Initial Study and Mitigated Negative Declaration

Refresh Travel Center Project

PUD Amendment and CUP Amendment

Appendices

Appendix A

Air Quality and Greenhouse Gas Emissions Assessment

Yreka Refresh Travel Center Project

Yreka, California

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Attachment B – Health Risk Assessment

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LIST OF ACRONYMS AND ABBREVIATIONS

°F	Degrees Fahrenheit
µg/m3	Micrograms per cubic meter; ppm = parts per million
AB	Assembly Bill
APCD	Air Pollution Control District
APN	County Assessor Parcel Number
ATCM	Airborne Toxic Control Measure
BAAQMD	Bay Area Air Quality Management District
BMPs	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	Centers for Disease Control
CEQA	California Environmental Quality Act
CH_4	Methane
CO_2	Carbon Dioxide
CO_2e	Carbon dioxide equivalent
County	Siskiyou County
DPM	Diesel particulate matter
DOC	Department of Conservation
EO	Executive Order

LIST OF ACRONYMS AND ABBREVIATIONS

EV	Electric Vehicle
GHG	Greenhouse gas
GWP	Global warming potential
HAPs	Hazardous Air Pollutants
I-5	Interstate Highway 5
IPCC	Intergovernmental Panel on Climate Change
N_2O	Nitrous oxide
NAAQS	National Ambient Air Quality Standards
NCAPCD	Northern California Air Pollution Control District
NHTSA	National Highway Traffic Safety Administration
NO_2	Nitrogen dioxide
NO_x	Nitric oxides
NPAB	Northeastern Plateau Air Basin
OAL	Office of Administrative Law
O_3	Ozone
PM	Particulate matter
PM_{10}	Coarse particulate matter
$PM_{2.5}$	Fine particulate matter
ppb	Parts per billion
Project	Refresh Truck Stop Project
RCAP	Regional Climate Action Plan
ROGs	Reactive organic gases
RTPA	Regional Transportation Planning Agency
RTP	Regional Transportation Plan
SB	Senate Bill
SCAPCD	Siskiyou County Air Pollution Control District
SCAQMD	South Coast Air Quality Management District
SCLTC	Siskiyou County Local Transportation Commission
SFAP	Sustainable Freight Action Plan
SIP	State Implementation Plan
SO_2	Sulfur dioxide
SO_x	Sulfur oxides
SR	State Route
SRA	Source receptor area
Strategy	Mobile Source Strategy
TACs	Toxic air contaminants
T-BACTs	Best Available Control Technology for Toxics
TIAM	Traffic Impact Analysis Memorandum
USEPA	U.S. Environmental Protection Agency
VOCs	Volatile organic compounds
VMT	Vehicle Miles Traveled

1.0 INTRODUCTION

This report documents the results of an Air Quality and Greenhouse Gas (GHG) Emissions Assessment completed for the Yreka Refresh Travel Center Project (Project), which includes the construction of a convenience store, restaurant, truck stop, and bar in Siskiyou County (County), California. The purpose of this assessment is to estimate Project-generated criteria air pollutants and GHG emissions consumption attributable to the Project and to determine the level of impact the Project would have on the environment. This assessment was prepared using methodologies and assumptions recommended in the provisions promulgated by the Siskiyou County Air Pollution Control District (SCAPCD). Regional and local existing conditions are presented, along with pertinent emissions standards and regulations.

1.1 Project Location

The Project site is located in the northeast area of the City of Yreka south of Montague Road/State Route 3 (SR 3). The assigned addresses for the four undeveloped parcels of the Project site are 717, 727, 737 and 747 Montague Road.

The Project is located on four parcels including the following:

Accessor's Parcel Numbers			
053-642-350	053-642-360	053-642-370	053-642-380

The 4.77-acre Project site is undeveloped vacant land with the Yreka RV Park (RV Park), vacant land with a drainage basin, and large lot single family uses to the southeast, and a Holiday Inn Express Hotel (Hotel), and Interstate 5 (I-5) to the northwest. Northeast of the site is Montague Road/SR 3 with vacant land beyond. Southeast of the site is vacant land with Yreka Western Railroad (YWRR) track and a lumber yard and mini-storage beyond.

1.2 Project Description

The proposed Project includes the construction of a convenience store, restaurant, truck stop, and bar. The overall size of the proposed Travel Center is approximately 12,300 square feet including a 3,180 square foot Arco AM/PM gas station and convenience store. The Project includes eight gas pumps (16 dispensers) under a canopy and four diesel pumps under a separate canopy and two Electric Vehicle (EV) charging stations. The site provides 59 automobile parking spaces, four RV parking spaces and 32 semi-truck parking spaces. The site includes above-ground and under-ground fuel storage tanks. The site will be landscaped with grass and a variety of trees and shrubs. In addition, to the convenience store and fueling stations, there will be a food court with several restaurants, a bar, an exterior patio, laundry, showers, restrooms, and a truck shop. The facility will be open 24 hours a day, 7 days per week. The Project anticipates that 40 to 50 persons will be employed on-site overall with approximately 12-15 employees per shift.

2.0 AIR QUALITY

2.1 Air Quality Setting

Air quality in a region is determined by its topography, meteorology, and existing air pollutant sources. These factors are discussed below, along with the current regulatory structure that applies to the Northeastern Plateau Air Basin (NPAB), which encompasses the Project site, pursuant to the regulatory authority of the Siskiyou County Air Pollution Control District (SCAPCD).

