXXX		XXXXX	XXXX		XXXXX
StpDe1: 17.2 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx		0.0			XXXXX	0	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
11.8 14.9 XXXXXX XXXXXX		17.2			XXXXX	14.9	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
LL.6	lared LOS:	U	× ,	k	¥	m c	ĸ	k	k ,	*		* 3535	
	oproachDel:		11.8			٠, د ر		Ŕ	XXXX		×	XXXXX	

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