TECHNICAL REPORT

TRAFFIC IMPACT ANALYSIS

NURSERY PRODUCTS LLC INITIAL STUDY

Prepared for

County of San Bernardino
Land Use Services Department
Advance Planning Division
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March 2006

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Project Number: 27655137

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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.

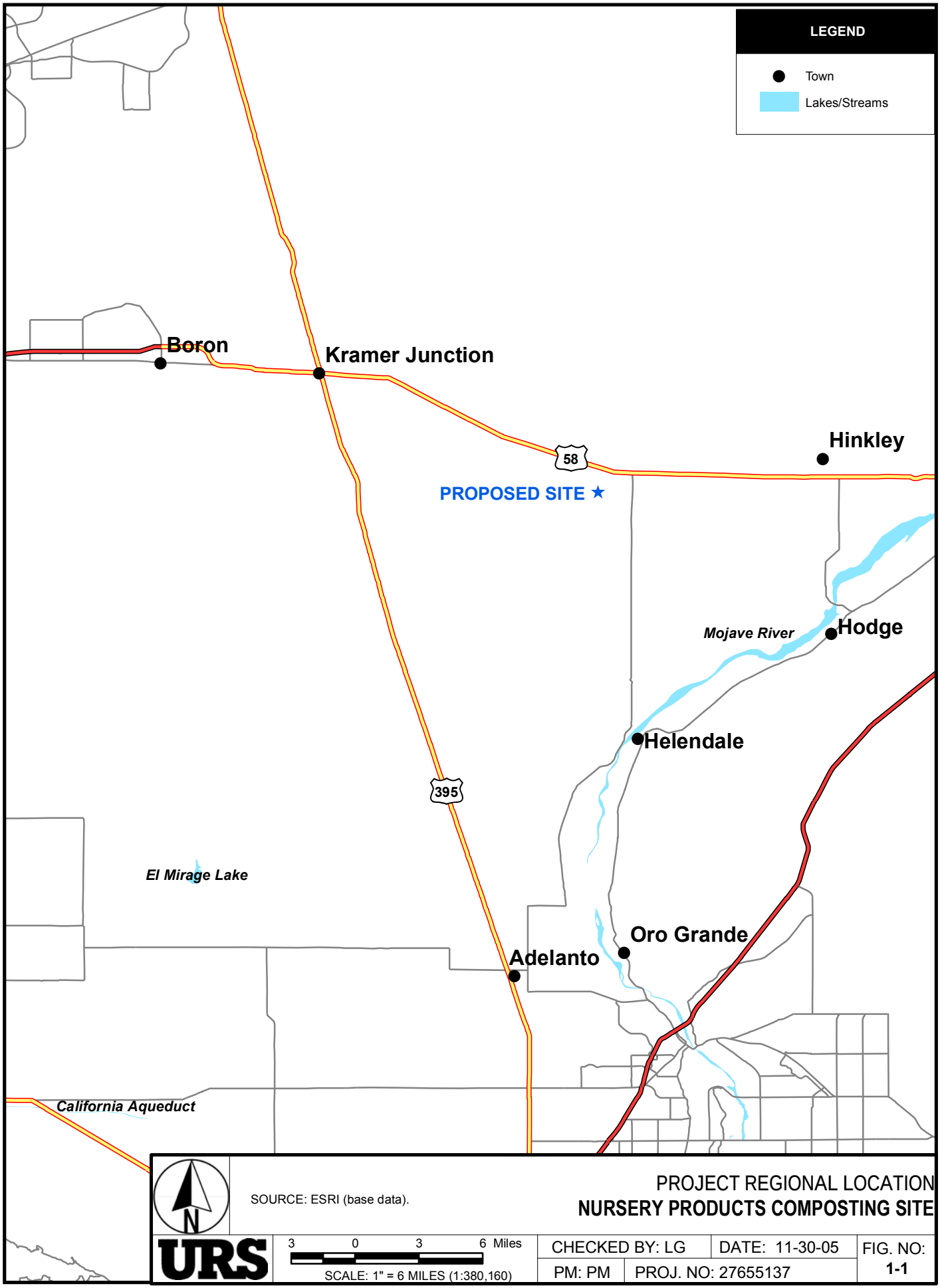
3.0 **Existing Conditions –** This section describes the existing transportation network within the study area and provides analysis results for existing traffic conditions.

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.


LEGEND
Town
Lakes/Streams
Boron
Kramer Junction
Hinkley
58
PROPOSED SITE ★
Mojave River
Hodge
Helendale
395
El Mirage Lake
Oro Grande
Adelanto
California Aqueduct
N
SOURCE: ESRI (base data).
PROJECT REGIONAL LOCATION
NURSERY PRODUCTS COMPOSTING SITE
URS
3 0 3 6 Miles
SCALE: 1" = 6 MILES (1:380,160)
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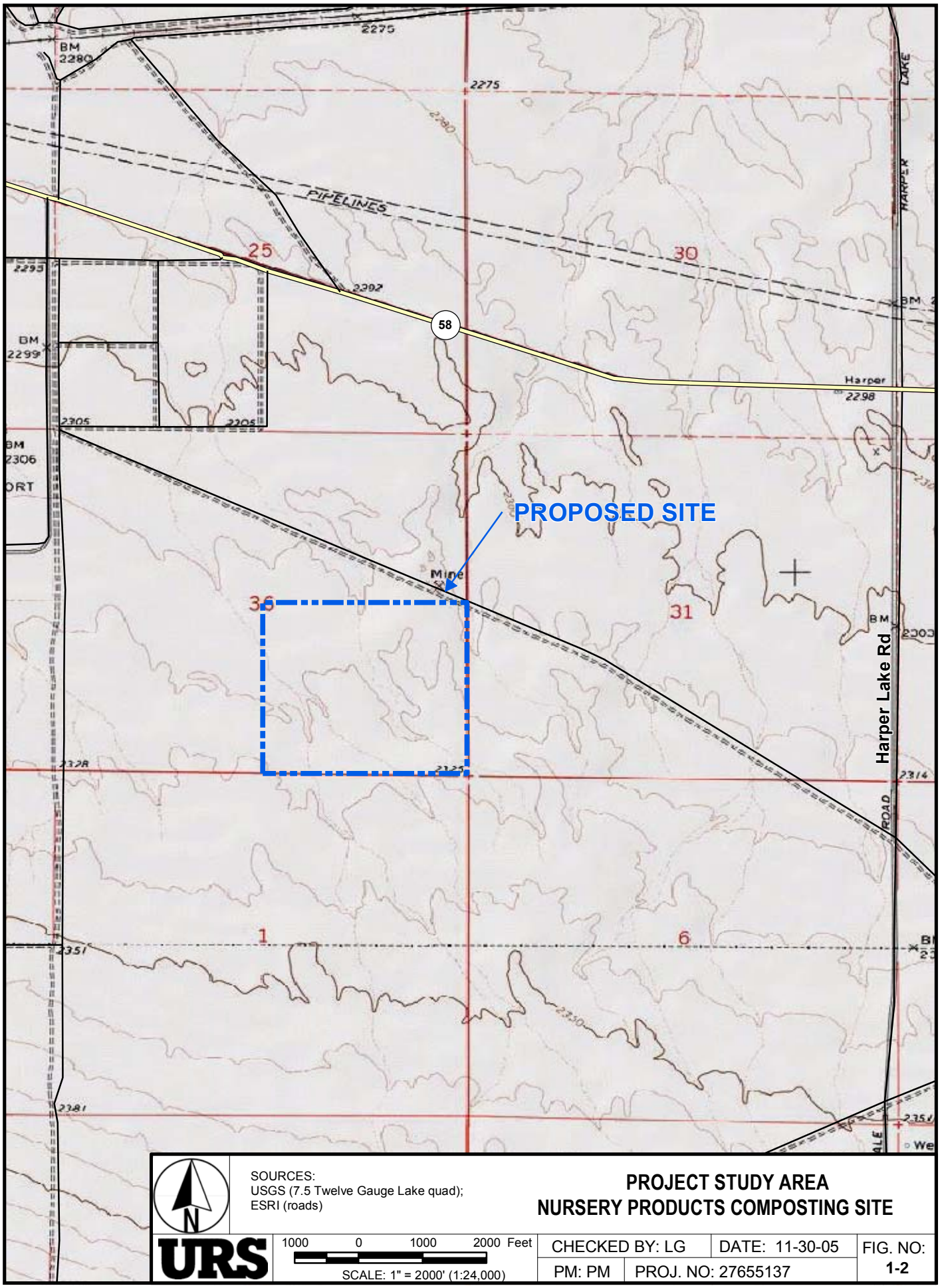

SOURCES:
USGS (7.5 Twelve Gauge Lake quad);
ESRI (roads)

PROJECT STUDY AREA
NURSERY PRODUCTS COMPOSTING SITE

URS

1000 0 1000 2000 Feet

SCALE: 1" = 2000' (1:24,000)

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PM: PM	PROJ. NO: 27655137	

L/nursery products/proj study area

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.