2.1.1 Northeastern Plateau Air Basin

The California Air Resources Board (CARB) has divided California into regional air basins according to topographic drainage features. Yreka and the Project area are located in a region identified as the Northeast Plateau Air Basin (NPAB), which principally includes Siskiyou, Modoc, and Lassen counties. The NPAB is divided into local air districts, which are charged with the responsibility of implementing air quality programs. The local air quality agency affecting Yreka is the SCAPCD. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. Within the SCAPCD, the primary sources of air pollution are wood-burning stoves, wildfires, farming operations, unpaved road dust, managed burning and disposal, and motor vehicles.

From an air quality perspective, the topography and meteorology of the NPAB combine such that local conditions predominate in determining the effect of emissions in the basin. Regional airflows are affected by the mountains and hills, which direct surface airflows to cause vertical air mixing and dispersing pollutant concentrations. Air quality in Yreka is better than virtually any other air basin in California. For instance, all federal and state air quality standards are met in the region.

2.1.2 Criteria Air Pollutants

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health with a determined margin of safety. Ozone (O_3), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$) are generally considered to be regional pollutants because they or their precursors affect air quality on a regional scale. Pollutants such as carbon monoxide (CO), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2) are considered to be local pollutants because they tend to accumulate in the air locally. PM is also considered a local pollutant. Health effects commonly associated with criteria pollutants are summarized in Table 2-1.

Table 2-1. Criteria Air Pollutants- Summary of Common Sources and Effects

Pollutant	Major Manmade Sources	Human Health & Welfare Effects
CO	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, effecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
NO_2	A reddish-brown gas formed during fuel combustion for motor vehicles, energy utilities and industrial sources.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Causes brown discoloration of the atmosphere.
O_3	Formed by a chemical reaction between reactive organic gases (ROGs) and nitrous oxides (N_2O) in the presence of sunlight. Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
PM_{10} & $PM_{2.5}$	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
SO_2	A colorless, nonflammable gas formed when fuel containing sulfur is burned. Examples are refineries, cement manufacturing, and locomotives.	Respiratory irritant. Aggravates lung and heart problems. Can damage crops and natural vegetation. Impairs visibility.

Source: California Air Pollution Control Officers Association (CAPCOA 2013)

Carbon Monoxide

CO in the urban environment is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. CO combines with hemoglobin in the bloodstream and reduces the amount of oxygen that can be circulated through the body. High CO concentrations can cause headaches, aggravate cardiovascular disease and impair central nervous system functions. CO concentrations can vary greatly over comparatively short distances. Relatively high concentrations of CO are typically found near crowded intersections and along heavy roadways with slow moving traffic. Even under the most severe meteorological and traffic conditions, high concentrations of CO are limited to locations within relatively short distances of the source. Overall CO emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973. CO levels in the SSAB are in compliance with the state and federal one- and eight-hour standards.

Nitrogen Oxides

Nitrogen gas comprises about 80 percent of the air and is naturally occurring. At high temperatures and under certain conditions, nitrogen can combine with oxygen to form several different gaseous compounds collectively called nitric oxides (NO_x). Motor vehicle emissions are the main source of NO_x in urban areas. NO_x is very toxic to animals and humans because of its ability to form nitric acid with water in the eyes, lungs, mucus membrane, and skin. In animals, long-term exposure to NO_x increases susceptibility to respiratory infections, and lowering resistance to such diseases as pneumonia and

influenza. Laboratory studies show that susceptible humans, such as asthmatics, who are exposed to high concentrations can suffer from lung irritation or possible lung damage. Precursors of NO_x, such as NO and NO_2, attribute to the formation of O_3 and $PM_{2.5}$. Epidemiological studies have also shown associations between NO_2 concentrations and daily mortality from respiratory and cardiovascular causes and with hospital admissions for respiratory conditions.

Ozone

O_3 is a secondary pollutant, meaning it is not directly emitted. It is formed when volatile organic compounds (VOCs) or ROGs and NO_x undergo photochemical reactions that occur only in the presence of sunlight. The primary source of ROG emissions is unburned hydrocarbons in motor vehicle and other internal combustion engine exhaust. NO_x forms as a result of the combustion process, most notably due to the operation of motor vehicles. Sunlight and hot weather cause ground-level O_3 to form. Ground-level O_3 is the primary constituent of smog. Because O_3 formation occurs over extended periods of time, both O_3 and its precursors are transported by wind and high O_3 concentrations can occur in areas well away from sources of its constituent pollutants.

People with lung disease, children, older adults, and people who are active can be affected when O_3 levels exceed ambient air quality standards. Numerous scientific studies have linked ground-level O_3 exposure to a variety of problems including lung irritation, difficult breathing, permanent lung damage to those with repeated exposure, and respiratory illnesses.

Particulate Matter

PM includes both aerosols and solid particulates of a wide range of sizes and composition. Of concern are those particles smaller than or equal to 10 microns in diameter size (PM_{10}) and small than or equal to 2.5 microns in diameter ($PM_{2.5}$). Smaller particulates are of greater concern because they can penetrate deeper into the lungs than larger particles. PM_{10} is generally emitted directly as a result of mechanical processes that crush or grind larger particles or form the resuspension of dust, typically through construction activities and vehicular travel. PM_{10} generally settles out of the atmosphere rapidly and is not readily transported over large distances. $PM_{2.5}$ is directly emitted in combustion exhaust and is formed in atmospheric reactions between various gaseous pollutants, including NO_x, sulfur oxides (SO_x) and VOCs. $PM_{2.5}$ can remain suspended in the atmosphere for days and/or weeks and can be transported long distances.

The principal health effects of airborne PM are on the respiratory system. Short-term exposure of high $PM_{2.5}$ and PM_{10} levels are associated with premature mortality and increased hospital admissions and emergency room visits. Long-term exposure is associated with premature mortality and chronic respiratory disease. According to the U.S. Environmental Protection Agency (USEPA), some people are much more sensitive than others to breathing PM_{10} and $PM_{2.5}$. People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worse illnesses; people with bronchitis can expect aggravated symptoms; and children may experience decline in lung function due to breathing in PM_{10} and $PM_{2.5}$. Other groups considered sensitive include smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive because many breathe through their mouths.

2.1.3 Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Additionally, diesel engines emit a complex mixture of air pollutants composed of gaseous and solid material. The solid emissions in diesel exhaust are known as diesel particulate matter (DPM). In 1998, California identified DPM as a TAC based on its potential to cause cancer, premature death, and other health problems (e.g., asthma attacks and other respiratory symptoms). Those most vulnerable are children (whose lungs are still developing) and the elderly (who may have other serious health problems). Overall, diesel engine emissions are responsible for the majority of California's known cancer risk from outdoor air pollutants. Diesel engines also contribute to California's $PM_{2.5}$ air quality problems. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage, and death.

Diesel Exhaust

Most recently, CARB identified DPM as a TAC. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine (USEPA 2002). Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs; due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Asbestos

The term "asbestos" describes naturally occurring fibrous minerals found in certain types of rock formations. It is a mineral compound of silicon, oxygen, hydrogen, and various metal cations. When mined and processed, asbestos is typically separated into very thin fibers. When these fibers are present in the air, they are normally invisible to the naked eye. Once airborne, asbestos fibers can cause serious health

problems. If inhaled, asbestos fibers can impair normal lung functions, and increase the risk of developing lung cancer, mesothelioma, or asbestosis.

Naturally-occurring asbestos, which was identified as a TAC in 1986 by ARB, is located in many parts of California and is commonly associated with ultramafic rock. The Project site is not located in an area of known or suspected naturally-occurring asbestos (DOC 2000).

2.1.4 Ambient Air Quality

Ambient air quality at the Project site can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. CARB maintains more than 60 monitoring stations throughout California. O_3, PM_{10} and $PM_{2.5}$ are the pollutant species most potently affecting the Project region. As described in detail below, the region is designated as an attainment area for the state standards for O_3, PM_{10} and $PM_{2.5}$ (CARB 2019). The nearest air quality monitoring station to the Project site is the Yreka air quality monitoring station, located at 530 South Foothill Drive in the City of Yreka approximately 0.90 mile southeast of the Project site, which monitors ambient concentrations of O_3, $PM_{2.5}$ and PM_{10}. Ambient emission concentrations will vary due to localized variations in emission sources and climate and should be considered "generally" representative of ambient concentrations in the Project area.

Table 2-2 summarizes the published data concerning O_3, $PM_{2.5}$ and PM_{10} since 2017 for each year that the monitoring data is provided.

Table 2-2. Summary of Ambient Air Quality Data

Pollutant Standards	2017	2018	2019
O_3			
Max 1-hour concentration (ppm)	0.053	0.089	0.069
Max 8-hour concentration (ppm) (federal/state)	0.049 / 0.049	0.075 / 0.076	0.059 / 0.060
Number of days above 1-hour standard (federal/state)	0 / 0	0 / 0	0 / 0
Number of days above 8-hour standard (federal/state)	0 / 0	4 / 4	0 / 0
$PM_{2.5}$			
Max 24-hour concentration (µg/m3) (federal/state)	78.8 / 78.8	143.2 / 143.2	73.9 / 73.9
Number of days above federal 24-hour standard	26.3	37.4	4.1
PM_{10}			
Max 24-hour concentration (µg/m3) (federal/state)	* / *	* / *	* / *
Number of days above 24-hour standard (federal/state)	* / *	* / *	* / *

Source: CARB 2020a
$\mu g/m^3$ = micrograms per cubic meter; ppm = parts per million
* = Insufficient data available

The USEPA and CARB designate air basins or portions of air basins and counties as being in "attainment" or "nonattainment" for each of the criteria pollutants. Areas that do not meet the standards are classified

as nonattainment areas. The National Ambient Air Quality Standards (NAAQS) (other than O_3, PM_{10} and $PM_{2.5}$ and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. The NAAQS for O_3, PM_{10}, and $PM_{2.5}$ are based on statistical calculations over one- to three-year periods, depending on the pollutant. The California Ambient Air Quality Standards (CAAQS) are not to be exceeded during a three-year period. The attainment status for the NPAB, which encompasses the Project site, is included in Table 2-3.

Table 2-3. Attainment Status of Criteria Pollutants in the Northeastern Plateau Air Basin

Pollutant	State Designation	Federal Designation
O_3	Attainment	Unclassified/Attainment
PM_{10}	Attainment	Unclassified
$PM_{2.5}$	Attainment	Unclassified/Attainment
CO	Unclassified	Unclassified/Attainment
NO_2	Attainment	Unclassified/Attainment
SO_2	Attainment	Unclassified/Attainment

Source: CARB 2019

The determination of whether an area meets the state and federal standards is based on air quality monitoring data. Some areas are unclassified, which means there is insufficient monitoring data for determining attainment or nonattainment. Unclassified areas are typically treated as being in attainment. Because the attainment/nonattainment designation is pollutant-specific, an area may be classified as nonattainment for one pollutant and attainment for another. Similarly, because the state and federal standards differ, an area could be classified as attainment for the federal standards of a pollutant and as nonattainment for the state standards of the same pollutant. As described above, the region is designated as being in attainment or unclassified for all state and federal standards (CARB 2019).

2.1.5 Sensitive Receptors

Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive land use receptor is a single-family residence located 660 feet southwest of the Project site beyond the Project Access Roadway and RV park.