Table 2.1 Generalized Peak Hourly/Directional Capacities

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

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

2.3 DETERMINATION OF SIGNIFICANT IMPACTS

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

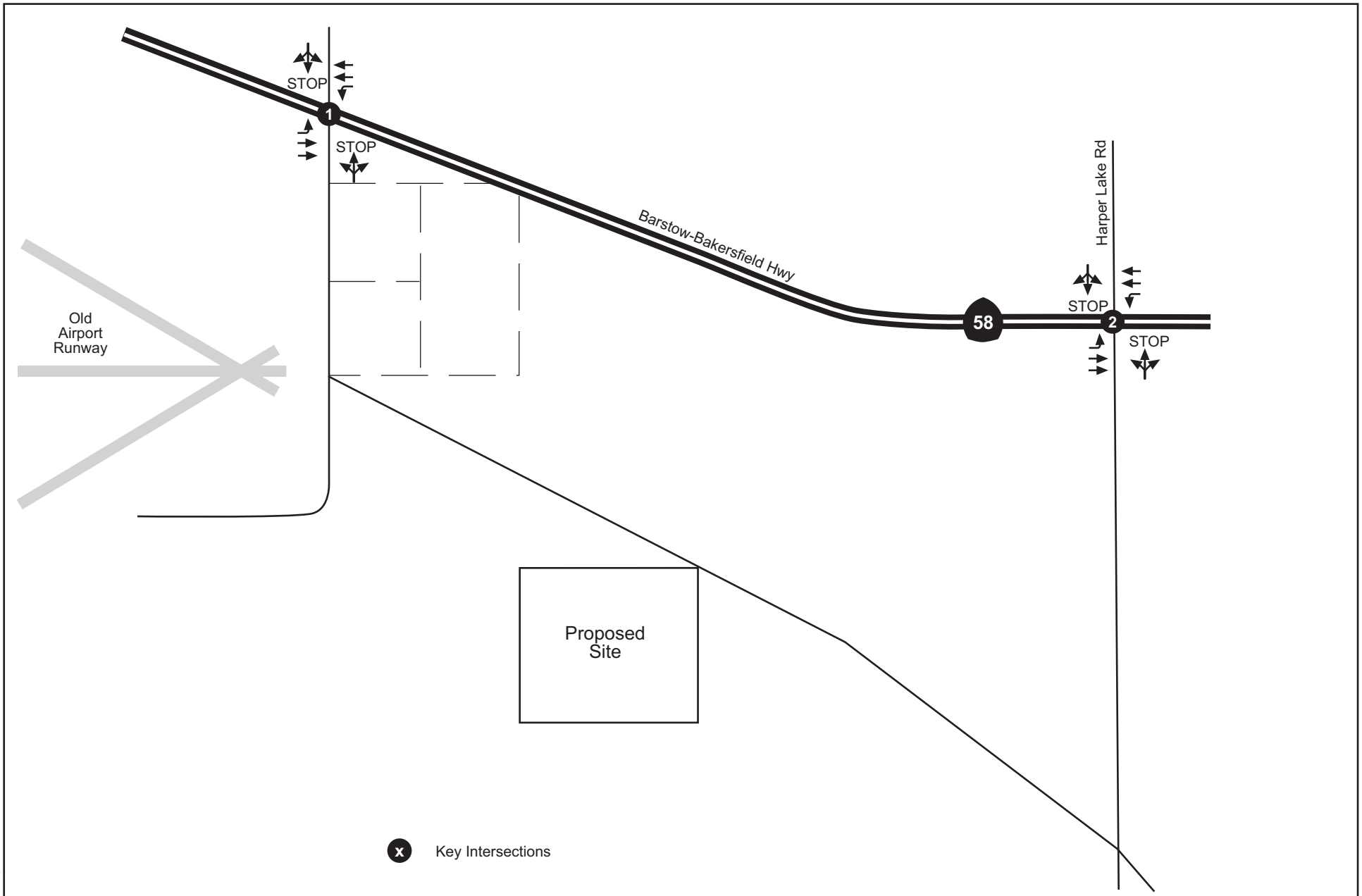
Table 3.3 displays the intersection LOS and average vehicle delay results for the two study intersections under Existing conditions. Both intersections are currently unsignalized. The LOS calculation worksheets for Existing conditions are provided in **Appendix B**.

Table 3.3 Peak Hour Intersection Level of Service Results
Existing Conditions

Study Intersections		AM Peak Hour			PM Peak Hour		
		LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C
1	Hawes Auxiliary Airport Road / Highway 58 [1]	A	0.0	0.00	A	0.0	0.00
2	Helendale Road / Highway 58 [1]	B	12.6	0.00	B	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.



ROADWAY AND INTERSECTION GEOMETRICS - EXISTING CONDITIONS

FIGURE
3-1

Project Name: NURSERY PRODUCTS COMPOSTING FACILITY

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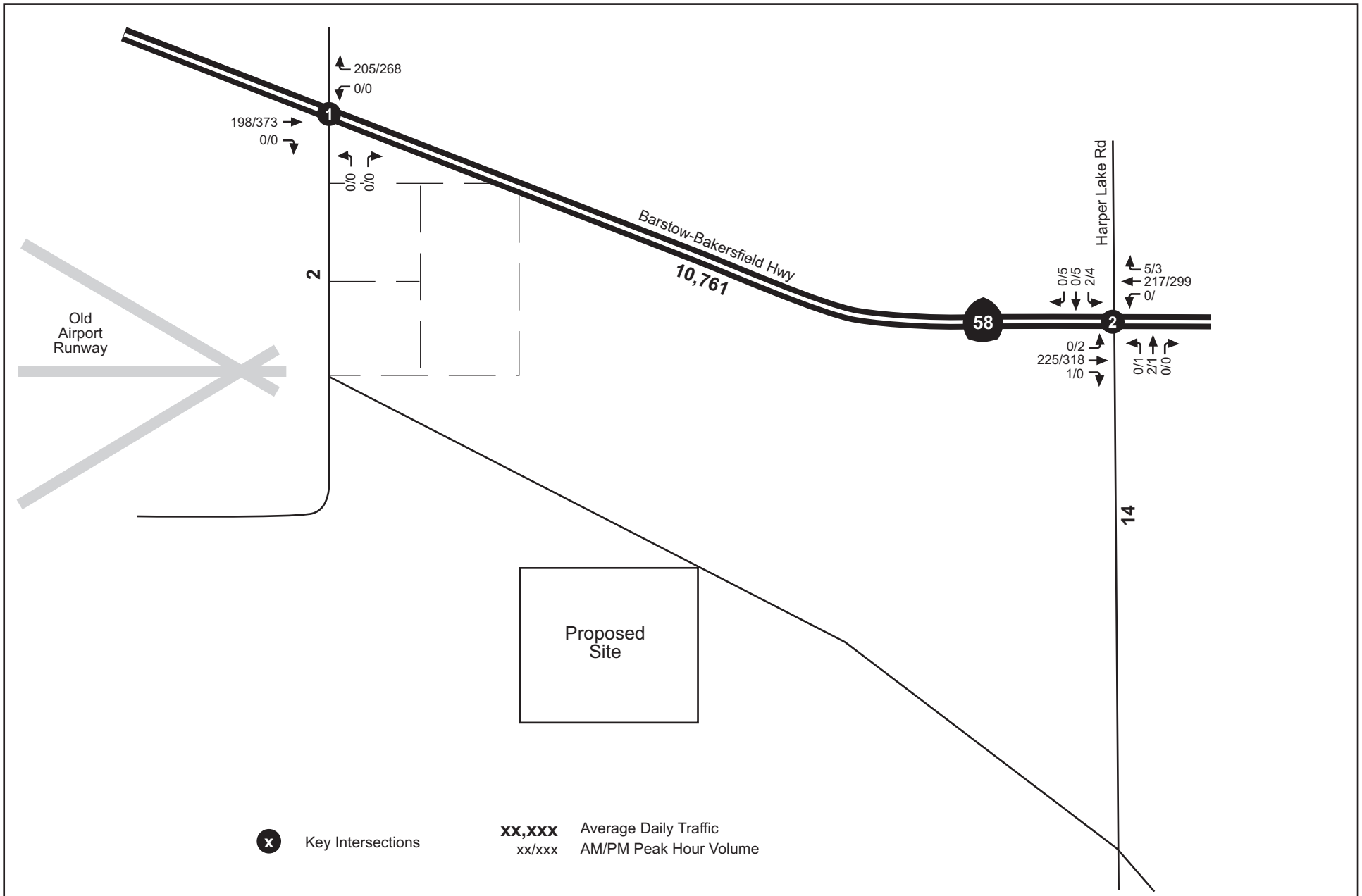

EXISTING AM/PM PEAK HOUR TRAFFIC VOLUME

FIGURE 3-2

Project Name: NURSERY PRODUCTS COMPOSTING FACILITY

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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. 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 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

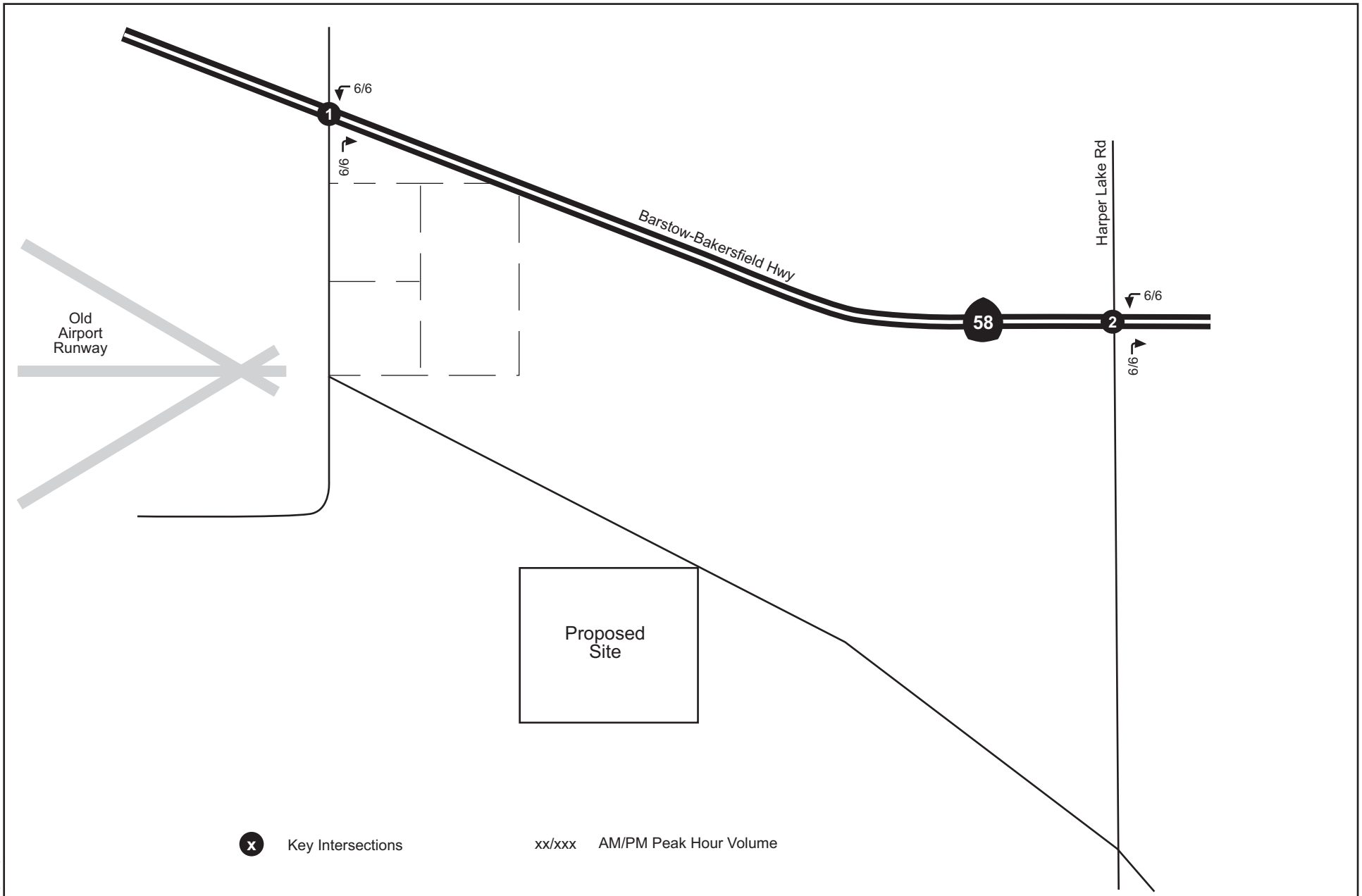
Table 4.1 Project Trip Generation

Incoming Load	Daily Trips	AM TRIPS			PM 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 ONLY AM/PM PEAK HOUR TRAFFIC VOLUME