2.2 Regulatory Framework

2.2.1 Federal

Clean Air Act

The Federal Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the United States Environmental Protection Agency (USEPA) to establish the NAAQS, with states retaining the option to adopt more stringent standards or to include other specific pollutants. On April 2, 2007, the Supreme Court found that carbon dioxide (CO_2) is an air pollutant covered by the CAA; however, no NAAQS have been established for CO_2.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The USEPA has classified air basins (or portions thereof) as being in attainment, nonattainment, or unclassified for each criteria air pollutant, based on whether or not the NAAQS have been achieved. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation. Table 2-3 lists the federal attainment status of the SSAB for the criteria pollutants.

2.2.2 State

California Clean Air Act

The California Clean Air Act (CCAA) allows the state to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. CARB, a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the CAAQS. CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB also has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

Tanner Air Toxics Act & Air Toxics "Hot Spots" Information and Assessment Act

CARB's Statewide comprehensive air toxics program was established in 1983 with Assembly Bill (AB) 1807, the Toxic Air Contaminant Identification and Control Act (Tanner Air Toxics Act of 1983). AB 1807 created California's program to reduce exposure to air toxics and sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an airborne toxics control measure

(ATCM) for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions.

CARB also administers the state's mobile source emissions control program and oversees air quality programs established by state statute, such as AB 2588, the Air Toxics "Hot Spots" Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment (HRA) and, if specific thresholds are exceeded, required to communicate the results to the public in the form of notices and public meetings. In September 1992, the "Hot Spots" Act was amended by Senate Bill (SB) 1731, which required facilities that pose a significant health risk to the community to reduce their risk through a risk management plan.

Mobile Source Strategy

In 2016 CARB released the update to the Mobile Source Strategy (Strategy). This demonstrates how the state will meet air quality standards, achieve GHG emission reduction targets, decrease health risks from transportation emissions, and reduce petroleum consumption over the next 15 years. This includes engine technology that is effectively 90 percent cleaner than today's current standards, with clean, renewable fuels comprising half the fuels burned.

The strategy also relies on the increased use of renewable fuels to ensure that air pollutant reductions are achieved while meeting the ongoing demand for liquid and gaseous fuels in applications where combustion technologies remain, including in heavy-duty trucks and equipment and light-duty hybrid vehicles. Statewide, the Strategy would result in a 45 percent reduction of GHG emissions and a 50 percent reduction in the consumption of petroleum-based fuels.

In recognition of the value of the 2016 Strategy in relation to the State's ongoing air quality, climate, and community risk reduction challenges, and the ever-evolving vehicle market, the California Legislature passed Senate Bill (SB) 44, 1 which Governor Newsom signed into law on September 20, 2019. SB 44 acknowledges the ongoing need to evaluate opportunities for mobile source emissions reductions and requires CARB to update the 2016 Strategy by January 1, 2021, and every five years thereafter. Specifically, SB 44 requires CARB to update the 2016 Strategy to include a comprehensive strategy for the deployment of medium and heavy-duty vehicles for the purpose of meeting air quality standards and reducing GHG emissions. It also directs CARB to set reasonable and achievable goals for reducing emissions by 2030 and 2050 from medium- and heavy-duty vehicles that are consistent with the State's overall goals and maximizes the reduction of criteria air pollutants.

Governor's Sustainable Freight Action Plan

Under the Governor's Sustainable Freight Action Plan strategy (SFAP), CARB is working with agency partners and stakeholders to implement a broad program that includes regulations, incentives, and policies designed to support the transformation to a more sustainable freight system and reduce community impacts from freight operations in California. The Governor's SFAP identifies strategies and actions to achieve a sustainable freight transportation system that meets California's environmental,

energy, mobility, safety and economic needs. The plan also identifies and initiates corridor-level freight pilot projects within the state's primary trade corridors that integrate advanced technologies, alternative fuels, freight and fuel infrastructure and local economic development opportunities. The plan seeks to improve the state freight system efficiency 25 percent by "increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030" as well as to deploy over 100,000 zero-emission freight vehicles and equipment and maximizing near-zero equipment and equipment powered by renewable energy by 2030.

Truck and Bus Regulation Reducing Emissions from Existing Diesel Vehicles

In 2008, CARB approved the Truck and Bus Regulation to significantly reduce PM and NO_X emissions from existing diesel vehicles operating in California. The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Heavier trucks had to be retrofitted with PM filters beginning January 1, 2012, and older trucks had to be replaced by January 1, 2015. By January1, 2023, nearly all trucks and buses will need to have 2010-model-year engines or equivalent.

The regulation applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds. Small fleets with three or fewer diesel trucks can delay compliance for heavier trucks by reporting. Additionally, there are a number of extensions for low-mileage construction trucks, early PM filter retrofits, adding cleaner vehicles, and other situations. Privately and publicly owned school buses have different requirements.

Heavy-Duty Vehicle Idling Emission Reduction Program

The purpose of CARB's Airborne Toxic Control Measure (ATCM) *to Limit Diesel-Fueled Commercial Motor Vehicle Idling* is to reduce public exposure to DPM and criteria pollutants by limiting the idling of diesel-fueled commercial vehicles.[1] The driver of any vehicle subject to this ATCM is prohibited from idling the vehicle's primary diesel engine for greater than five minutes at any location and is prohibited from idling a diesel-fueled auxiliary power system for more than five minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if it has a sleeper berth and the truck is located within 100 feet of a restricted area (homes and schools).

CARB Final Regulation Order, *Requirements to Reduce Idling Emissions from New and In-Use Trucks*, beginning in 2008, requires that new 2008 and subsequent model-year heavy-duty diesel engines be equipped with an engine shutdown system that automatically shuts down the engine after 300 seconds of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged.