FIGURE
4-1

Project Name: NURSERY PRODUCTS COMPOSTING FACILITY

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5.0 PROJECT OPENING YEAR (2006) TRAFFIC CONDITIONS

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

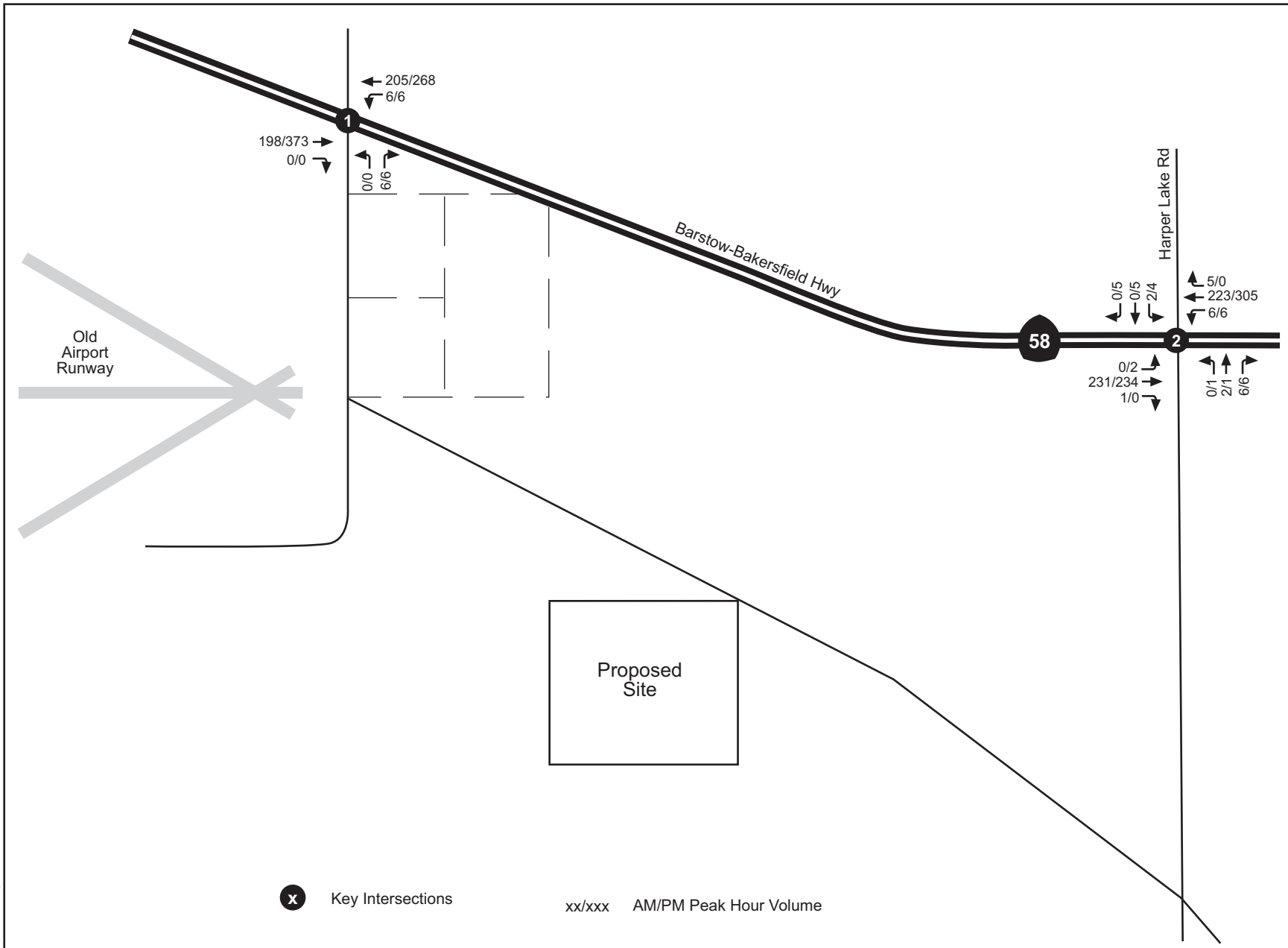
Table 5.2 displays intersection LOS and average vehicle delay results under Project Opening Year (2006) Baseline with Project conditions. The LOS calculation worksheets are provided in **Appendix C**.

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

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



PROJECT OPENING YEAR (2006) BASELINE WITH PROJECT AM/PM PEAK HOUR TRAFFIC VOLUME

FIGURE 5-1

Project Name: NURSERY PRODUCTS COMPOSTING FACILITY

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6.0 HORIZON YEAR (2016) TRAFFIC CONDITIONS

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.

Table 6.1 Roadway Segment Level Of Service Results
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

[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

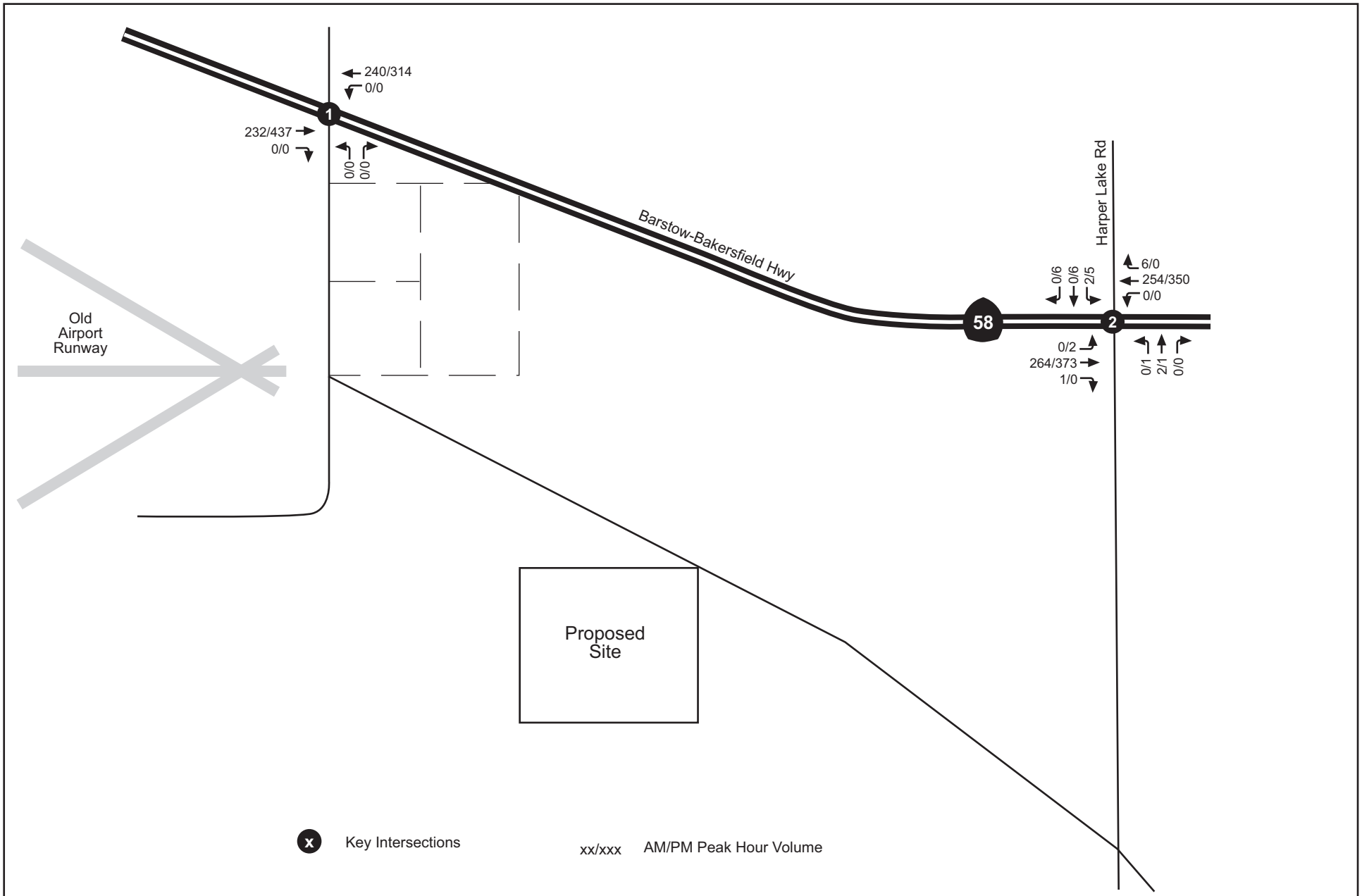
Table 6.2 displays intersection LOS and average vehicle delay results under Horizon Year (2016) Baseline conditions. Both study intersections were assumed to continue to be unsignalized as forecasted traffic volumes do not meet traffic signalization warrants. The LOS calculation worksheets for Horizon 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 Hour			PM Peak Hour		
		LOS	Avg. Delay	V/C	LOS	Avg. Delay	V/C
1	Hawes Auxiliary Airport Road / Highway 58 [1]	A	0.0	0.00	A	0.0	0.00
2	Helendale Road / Highway 58 [1]	B	13.6	0.00	C	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 AM/PM TRAFFIC VOLUME

FIGURE
6-1

Project Name: NURSERY PRODUCTS COMPOSTING FACILITY

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6.2 HORIZON YEAR (2016) BASELINE WITH PROJECT CONDITIONS

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

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

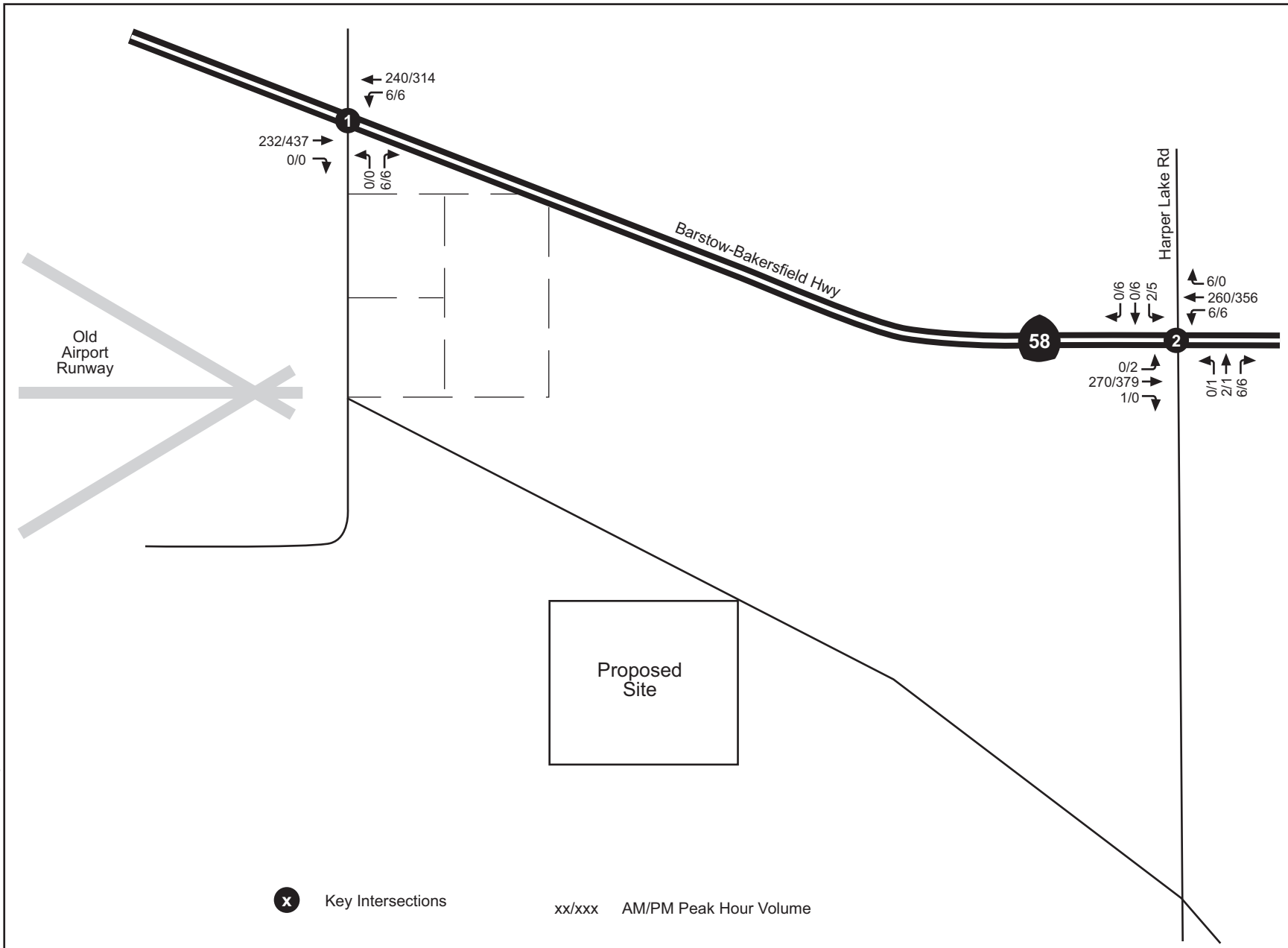
Table 6.4 displays intersection LOS and average vehicle delay results under Horizon Year (2016) Baseline with Project conditions. Both study intersections were assumed to continue to be unsignalized as forecasted traffic volumes do not meet traffic signalization warrants. The LOS calculation worksheets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

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

Study Intersections		AM Peak Hour			PM Peak Hour		
		LOS	Delay	V/C	LOS	Delay	V/C
1	Hawes Auxiliary Airport Road / Highway 58 [1]	A	9.0	0.00	A	9.8	0.00
2	Helendale Road / Highway 58 [1]	B	12.5	0.00	B	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.



HORIZON YEAR (2016) BASELINE WITH PROJECT AM/PM PEAK HOUR TRAFFIC VOLUME

FIGURE
6-2

Project Name: NURSERY PRODUCTS COMPOSTING FACILITY

URS

L:/nursery products/horizon 2016 baseline with proj.fh11 3/06

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.

a) The proposed project **will not,** cause an increase in traffic which is substantial in relation to 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?
c) The proposed project **will not,** result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
d) The proposed project **will not,** substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
e) The proposed project **will not,** result in inadequate emergency access?
f) The proposed project **will not,** result in inadequate parking capacity?
g) The proposed project **will not,** conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

APPENDIX A – TRAFFIC COUNTS

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

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

	Westbound			Northbound			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
07:45 AM	0	48	48	0	0	0	55	0	55	103
Total	0	185	185	0	0	0	165	0	165	350
08:00 AM	0	57	57	0	0	0	52	0	52	109 *
08:15 AM	0	49	49	0	0	0	47	0	47	96
08:30 AM	0	51	51	0	0	0	44	0	44	95
08:45 AM	0	49	49	0	0	0	42	0	42	91
Total	0	206	206	0	0	0	185	0	185	391
Grand Total	0	391	391	0	0	0	350	0	350	741
Apprch %	0	100		0	0		100	0		
Total %	0	52.8	52.8	0	0	0	47.2	0	47.2	

403

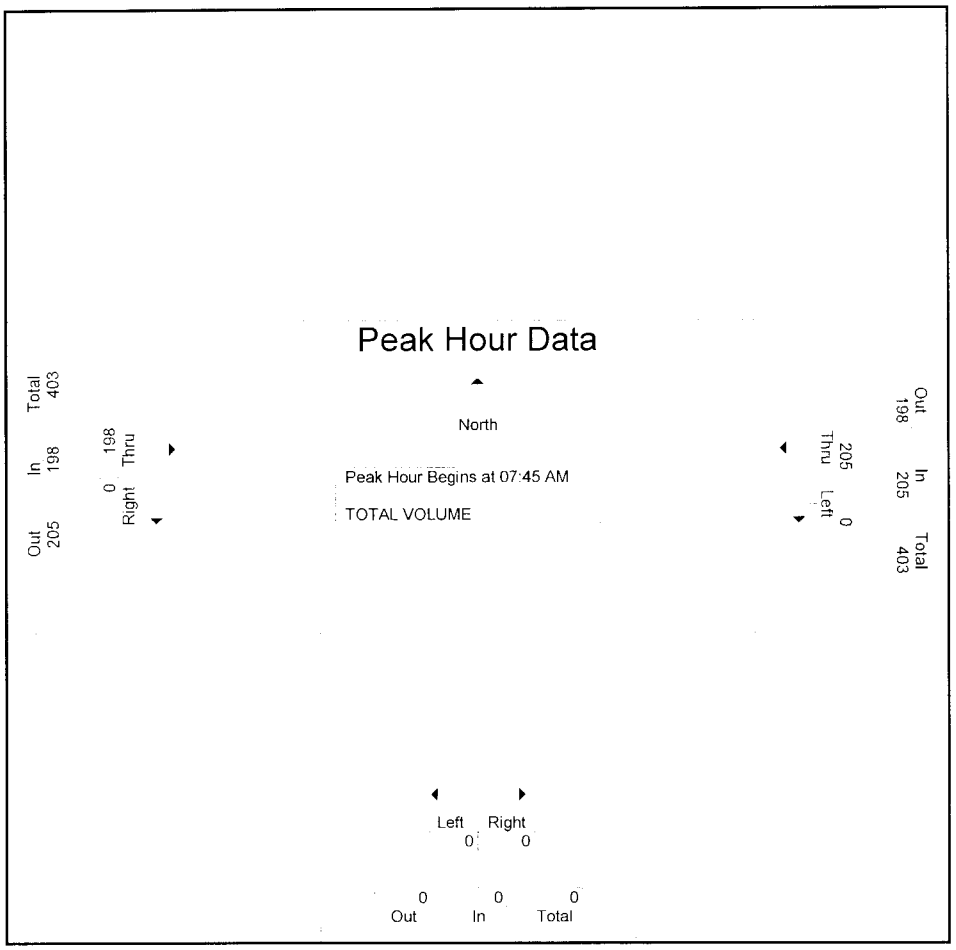
	Westbound			Northbound			Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	48	48	0	0	0	**55**	0	**55**	103
08:00 AM	0	**57**	**57**	0	0	0	52	0	52	**109**
08:15 AM	0	49	49	0	0	0	47	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

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

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

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:

	08:00 AM			07:00 AM			07:45 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

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

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

Groups Printed- TOTAL VOLUME

	SR-58 Westbound			AUXILIARY AIRPORT ROAD Northbound			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	0	327	0	327	602
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	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	