[1] *The ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling is codified in Title 13 of the* CCR*, Chapter 10, § 2485.*

2.2.3 Local

Siskiyou County Air Pollution Control District

As noted above, the SCAPCD is the local air quality agency with jurisdiction over the Project site. The SCAPCD adopts and enforces controls on stationary sources of air pollutants through its permit and inspection programs and regulates agricultural and nonagricultural burning. Other district responsibilities include monitoring air quality, preparing air quality plans, and responding to citizen air quality complaints.

All projects in the County are subject to applicable SCAPCD rules and regulations in effect at the time of construction. Descriptions of specific rules applicable to construction resulting from implementation of the proposed Project may include, but are not limited to:

- **SCAPCD Rule 2.1-A (Authorities to Construct/Permits to Operate)** – Allows any person to use construction equipment for construction activities and must obtain a permit to operate prior to installation activities.
- **SCAPCD Rule 2.14-A (Compliance With CEQA**) – In making a determination to issue a permit for a project under these regulations, the Air Pollution Control Officer may make findings as required by the California Environmental Quality Act ("CEQA"), Public Resources Code section 21000 et seq., including, but not limited to, the determinations that a permit is exempt from CEQA, that a negative declaration should be adopted, or an environmental impact report ("EIR") has been prepared and should be certified as adequate.
- **SCAPCD Rule 4.2-A (Nuisance)** – No person shall discharge from any source whatsoever, such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.
- **SCAPCD Rule 4.4 (Specific Air Contaminants)** – This rule controls the amount of air contaminants allowed to be discharged into the atmosphere.
- **SCAPCD Rule 4.5 (Particulate Matter)** – No person shall discharge from any non-combustion source particulate matter in excess of 0.30 grains per cubic foot of exhaust gas at standard conditions, or in any one hour total quantities in excess of the amount shown in Rule 4.5 Table I.
- **SCAPCD Rule 4.7 A-B (Gasoline Storage)** –
  A. Except as provided in this rule, no person shall load or permit the loading of gasoline into any stationary tank with a capacity of 250 gallons or more from any tank truck or trailer, except through a permanent submerged fill pipe, unless such tank is a pressure tank as described in Section 41951, or is equipped with a vapor recovery system as described in Section 41952 or with a floating roof as described in Section 41953 or unless such tank is equipped with other apparatus of equal efficiency which has been approved by the Control Officer.

  B. No person shall install any gasoline tank with a capacity of 250 gallons or more which does not meet these requirements.

- **SCAPCD Rule 6.1 (Construction Permit Standards for Criteria Air Pollutants**) – The Control Officer shall deny a permit to construct for any new stationary source or modification or any portion thereof, unless the applicant certifies that all other stationary sources in the State, which are owned or operated by the applicant are in compliance or are on an approved schedule for compliance, with all applicable emission limitations and standards under the Clean Air Act (42 USC 7401 et.seq.) and all applicable emission limitations and standards which are part of the SIP approved by the EPA.

  B.1. - Sections B., C., D., E., F., G., H., and I. shall apply to new stationary sources and modifications which result in either:

  a. A net increase in emissions of 250 or more pounds during any day of any pollutant for which there is a national ambient air quality standard (excluding carbon monoxide), or any precursor of such a pollutant; or

  b. A net increase in emissions of 2,500 or more pounds of carbon monoxide during any day.

- **SCAPCD Rule 6.4-A (Construction Permit Standards for Hazardous Air Pollutants**) – This rule requires the installation of best available control technology for toxics (T-BACT) at any constructed or reconstructed major source of hazardous air pollutants (HAPs).

- **SCAPCD Rule 8.1-A (Benzene Emissions From Retail Service Stations)** – To comply with California Code of Regulations, Section 93101, by reducing airborne benzene emissions from retail service stations. Requirements under California Code of Regulations Section 93101 for Phase I and Phase II vapor recovery systems are as follows:

  A. Phase I – "No owner or operator shall transfer, permit the transfer, or provide equipment for the transfer of gasoline, and no other person shall transfer gasoline from a gasoline delivery tank equipped with a vapor recovery system into a stationary storage tank at a retail service station unless an ARB-certified Phase I vapor recovery system is installed on the stationary storage tank and used during the transfer."

  B. Phase II – "No owner or operator shall transfer, permit the transfer or provide equipment for the transfer of gasoline from a stationary storage tank at a retail service station into a motor vehicle fuel tank unless an ARB-certified Phase II vapor recovery system is installed and used during the transfer.

  In addition to the Phase I and II requirements under SCAPCD Rule 8.1, the operator of each retail facility using a Phase II vapor recovery system shall conspicuously post operating instructions for the system in the gasoline dispensing area. The instructions shall clearly describe how to fuel vehicles correctly with vapor recovery nozzles used at the station and shall include a warning that topping off may result in spillage or recirculation of gasoline and is prohibited. Furthermore, the instructions shall include a prominent display of the Siskiyou County Air Pollution Control District's or the ARB's toll-free telephone number for complaints.

All Phase I and Phase II gasoline vapor recovery equipment shall be installed as required by ARB certification and operated as recommended by the manufacturer and shall be maintained to be leak free, vapor tight, and in good working order.

2.3 Air Quality Emissions Impact Assessment

2.3.1 Thresholds of Significance

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. The Project would result in a significant impact to air quality if it would do any of the following:

1) Conflict with or obstruct implementation of any applicable air quality plan.

2) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for O_3 precursors).

3) Expose sensitive receptors to substantial pollutant concentrations.

4) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people).