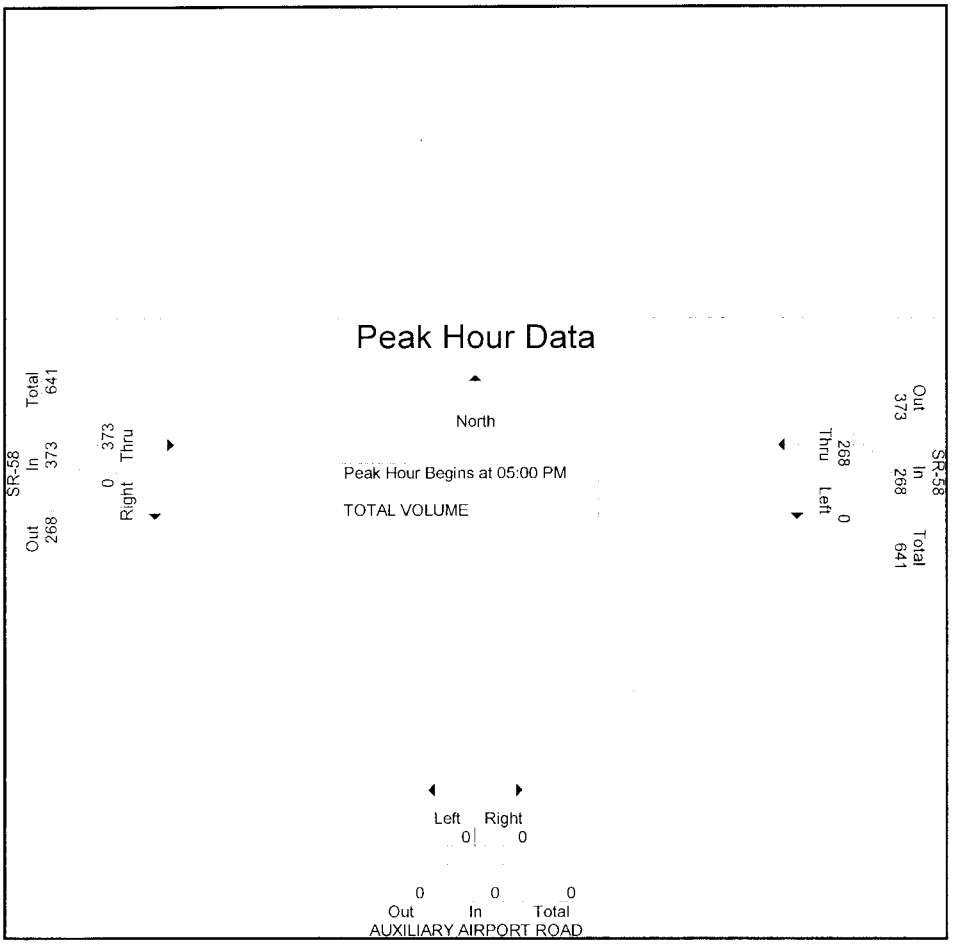
	SR-58 Westbound			AUXILIARY AIRPORT ROAD Northbound			SR-58 Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	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	0	100		0	0		100	0		
PHF	.000	.957	.957	.000	.000	.000	.804	.000	.804	.880

$$PHF = \frac{641}{4 \times 182} = 0.88$$

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

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:

	04:15 PM			04:00 PM			04:45 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

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

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

Groups Printed- TOTAL VOLUME

	HELLENDALE ROAD Southbound				SR-58 Westbound				HELLENDALE ROAD Northbound				SR-58 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	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
08:00 AM	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	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	

	HELLENDALE ROAD Southbound				SR-58 Westbound				HELLENDALE ROAD Northbound				SR-58 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 08:00 AM																	
08:00 AM	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. Total	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

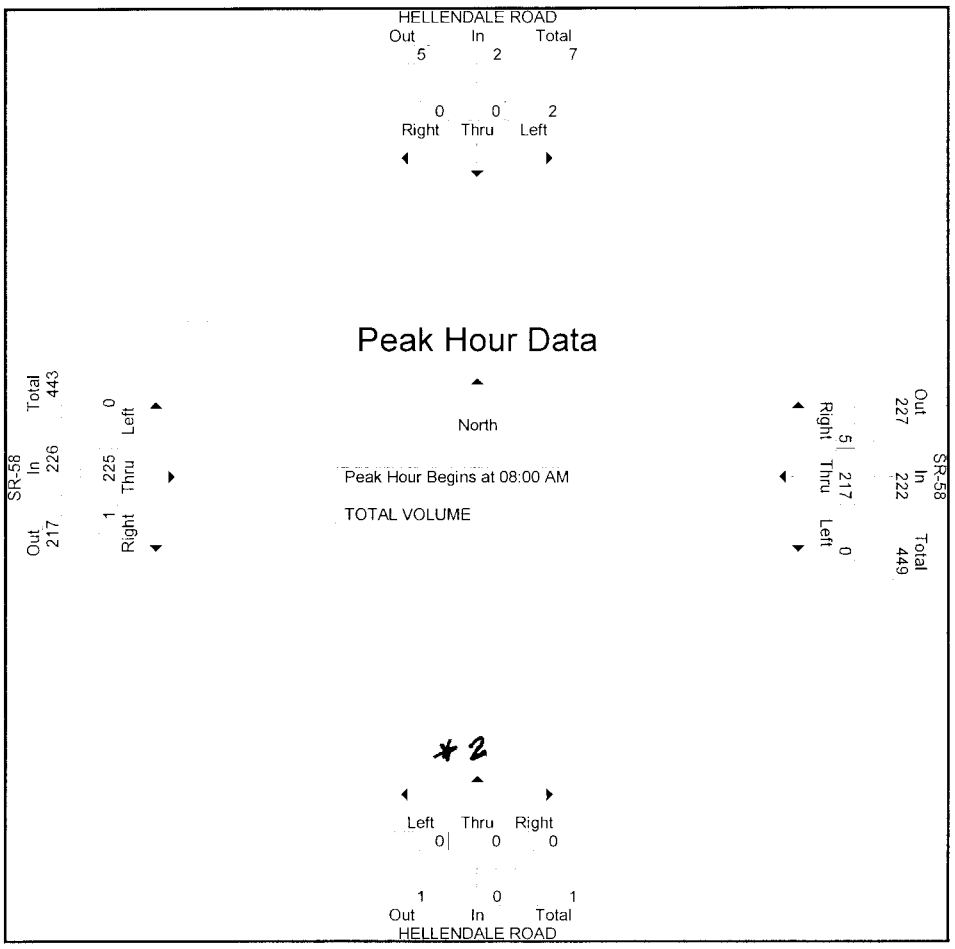
$$PHF = \frac{450}{4 \times 126} = 0.89$$

2A

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

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:

	07:45 AM			08:00 AM				07:00 AM				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

* COUNTS TOO LOW (USED 2 HOUR TOTAL)
OR 2670

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

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

Groups Printed- TOTAL VOLUME

	HELLENDALE ROAD Southbound				SR-58 Westbound				HELLENDALE ROAD Northbound				SR-58 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	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	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	

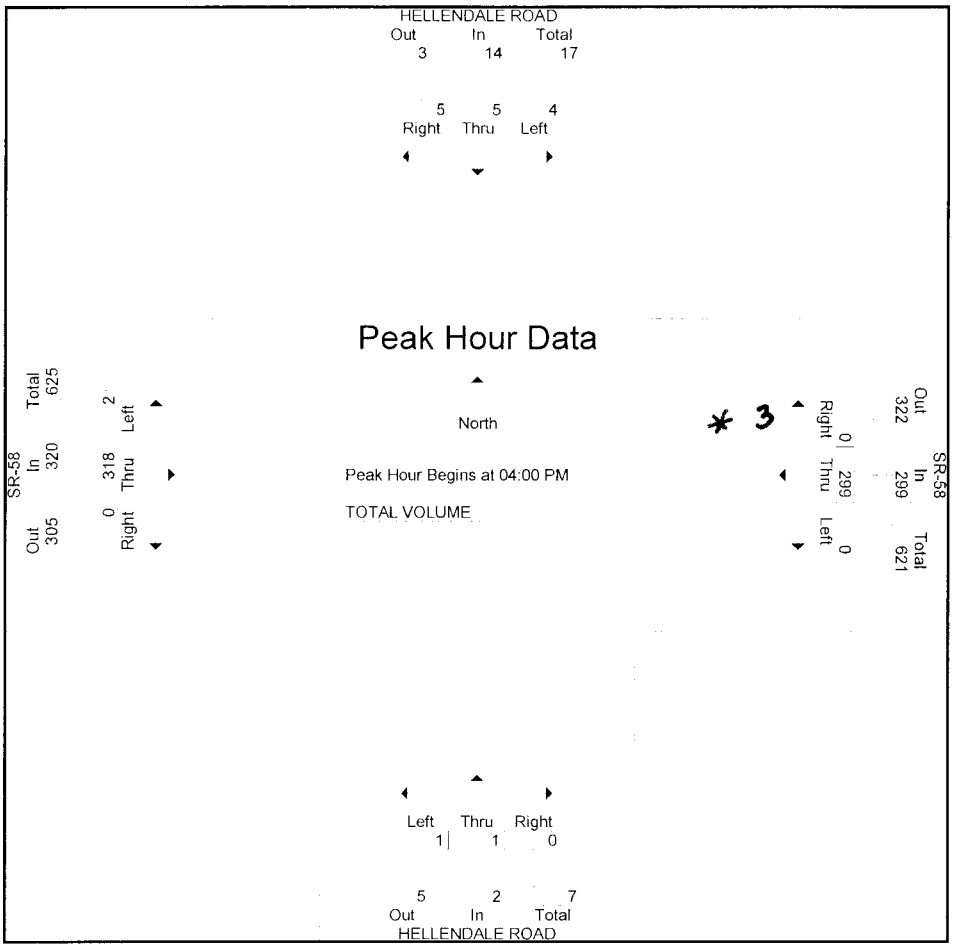
	HELLENDALE ROAD Southbound				SR-58 Westbound				HELLENDALE ROAD Northbound				SR-58 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 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

$$PHF = \frac{635}{4 \times 192} = 0.83$$

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

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:

	04:15 PM			04:00 PM					04:00 PM				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 TOO LOW OR ZERO (USED 2 HOUR TOTAL)

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
SR-58
W/O HELLENDALE ROAD
24 HR DIRECTIONAL VOLUME COUNT

Start Time	28-Feb-06 Tue	EASTBOUND Morning	EASTBOUND Afternoon	Hour Totals Morning	Hour Totals Afternoon	WESTBOUND Morning	WESTBOUND Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals 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	78	87	322	182	725
04:00		29	**120**			20	68				
04:15		30	83			17	78				
04:30		23	107			14	71				
04:45		35	95	117	405	18	78	69	295	186	700
05:00		38	93			28	72				
05:15		33	90			18	68				
05:30		56	73			43	79				
05:45		40	96	167	352	51	65	140	284	307	636
06:00		32	87			34	44				
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	70			54	41				
07:15		59	61			38	57				
07:30		59	97			47	49				
07:45		71	69	253	297	51	53	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				
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 Total		5904		5904		4857		4857		10761	
AM Peak		10:15				11:00					
Vol.		362				341					
P.H.F.		0.870				0.897					
PM Peak			03:15				00:15				
Vol.			418				380				
P.H.F.			0.871				0.905				
Percentage		38.8%	61.2%			39.8%	60.2%				
ADT/AADT		ADT 10,761		AADT 10,761							

AM
EB 253 WB 190
PM
EB 405 WB 294

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

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

Start Time	28-Feb-06 Tue	NORTHBOUND Morning	NORTHBOUND Afternoon	Hour Totals Morning	Hour Totals Afternoon	SOUTHBOUND Morning	SOUTHBOUND Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals 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		0	0			0	0				
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		0	0			0	0				
02:15		0	0			0	1				
02:30		0	0			0	1				
02:45		0	0	0	0	0	0	0	2	0	2
03:00		0	0			0	0				
03:15		0	0			0	2				
03:30		0	0			0	0				
03:45		0	0	0	0	0	0	0	2	0	2
04:00		0	0			0	0				
04:15		0	0			0	0				
04:30		0	0			0	0				
04:45		0	0	0	0	0	2	0	2	0	2
05:00		1	0			0	0				
05:15		2	0			0	0				
05:30		1	0			0	0				
05:45		0	0	4	0	0	2	0	2	4	2
06:00		0	0			0	0				
06:15		0	0			0	0				
06:30		0	0			0	0				
06:45		0	0	0	0	0	0	0	0	0	0
07:00		1	0			0	0				
07:15		0	0			0	0				
07:30		0	0			0	0				
07:45		0	0	1	0	0	0	0	0	1	0
08:00		0	0			0	0				
08:15		0	0			0	0				
08:30		0	0			0	0				
08:45		0	0	0	0	0	0	0	0	0	0
09:00		0	0			0	0				
09:15		0	0			0	0				
09:30		0	0			0	0				
09:45		0	0	0	0	0	0	0	0	0	0
10:00		0	0			0	0				
10:15		0	0			0	0				
10:30		0	0			0	0				
10:45		0	0	0	0	0	0	0	0	0	0
11:00		0	0			0	0				
11:15		0	0			0	0				
11:30		0	0			0	0				
11:45		0	0	0	0	0	0	0	0	0	0
Total		5	0	5	0	0	9	0	9	5	9
Combined Total		5		5		9		9		14	
AM Peak		04:45									
Vol.		4									
P.H.F.		0.500									
PM Peak							02:30				
Vol.							3				
P.H.F.							0.375				
Percentage		100.0%	0.0%			0.0%	100.0%				
ADT/AADT		ADT 14		AADT 14							

AM
NB 1 SB 0
PM
NB 4 SB 2

COUNTS UNLIMITED INC.
25424 JACLYN AVENUE
MORENO VALLEY CA. 92557
951-247-6716

COUNTY OF SAN BERNARDINO
AUXLIARY AIRPORT ROAD
S/O SR-58
24 HR DIRECTIONAL VOLUME COUNT

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

Start Time	28-Feb-06 Tue	NORTHBOUND Morning	NORTHBOUND Afternoon	Hour Totals Morning	Hour Totals Afternoon	SOUTHBOUND Morning	SOUTHBOUND Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	0			0	0				
12:15		0	0			0	0				
12:30		0	0			0	0				
12:45		0	0	0	0	0	0	0	0	0	0
01:00		0	0			0	0				
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		0	0			0	0				
02:15		0	0			0	0				
02:30		0	0			0	0				
02:45		0	0	0	0	0	0	0	0	0	0
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	0			0	0				
03:45		0	0	0	0	0	0	0	0	0	0
04:00		0	0			0	0				
04:15		0	0			0	0				
04:30		0	0			0	0				
04:45		0	0	0	0	0	0	0	0	0	0
05:00		0	0			0	0				
05:15		0	0			0	0				
05:30		0	0			0	1				
05:45		0	0	0	0	0	0	0	1	0	1
06:00		0	0			0	0				
06:15		0	1			0	0				
06:30		0	0			0	0				
06:45		0	0	0	1	0	0	0	0	0	1
07:00		0	0			0	0				
07:15		0	0			0	0				
07:30		0	0			0	0				
07:45		0	0	0	0	0	0	0	0	0	0
08:00		0	0			0	0				
08:15		0	0			0	0				
08:30		0	0			0	0				
08:45		0	0	0	0	0	0	0	0	0	0
09:00		0	0			0	0				
09:15		0	0			0	0				
09:30		0	0			0	0				
09:45		0	0	0	0	0	0	0	0	0	0
10:00		0	0			0	0				
10:15		0	0			0	0				
10:30		0	0			0	0				
10:45		0	0	0	0	0	0	0	0	0	0
11:00		0	0			0	0				
11:15		0	0			0	0				
11:30		0	0			0	0				
11:45		0	0	0	0	0	0	0	0	0	0
Total		0	1	0	1	0	1	0	1	0	2
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				
Percentage		0.0%	100.0%			0.0%	100.0%				
ADT/AADT		ADT 2		AADT 2							

AM
NB 0 SB 0
PM
NB 0 SB 1

APPENDIX B

PEAK HOUR INTERSECTION CAPACITY WORKSHEETS

EXISTING CONDITIONS

XAM Mon Mar 6, 2006 14:47:01 Page 1-1

NURSERY PRODUCTS LLC
Existing AM Peak Hour Conditions

Scenario Report

Scenario:	XAM
Command:	XAM
Volume:	XAM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

XAM Mon Mar 6, 2006 14:47:01 Page 2-1

NURSERY PRODUCTS LLC
Existing AM Peak Hour Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 HAWES ROAD/SH-58	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 2 HELLENDALE ROAD/SH-58	B	12.6	0.000	B	12.6	0.000	+ 0.000 D/V

XAM Mon Mar 6, 2006 14:47:01 Page 3-1

NURSERY PRODUCTS LLC
Existing AM Peak Hour Conditions

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

Intersection #1 HAWES ROAD/SH-58

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 2 0 0			1 0 2 0 0		
Volume Module: XAM												
Base Vol:	0	0	0	0	0	0	0	198	0	0	205	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	198	0	0	205	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	0	0	0	0	215	0	0	223	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	215	0	0	223	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

XAM Mon Mar 6, 2006 14:47:01 Page 4-1

NURSERY PRODUCTS LLC
Existing AM Peak Hour Conditions

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

Intersection #2 HELLENDALE ROAD/SH-58

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[12.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 0 0			1 0 0 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module: XAM												
Base Vol:	0	2	0	2	0	0	0	225	1	0	217	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2	0	2	0	0	0	225	1	0	217	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	2	0	2	0	0	0	253	1	0	244	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	2	0	2	0	0	0	253	1	0	244	6
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	503	xxxxx	374	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	474	xxxxx	563	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	474	xxxxx	561	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.00	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	0.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	12.6	xxxxx	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	B	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.6			11.4			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

XPM Mon Mar 6, 2006 14:48:46 Page 1-1

NURSERY PRODUCTS LLC
Existing PM Peak Hour Conditions

Scenario Report

Scenario:	XPM
Command:	XPM
Volume:	XPM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

XPM Mon Mar 6, 2006 14:48:47 Page 2-1

NURSERY PRODUCTS LLC
Existing PM Peak Hour Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 HAWES ROAD/SH-58	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 2 HELLENDALE ROAD/SH-58	B	14.8	0.000	B	14.8	0.000	+ 0.000 D/V

XPM Mon Mar 6, 2006 14:48:47 Page 3-1

NURSERY PRODUCTS LLC
Existing PM Peak Hour Conditions

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

Intersection #1 HAWES ROAD/SH-58

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:		Include				Include				Include				Include		
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	2	0 0	1	0	2	0 0
Volume Module: XPM																
Base Vol:	0	0	0		0	0	0		0	373	0		0	268	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	0		0	373	0		0	268	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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	0		0	0	0		0	424	0		0	305	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	0		0	424	0		0	305	0	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		*	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx		0	xxxxx	xxxx		0	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				*				*			

XPM Mon Mar 6, 2006 14:48:47 Page 4-1

NURSERY PRODUCTS LLC
Existing PM Peak Hour Conditions

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

Intersection #2 HELLENDALE ROAD/SH-58

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.8]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:		Include				Include				Include				Include		
Lanes:	0	1	0	0 0	0	0	1!	0 0	1	0	2	0 0	1	0	2	0 0
Volume Module: XPM																
Base Vol:	1	1	0		4	5	5		2	318	0		0	299	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	1	0		4	5	5		2	318	0		0	299	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	1	1	0		5	6	6		2	383	0		0	360	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	1	1	0		5	6	6		2	383	0		0	360	0	
Critical Gap Module:																
Critical Gp:	7.5	6.5	xxxxx		7.5	6.5	6.9		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	xxxxx		3.5	4.0	3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	571	748	xxxxx		557	748	180		360	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	408	343	xxxxx		417	343	838		1210	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	399	343	xxxxx		416	343	838		1210	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	xxxx		0.01	0.02	0.01		0.00	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
Queue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Stopped Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	369	xxxx	xxxxx		xxxx	464	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.0	xxxx	xxxxx		xxxxx	0.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd StpDel:	14.8	xxxx	xxxxx		xxxxx	13.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	B	*			*	B	*		*	*	*		*	*	*	
ApproachDel:	14.8				13.1				xxxxxx				xxxxxx			
ApproachLOS:	B				B				*				*			

APPENDIX C

PEAK HOUR INTERSECTION CAPACITY WORKSHEETS

PROJECT OPENING YEAR (2006) BASELINE WITH PROJECT CONDITIONS

NTAMWP Wed Mar 22, 2006 15:03:23 Page 1-1

NURSERY PRODUCTS LLC
Near Term AM Peak Hour Conditions - with Project Opening

Scenario Report

Scenario:	NTAMWP
Command:	NTAMWP
Volume:	XAM
Geometry:	FUTURE
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