Because the SCAPCD has no established thresholds for f air quality impacts. For the purpose of this analysis, emissions of criteria air pollutants are compared against current SCAPCD rules and regulations pertaining to air quality management. Section 6 "New Source Siting" Rule 6.1 – *Construction Permit Standards for Criteria Air Pollutants* includes thresholds for new stationary sources and are consistent with the New Source Review Rule 110 adopted by the Air Quality Management District as required by the CCAA. While the proposed Project is not considered a stationary source, in the absence of established CEQA-related thresholds, Project comparison to Rule 6.1 is appropriate. The thresholds of significance are summarized in Table 2-4 below:

Table 2-4. Rule 6.1 Thresholds of Significance – Pounds per Day

Threshold	Emissions (Maximum Pounds/Day)				
	NOx	ROG	CO	PM_{10}	$PM_{2.5}$
Significance Thresholds	250	250	2,500	250	250

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, the project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

2.3.2 Methodology

Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction-generated air pollutant emissions were calculated using CalEEMod model defaults for Siskiyou County. Operational air pollutant emissions were based on the Project site plans and the estimated traffic trip generation rates calculated by GHG (2019). Lastly, CalEEMod does not account for ROG emissions associated with gasoline vapors that are released during fuel dispensing activities. In order to calculate these emissions, the CAPCOA's *Gasoline Service Station Industry Wide Risk Assessment Guidelines* (1997) is employed.

Additionally, DPM and benzene concentrations associated with heavy-duty trucks and the proposed gasoline dispensing station as a result of Project operations were modeled using the HARP2 model provided by CARB, with regulatory default settings, to perform the dispersion and health risk modeling for this analysis. HARP2 implements the latest regulatory guidance to develop inputs to the U.S. EPA AERMOD dispersion model for dispersion and as the inputs for calculations for the various health risk levels. AERMOD is a steady-state plume model that incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of both surface and elevated sources, and both simple and complex terrain.

2.3.3 Impact Analysis

Construction-Related Criteria Air Quality Emissions

Emissions associated with Project construction would be temporary and short-term but have the potential to represent a significant air quality impact. Two basic sources of short-term emissions will be generated through Project construction: operation of the heavy-duty equipment (i.e., excavators, loaders, haul trucks) and the creation of fugitive dust during clearing and grading. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive PM emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation. Best Management Practices (BMPs) during construction activities would require taking actions to minimize fugitive dust emission from each fugitive dust source type which is part of any active or inactive operation by controlling the emission of fugitive dust during earth-moving, construction, demolition and conditions resulting in wind erosion.

Emissions associated with Project off-road equipment, worker commute trips, and ground disturbance were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See Attachment A for more information regarding the construction assumptions, including types of construction equipment used and Project duration used in this analysis.

Predicted maximum daily emissions attributable to Project construction are summarized in Table 2-5. Such emissions are short-term and of temporary duration, lasting only as long as Project construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAPCD Rule 6.1 thresholds of significance.

Table 2-5. Project Construction -Related Emissions

Construction Year	Pollutant					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Daily (pounds per day)						
Construction 2022	5.70	33.15	36.31	0.07	19.83	11.45
Construction 2023	5.40	27.98	35.47	0.07	2.47	1.48
Significance Threshold	250	250	2,500	250	250	250
Exceed Significance Threshold?	No	No	No	No	No	No

Source*: CalEEMod version 2016.3.2. Refer to Attachment A for Model Data Outputs.*
Notes*: Building construction, paving, and painting assumed to occur simultaneously.*

As shown in Table 2-5, emissions generated during Project construction would not exceed the SCAPCD Rule 6.1 thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutants.

Project Operations Criteria Air Quality Emissions

Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM_{10}, $PM_{2.5}$, CO, and SO_2 as well as O_3 precursors such as ROGs and NO_X. Project-generated increases in emissions would be predominantly associated with motor vehicle use. As previously described, operational air pollutant emissions were based on the Project site plans and the estimated traffic trip generation rates provided by GHD (2019). Long-term operational emissions attributable to the Project are identified in Table 2-6 and compared to the significance thresholds promulgated by SCAPCD Rule 6.1.

Table 2-6. Operational-Related Emissions (Regional Significance Analysis)

Emission Source	Pollutant (pounds per day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer Emissions						
Area	12.95	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.29	0.24	0.00	0.02	0.02
Mobile	0.98	29.61	5.65	0.08	1.18	0.33
Total:	13.96	29.91	5.89	0.08	1.20	0.36
Winter Emissions						
Area	12.95	0.00	0.00	0.00	0.00	0.00
Energy	0.03	0.29	0.24	0.00	0.02	0.02
Mobile	1.02	28.93	7.76	0.07	1.18	0.34
Total:	14.00	29.22	8.01	0.07	1.20	0.36
Significance Threshold	250	250	2,500	250	250	250
Exceed Significance Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2016.3.2. Operational emissions were calculated using a combination of model defaults for Siskiyou County and a calculated project trip generation rate of 511 average daily trips (GHD 2019). Refer to Attachment A for Model Data Outputs.
Area source emissions for the gasoline station include ROG released gasoline vapor during dispensing activities. Gasoline vapor emissions are calculated based on an emission factor of 1.27 pounds per 1,000 gallons of gasoline dispensed (CAPCOA 1997) and the prediction of 3,600,000 gallons of gasoline dispensed annually as provided by the Project applicant [(3,600,000/1,000) x 1.27 = 4,572 pounds annually. 4,572 /365) = 12.52 pounds daily].

As shown in Table 2-6, the proposed Project's emissions would not exceed the SCAPCD Rule 6.1 thresholds of significance for any criteria air pollutants during operation.

Project Consistency with SCAPCD Air Quality Planning

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. The SIP is a legal agreement between each state and the federal government to commit resources to improving air quality. It serves as the template for conducting regional and project-level air quality analysis. CARB is the lead agency for developing the SIP in California. Local air districts prepare air quality attainment plans or air quality management plans and submit them to CARB for review, approval, and incorporation into the applicable SIP. The air districts develop the strategies stated in the SIPs for achieving air quality standards on a regional basis. As identified in Table 2-3, the Project region of the NPAB is classified as attainment or unclassified for all federal standards (CARB 2019). Therefore, there is no SIP required for Siskiyou County.