NTAMWP Wed Mar 22, 2006 15:03:23 Page 2-1

NURSERY PRODUCTS LLC
Near Term AM Peak Hour Conditions - with Project Opening

Trip Generation Report

Forecast for AM Operations

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	NURSERY PROD	1.00	Composting Fac	11.00	11.00	11	11	22	100.0
	Zone 1 Subtotal					11	11	22	100.0
TOTAL						11	11	22	100.0

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NURSERY PRODUCTS LLC
Near Term AM Peak Hour Conditions - with Project Opening

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 HAWES ROAD/SH-58	A	0.0	0.000	A	8.9	0.000	+ 8.889 D/V
# 2 HELLENDALE ROAD/SH-58	B	12.6	0.000	B	11.8	0.000	-0.855 D/V

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NURSERY PRODUCTS LLC
Near Term AM Peak Hour Conditions - with Project Opening

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

Intersection #1 HAWES ROAD/SH-58

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[8.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 1		0 0	1! 0	0	1 0	2 0	0	1 0	2 0	0
Volume Module: XAM												
Base Vol:	0	0	0	0	0	0	0	198	0	0	205	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	198	0	0	205	0
Added Vol:	0	0	6	0	0	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	6	0	0	0	0	198	0	6	205	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	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	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	7	0	0	0	0	215	0	7	223	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	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	0.00	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	8.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT	LT - LTR		- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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NURSERY PRODUCTS LLC
Near Term AM Peak Hour Conditions - with Project Opening

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

****

Intersection #2 HELLENDALE ROAD/SH-58

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	1	0 0	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module: XAM												
Base Vol:	0 2	0	2	0	0	0	225	1	0	217	5	
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
Initial Bse:	0 2	0	2	0	0	0	225	1	0	217	5	
Added Vol:	0 0	6	0	0	0	0	6	0	6	6	0	
PasserByVol:	0 0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0 2	6	2	0	0	0	231	1	6	223	5	
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00		
PHF Adj:	0.89 0.89	0.89	0.89 0.89	0.89	0.89 0.89	0.89 0.89	0.89	0.89	0.89 0.89	0.89		
PHF Volume:	0 2	7	2	0	0	0	260	1	7	251	6	
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
Final Vol.:	0 2	7	2	0	0	0	260	1	7	251	6	
Critical Gap Module:												
Critical Gp:	xxxxx 6.5	6.9	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx 4.0	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	
Capacity Module:												
Cnflict Vol:	xxxx 530	130	398	xxxx	xxxxx	xxxx	xxxx	xxxxx	261	xxxx	xxxxx	
Potent Cap.:	xxxx 458	902	542	xxxx	xxxxx	xxxx	xxxx	xxxxx	1315	xxxx	xxxxx	
Move Cap.:	xxxx 455	902	533	xxxx	xxxxx	xxxx	xxxx	xxxxx	1315	xxxx	xxxxx	
Volume/Cap:	xxxx 0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	
Level Of Service Module:												
Queue:	xxxxx xxxx	0.0	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	
Stopped Del:	xxxxx xxxx	9.0	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	
LOS by Move:	* *	A	B	*	*	*	*	*	A	*	*	
Movement:	LT - LTR - RT		LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			
Shared Cap.:	455 xxxx xxxxx		xxxx xxxx xxxxx			xxxx xxxx xxxxx			xxxx xxxx xxxxx			
SharedQueue:	0.0 xxxx xxxxx		xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			
Shrd StpDel:	12.9 xxxx xxxxx		xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			xxxxx xxxx xxxxx			
Shared LOS:	B *	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	10.0		11.8			xxxxxx			xxxxxx			
ApproachLOS:	B		B			*			*			

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NURSERY PRODUCTS LLC
Near Term PM Peak Hour Conditions - with Project Opening

Scenario Report

Scenario:	NTPMWP
Command:	NTPMWP
Volume:	XPM
Geometry:	FUTURE
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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NURSERY PRODUCTS LLC
Near Term PM Peak Hour Conditions - with Project Opening

Trip Generation Report

Forecast for PM Operations

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	NURSERY PROD	1.00	Composting Fac	11.00	11.00	11	11	22	100.0
	Zone 1 Subtotal					11	11	22	100.0
TOTAL						11	11	22	100.0

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NURSERY PRODUCTS LLC
Near Term PM Peak Hour Conditions - with Project Opening

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 HAWES ROAD/SH-58	A	0.0	0.000	A	9.5	0.000	+ 9.541 D/V
# 2 HELLENDALE ROAD/SH-58	B	14.8	0.000	B	13.4	0.000	-1.430 D/V

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NURSERY PRODUCTS LLC
Near Term PM Peak Hour Conditions - with Project Opening

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

Intersection #1 HAWES ROAD/SH-58

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 1		0 0	1! 0	0	1 0	2 0	0	1 0	2 0	0
Volume Module: XPM												
Base Vol:	0	0	0	0	0	0	0	373	0	0	268	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	373	0	0	268	0
Added Vol:	0	0	6	0	0	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	6	0	0	0	0	373	0	6	268	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	7	0	0	0	0	424	0	7	305	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	212	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	424	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	800	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1146	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	800	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1146	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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NURSERY PRODUCTS LLC
Near Term PM Peak Hour Conditions - with Project Opening

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

Intersection #2 HELLENDALE ROAD/SH-58

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[13.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0	0 1! 0	0	1	0 2	0 0	1	0 2	0 0
Volume Module: XPM												
Base Vol:	1	1	0	4	5	5	2	318	0	0	299	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	1	1	0	4	5	5	2	318	0	0	299	0
Added Vol:	0	0	6	0	0	0	0	6	0	6	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	6	4	5	5	2	324	0	6	305	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	0.83 0.83	0.83		0.83 0.83	0.83		0.83 0.83	0.83		0.83 0.83	0.83	
PHF Volume:	1	1	7	5	6	6	2	390	0	7	367	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	1	7	5	6	6	2	390	0	7	367	0
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	596	777	195	583	777	184	367	xxxx	xxxxx	390	xxxx	xxxxx
Potent Cap.:	391	330	820	400	330	834	1202	xxxx	xxxxx	1179	xxxx	xxxxx
Move Cap.:	381	328	820	393	328	834	1202	xxxx	xxxxx	1179	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	0.01	0.02	0.01	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	352	xxxx	xxxxx	xxxx	445	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	15.3	xxxx	xxxxx	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*		*	B	*	*	*	*	*	*	*
ApproachDel:	10.9			13.4			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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APPENDIX D

PEAK HOUR INTERSECTION CAPACITY WORKSHEETS

HORIZON YEAR (2016) BASELINE CONDITIONS

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NURSERY PRODUCTS LLC
Future AM Peak Hour Conditions - No Project

Scenario Report

Scenario:	FAMNP
Command:	FAMNP
Volume:	FAM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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NURSERY PRODUCTS LLC
Future AM Peak Hour Conditions - No Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 HAWES ROAD/SH-58	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 2 HELLENDALE ROAD/SH-58	B	13.6	0.000	B	13.6	0.000	+ 0.000 D/V

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NURSERY PRODUCTS LLC
Future AM Peak Hour Conditions - No Project

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

Intersection #1 HAWES ROAD/SH-58

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	1 0 2	0	0	1 0 2	0	0
Volume Module: FAM												
Base Vol:	0 0 0	0	0	0 0 0	0	0	0 198	0	0	0 205	0	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	1.17	1.17	1.17 1.17	1.17	1.17
Initial Bse:	0 0 0	0	0	0 0 0	0	0	0 232	0	0	0 240	0	0
Added Vol:	0 0 0	0	0	0 0 0	0	0	0 0	0	0	0 0	0	0
PasserByVol:	0 0 0	0	0	0 0 0	0	0	0 0	0	0	0 0	0	0
Initial Fut:	0 0 0	0	0	0 0 0	0	0	0 232	0	0	0 240	0	0
User Adj:	1.00 1.00 1.00	1.00	1.00	1.00 1.00 1.00	1.00	1.00	1.00 1.00	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 0.92	0.92	0.92	0.92 0.92	0.92	0.92	0.92 0.92	0.92	0.92
PHF Volume:	0 0 0	0	0	0 0 0	0	0	0 252	0	0	0 261	0	0
Reduct Vol:	0 0 0	0	0	0 0 0	0	0	0 0	0	0	0 0	0	0
Final Vol.:	0 0 0	0	0	0 0 0	0	0	0 252	0	0	0 261	0	0
Critical Gap Module:												
Critical Gp:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx
FollowUpTim:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx
Capacity Module:												
Cnflict Vol:	xxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx
Potent Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx
Move Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx
Volume/Cap:	xxxx xxxx xxxx	xxxx	xxxx	xxxx xxxx xxxx	xxxx	xxxx	xxxx xxxx xxxx	xxxx	xxxx	xxxx xxxx xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx
Stopped Del:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx
LOS by Move:	* * *	*	*	* * *	*	*	* * *	*	*	* * *	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx 0 xxxxx	xxxx	0	xxxxx xxxx 0 xxxxx	xxxx	xxxx	xxxxx xxxx xxxx	xxxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx
SharedQueue:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx
Shrd StpDel:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx
Shared LOS:	* * *	*	*	* * *	*	*	* * *	*	*	* * *	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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NURSERY PRODUCTS LLC
Future AM Peak Hour Conditions - No Project