Exposure of Sensitive Receptors to Toxic Air Contaminants

As previously described, sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. As previously stated, the nearest sensitive land use receptor consists of a single-family residence 660 feet southwest of the Project site beyond the Project Access Roadway and RV Park.

Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term emissions of DPM, ROG, NOx, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The City of Yreka portion of the NPAB is listed as an attainment area for all state and federal standards. Thus, existing emission levels in the Project portion of the NPAB are currently at acceptable levels. Additionally, as shown in Table 2-5 the Project would not exceed the SCAPCD Rule 6.1 significance thresholds for construction emissions.

The health effects associated with O_3 are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O_3 precursor emissions (ROG or NOx) in excess of the SCAPCD thresholds, the Project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAPCD Rule 6.1 thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary toxic air contaminant (TAC) of concern. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions of exhaust $PM_{2.5}$, considered a surrogate for DPM, would be 1.48 pounds/day during construction (see Attachment A). $PM_{2.5}$ exhaust is considered a surrogate for DPM because more than 90 percent of DPM is less than 1 microgram in diameter and therefore is a subset of particulate matter under 2.5 microns in diameter (i.e., $PM_{2.5}$). Most $PM_{2.5}$ derives from combustion, such as use of gasoline and diesel fuels by motor vehicles. As with O_3 and NOx, the Project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAPCD Rule 6.1 thresholds.

Accordingly, the Project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, Project construction would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants.

Operational Air Contaminants

Health Risk

Operation of the proposed Project would result in the development of sources of air toxins. Specifically, the Project would be a source of gasoline vapors such as benzene, methyl tertiary-butyl ether, toluene, and xylene. Additionally, the Project would be a source of DPM generated by Project vehicular traffic exiting and entering I-5 and traveling on local roadways to the Project site.

CARB identifies benzene as the primary TAC of concern associated with gas stations. Benzene is highly carcinogenic and occurs throughout California. According to CAPCOA, benzene is the most important substance driving cancer risk, while xylene, another air toxic associated with gasoline stations, is the only substance which is associated with acute adverse health effects (CAPCOA 1997). According to CAPCOA, not until the benzene emissions are three orders of magnitude above the rate of an increase of 10 per million cancer risk, do the emissions of xylene begin to cause acute adverse health effects. The SCAPCD has stringent requirements for the control of gasoline vapor emissions from gasoline dispensing facilities. SCAPCD Rule 8.1, *Benzene Emissions From Retail Service Stations*, prohibits the transfer or allowance of the transfer of gasoline into stationary tanks at a gasoline-dispensing facility unless a CARB-certified Phase I vapor recovery system is used. Additionally, Rule 8.1 further prohibits the transfer or allowance of the transfer of gasoline from stationary tanks into motor vehicle fuel tanks at a gasoline-dispensing facility unless a CARB-certified Phase II vapor recovery system is used during each transfer. Vapor recovery systems collect gasoline vapors that would otherwise escape into the air during bulk fuel delivery (Phase I) or fuel storage and vehicle refueling (Phase II). Phase I vapor recovery system components include the couplers that connect tanker trucks to the underground tanks, spill containment drain valves, overfill prevention devices, and vent pressure/vacuum valves. Phase II vapor recovery system components include gasoline dispensers, nozzles, piping, break away, hoses, face plates, vapor processors, and system monitors.

Stationary sources having the potential to emit TACs, including gas stations, are required to obtain permits from the SCAPCD. Permits may be granted to these operations provided they are operated in accordance with applicable SCAPCD rules and regulations. SCAPCD's gasoline station permitting process provides for the review of gasoline TAC emissions in order to evaluate potential public exposure and health risk, to mitigate potentially significant health risks resulting from these exposures, and to provide net health risk benefits by improving the level of control when existing sources are modified or replaced. SCAPCD's permitting procedures require substantial control of emissions, and permits are not issued unless TAC risk screening or TAC risk assessment can show that risks are not significant. In addition, California has statewide limits on the benzene content in gasoline, which greatly reduces the toxic potential of gasoline emissions.

Additionally, CARB identified DPM as a TAC in 1998. Mobile sources (including trucks, buses, automobiles, trains, ships, and farm equipment) are by far the largest source of diesel emissions. The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which are toxic. Diesel exhaust is composed of two phases, either gas or particulate – both contribute to the risk. The gas phase is composed of many of the urban hazardous air pollutants, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde, and polycyclic aromatic hydrocarbons. The particulate phase has many different types that can be classified by size or composition. The sizes of diesel particulates of greatest health concern are fine and ultrafine particles. These particles may be composed of elemental carbon with adsorbed compounds such as organics, sulfates, nitrates, metals, and other trace elements. Diesel exhaust is emitted from a broad range of on- and off-road diesel engines.

Carcinogenic Risk

Cancer risk calculations for existing residential receptors are based on 70-, 30-, and 9-year exposure periods to continual traffic exhaust generated by Project traffic within 0.25 miles of the Project site and continual gasoline dispensing operations achieving the estimated throughput of 3,600,000 gallons each year. The calculated cancer risk accounts for 350 days per year of exposure to existing residential receptors. Instead health risk calculations conservatively account for the equivalent exposure of continual outdoor living. The calculated carcinogenic risk at Project vicinity receptors is depicted in Table 2-7.