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

Intersection #2 HELLENDALE ROAD/SH-58

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: B[13.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	1 0 0	0	0	1 0 1	1	0	1 0 1	1	0
Volume Module: FAM												
Base Vol:	0 2 0	2	0	2 0 0	0	0	0 225	1	0	0 217	5	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	1.17	1.17	1.17 1.17	1.17	1.17
Initial Bse:	0 2 0	2	0	2 0 0	0	0	0 264	1	0	0 254	6	0
Added Vol:	0 0 0	0	0	0 0 0	0	0	0 0	0	0	0 0	0	0
PasserByVol:	0 0 0	0	0	0 0 0	0	0	0 0	0	0	0 0	0	0
Initial Fut:	0 2 0	2	0	2 0 0	0	0	0 264	1	0	0 254	6	0
User Adj:	1.00 1.00 1.00	1.00	1.00	1.00 1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	0.89 0.89 0.89	0.89	0.89	0.89 0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89	0.89 0.89	0.89	0.89
PHF Volume:	0 3 0	3	0	3 0 0	0	0	0 296	1	0	0 286	7	0
Reduct Vol:	0 0 0	0	0	0 0 0	0	0	0 0	0	0	0 0	0	0
Final Vol.:	0 3 0	3	0	3 0 0	0	0	0 296	1	0	0 286	7	0
Critical Gap Module:												
Critical Gp:	xxxxx 6.5 xxxxx	7.5	xxxx	xxxxx xxxxx xxxxx	xxxx	xxxx	xxxxx xxxxx xxxxx	xxxx	xxxx	xxxxx xxxxx xxxxx	xxxx	xxxx
FollowUpTim:	xxxxx 4.0 xxxxx	3.5	xxxx	xxxxx xxxxx xxxxx	xxxx	xxxx	xxxxx xxxxx xxxxx	xxxx	xxxx	xxxxx xxxxx xxxxx	xxxx	xxxx
Capacity Module:												
Cnflict Vol:	xxxx 589 xxxxx	439	xxxx	xxxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx
Potent Cap.:	xxxx 423 xxxxx	507	xxxx	xxxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx
Move Cap.:	xxxx 423 xxxxx	504	xxxx	xxxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx	xxxx xxxx xxxxx	xxxx	xxxx
Volume/Cap:	xxxx 0.01 xxxx	0.01	xxxx	xxxx xxxx xxxx	xxxx	xxxx	xxxx xxxx xxxx	xxxx	xxxx	xxxx xxxx xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx 0.0 xxxxx	0.0	xxxx	xxxxx xxxxx xxxxx	xxxx	xxxx	xxxxx xxxxx xxxxx	xxxx	xxxx	xxxxx xxxxx xxxxx	xxxx	xxxx
Stopped Del:	xxxxx 13.6 xxxxx	12.2	xxxx	xxxxx xxxxx xxxxx	xxxx	xxxx	xxxxx xxxxx xxxxx	xxxx	xxxx	xxxxx xxxxx xxxxx	xxxx	xxxx
LOS by Move:	* B *	B	*	* * *	*	*	* * *	*	*	* * *	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxxx	xxxx	xxxx	xxxxx xxxx xxxxx	xxxx	xxxx	xxxxx xxxx xxxxx	xxxx	xxxx	xxxxx xxxx xxxxx	xxxx	xxxx
SharedQueue:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx
Shrd StpDel:	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx xxxx xxxxx	xxxxx	xxxx
Shared LOS:	* * *	*	*	* * *	*	*	* * *	*	*	* * *	*	*
ApproachDel:	13.6			12.2			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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NURSERY PRODUCTS LLC
Future PM Peak Hour Conditions - No Project

Scenario Report

Scenario:	FPMNP
Command:	FPMNP
Volume:	FPM
Geometry:	EXISTING
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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NURSERY PRODUCTS LLC
Future PM Peak Hour Conditions - No Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 HAWES ROAD/SH-58	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 2 HELLENDALE ROAD/SH-58	C	16.7	0.000	C	16.7	0.000	+ 0.000 D/V

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NURSERY PRODUCTS LLC
Future PM Peak Hour Conditions - No Project

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

Intersection #1 HAWES ROAD/SH-58

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 2 0 0			1 0 2 0 0		
Volume Module: FPM												
Base Vol:	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	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	437	0	0	314	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	0	0	0	0	0	497	0	0	357	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	0	497	0	0	357	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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NURSERY PRODUCTS LLC
Future PM Peak Hour Conditions - No Project

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

Intersection #2 HELLENDALE ROAD/SH-58

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[16.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 1! 0 0			1 0 2 0 0			1 0 2 0 0		
Volume Module: FPM												
Base Vol:	1	1	0	4	5	5	2	318	0	0	299	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:	1	1	0	5	6	6	2	373	0	0	350	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	0	5	6	6	2	373	0	0	350	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	1	1	0	6	7	7	3	449	0	0	422	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	1	0	6	7	7	3	449	0	0	422	0
Critical Gap Module:												
Critical Gp:	7.5	6.5	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	669	877	xxxxx	653	877	211	422	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	347	289	xxxxx	356	289	801	1148	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	337	288	xxxxx	354	288	801	1148	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	xxxx	0.02	0.02	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	311	xxxx	xxxxx	xxxx	402	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	16.7	xxxx	xxxxx	xxxxx	14.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	16.7			14.4			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

APPENDIX E

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

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NURSERY PRODUCTS LLC
Future AM Peak Hour Conditions - with Project

Scenario Report

Scenario:	FAMWP
Command:	FAMWP
Volume:	FAM
Geometry:	FUTURE
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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NURSERY PRODUCTS LLC
Future AM Peak Hour Conditions - with Project

Trip Generation Report

Forecast for AM Operations

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	NURSERY PROD	1.00	Composting Fac	11.00	11.00	11	11	22	100.0
	Zone 1 Subtotal					11	11	22	100.0
TOTAL						11	11	22	100.0

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NURSERY PRODUCTS LLC
Future AM Peak Hour Conditions - with Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 HAWES ROAD/SH-58	A	0.0	0.000	A	9.0	0.000	+ 8.997 D/V
# 2 HELLENDALE ROAD/SH-58	B	13.6	0.000	B	12.5	0.000	-1.009 D/V

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NURSERY PRODUCTS LLC
Future AM Peak Hour Conditions - with Project

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

****

Intersection #1 HAWES ROAD/SH-58

****

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.0]

****

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	1!	0	0	1	0	2	0	0	1	0	2	0	0
Volume Module: FAM																				
Base Vol:	0	0	0	0	0	0	0	0	0	0	198	0	0	205	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	1.17	1.17	1.17					
Initial Bse:	0	0	0	0	0	0	0	0	0	0	232	0	0	240	0					
Added Vol:	0	0	6	0	0	0	0	0	0	0	0	0	6	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	0	0	6	0	0	0	0	0	0	0	232	0	6	240	0					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92					
PHF Volume:	0	0	7	0	0	0	0	0	0	0	252	0	7	261	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Final Vol.:	0	0	7	0	0	0	0	0	0	0	252	0	7	261	0					
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	126	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	252	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	907	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1325	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	907	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1325	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx								
Level Of Service Module:																				
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx								
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	9.0			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	A			*			*			*										

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NURSERY PRODUCTS LLC
Future AM Peak Hour Conditions - with Project

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

****

Intersection #2 HELLENDALE ROAD/SH-58

****

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.5]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		1 0	0 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: FAM												
Base Vol:	0	2	0	2	0	0	0	225	1	0	217	5
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	2	0	2	0	0	0	264	1	0	254	6
Added Vol:	0	0	6	0	0	0	0	6	0	6	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	6	2	0	0	0	270	1	6	260	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	3	7	3	0	0	0	303	1	7	292	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	3	7	3	0	0	0	303	1	7	292	7
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.9	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	616	152	462	xxxx	xxxxx	xxxx	xxxx	xxxxx	304	xxxx	xxxxx
Potent Cap.:	xxxx	409	873	488	xxxx	xxxxx	xxxx	xxxx	xxxxx	1268	xxxx	xxxxx
Move Cap.:	xxxx	406	873	479	xxxx	xxxxx	xxxx	xxxx	xxxxx	1268	xxxx	xxxxx
Volume/Cap:	xxxx	0.01	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.0	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	9.2	12.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	A	B	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	406	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.5			12.5			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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NURSERY PRODUCTS LLC
Future PM Peak Hour Conditions - with Project

Scenario Report

Scenario:	FPMWP
Command:	FPMWP
Volume:	FPM
Geometry:	FUTURE
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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NURSERY PRODUCTS LLC
Future PM Peak Hour Conditions - with Project

Trip Generation Report

Forecast for PM Operations

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	NURSERY PROD	1.00	Composting Fac	11.00	11.00	11	11	22	100.0
	Zone 1 Subtotal					11	11	22	100.0
TOTAL						11	11	22	100.0

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NURSERY PRODUCTS LLC
Future PM Peak Hour Conditions - with Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 HAWES ROAD/SH-58	A	0.0	0.000	A	9.8	0.000	+ 9.794 D/V
# 2 HELLENDALE ROAD/SH-58	C	16.7	0.000	B	14.9	0.000	-1.836 D/V

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NURSERY PRODUCTS LLC
Future PM Peak Hour Conditions - with Project

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

****

Intersection #1 HAWES ROAD/SH-58

****

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.8]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 1		0 0	1! 0 0		1 0	2 0 0		1 0	2 0 0	
Volume Module: FPM												
Base Vol:	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	0
Added Vol:	0	0	6	0	0	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	6	0	0	0	0	437	0	6	314	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	7	0	0	0	0	497	0	7	357	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	248	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	497	xxxx	xxxxx
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
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	9.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

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NURSERY PRODUCTS LLC
Future PM Peak Hour Conditions - with Project

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

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Intersection #2 HELLENDALE ROAD/SH-58

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Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[14.9]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0	0 1! 0	0	1	0 2	0 0	1	0 2	0 0
Volume Module: FPM												
Base Vol:	1	1	0	4	5	5	2	318	0	0	299	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:	1	1	0	5	6	6	2	373	0	0	350	0
Added Vol:	0	0	6	0	0	0	0	6	0	6	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	6	5	6	6	2	379	0	6	356	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	1	1	7	6	7	7	3	456	0	7	429	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	1	7	6	7	7	3	456	0	7	429	0
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	695	906	228	678	906	215	429	xxxx	xxxxx	456	xxxx	xxxxx
Potent Cap.:	333	278	781	342	278	796	1141	xxxx	xxxxx	1115	xxxx	xxxxx
Move Cap.:	321	276	781	335	276	796	1141	xxxx	xxxxx	1115	xxxx	xxxxx
Volume/Cap:	0.00	0.01	0.01	0.02	0.03	0.01	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	297	xxxx	xxxxx	xxxx	385	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	17.2	xxxx	xxxxx	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	C	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:		11.8			14.9			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	