Table 2-7. Cancer Risk Summary by Pollutant

Exposure Scenario	Benzene	DPM	Ethyl Benzene	Naphthalene	Total Risk
70-Year Exposure Resident	0.139	9.652	0.00284	0.00015	9.794
30-Year Exposure Resident	0.117	8.132	0.00239	0.00012	8.251
9-Year Exposure Resident	0.081	5.652	0.00166	0.00009	5.735
25-Year Exposure Worker	0.024	0.768	0.00049	0.00003	0.792
30-Year Exposure (School)	0.015	0.643	0.00031	0.00002	0.658
Significance Threshold					10

Source: ECORP Consulting 2021. Refer to Attachment B for Model Data Outputs.

As shown, impacts related to cancer risk for all modeled scenarios would be below the 10 in one million threshold.

Non-Carcinogenic Risk

In addition to cancer risk, the significance thresholds for TAC exposure requires an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the reference exposure level for that substance.

An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the reference exposure level. The highest maximum chronic and acute hazard indexes for residents, workers and school children as a result of the proposed Project site as a result of DPM and gasoline related TACs exposure is shown in Table 2-8.

Table 2-8. Non-Carcinogenic Health Risk Summary

Exposure Scenario	Maximum Residential Hazard	Maximum Worker Hazard	Maximum Sensitive Receptor Hazard
Chronic Hazard Index	0.0018	7.20E-03	0.0001
Acute Hazard Index	0.050	0.26	0.016
Significance Threshold	1	1	1

Source: ECORP Consulting 2021. Refer to Attachment B for Model Data Outputs.

As shown, impacts related to non-cancer risk (chronic and acute hazard index) as a result of the Project site would not surpass significance thresholds.

Naturally Occurring Asbestos

Another potential air quality issue associated with construction-related activities is the airborne entrainment of asbestos due to the disturbance of naturally-occurring asbestos-containing soils. The proposed Project is not located within an area designated by the State of California as likely to contain naturally-occurring asbestos (Department of Conservation [DOC] 2000). As a result, construction-related activities would not be anticipated to result in increased exposure of sensitive land uses to asbestos.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. In 1993, much of the state was designated nonattainment under the California Ambient Air Quality Standards (CAAQS) and NAAQS for CO. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions

control technologies, CO concentration across the entire state is now designated as attainment. Detailed modeling of Project-specific CO "hot spots" is not necessary and thus this potential impact is addressed qualitatively.

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the South Coast Air Quality Management District's *1992 Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the South Coast Air Quality Management District as part of the 2003 AQMP can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). In order to establish a more accurate record of baseline CO concentrations affecting the South Coast Air Basin, a CO "hot spot" analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway.

Similar considerations are also employed by other air districts when evaluating potential CO concentration impacts. Specifically, the Bay Area Air Quality Management District (BAAQMD), the air district for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

According to the traffic analysis prepared for the Project (GHD 2019), the Project is anticipated to generate 511 daily trips on average. Because the proposed Project would not increase traffic volumes at any intersection to more than 100,000 vehicles per day, or even 44,000 vehicles per day, there is no likelihood of the Project traffic exceeding CO values. CO "hot spots" are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile source emissions would not be a concern.

Odors

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to

smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

During construction, the proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Given that there are no natural topographic features (e.g., canyon walls) or manmade structures (e.g., tall buildings) that would potentially trap such emissions, construction-related odors would occur at magnitudes that would not affect substantial numbers of people.

The Project site could be considered a source of unpleasant odors by some given its proposed use as a gasoline dispensing station; however, as previously stated, SCAPCD has stringent requirements for the control of gasoline vapor emissions from gasoline-dispensing facilities as articulated in SCAPCD Rule 4.7. Adherence to these rules would ensure a substantial number of people are not adversely affected by operational odor emissions.

3.0 GREENHOUSE GAS EMISSIONS

3.1 Greenhouse Gas Setting

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead trapped, resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth. Without the greenhouse effect, the earth would not be able to support life as we know it.

Prominent GHGs contributing to the greenhouse effect are CO_2, methane (CH_4), and N_2O. Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Fluorinated gases include chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride; however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic factors together (Intergovernmental Panel on Climate Change [IPCC] 2014).

Table 3-1 describes the primary GHGs attributed to global climate change, including their physical properties, primary sources, and contributions to the greenhouse effect.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps over 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2 (IPCC 2014). Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e), which weight each gas by its global warming potential. Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged

over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere (IPCC 2013).

Table 3-1. Greenhouse Gases

Greenhouse Gas	Description
CO_2	Carbon dioxide is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere.[1]
CH_4	Methane is a colorless, odorless gas and is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (intestinal fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of CH_4 to the atmosphere. Natural sources of CH_4 include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. The atmospheric lifetime of CH_4 is about12 years.[2]
N_2O	Nitrous oxide is a clear, colorless gas with a slightly sweet odor. Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years.[3]

Sources: [1]USEPA 2016a, [2] USEPA 2016b, [3] USEPA 2016c

The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; it is sufficient to say the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature or to global, local, or microclimates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

3.1.1 Sources of Greenhouse Gas Emissions

In 2020, CARB released the 2020 edition of the California GHG inventory covering calendar year 2018 emissions. In 2018, California emitted 425.3 million gross metric tons of CO_2e including from imported electricity. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2018, accounting for approximately 30 percent of total GHG emissions in the state. This sector was followed by the industrial sector (21 percent) and the electric power sector including both in-state and out-of-state sources (15 percent) (CARB 2020c). Emissions of CO_2 are byproducts of fossil fuel combustion. CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. N_2O is also largely attributable to agricultural practices and soil management. Carbon dioxide sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (CO_2 dissolving into the water), respectively, two of the most common processes for removing CO_2 from the atmosphere.

3.2 Regulatory Framework

3.2.1 State

Executive Order S-3-05

Executive Order (EO) S-3-05, signed by Governor Arnold Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the EO established total GHG emission targets for the state. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

Assembly Bill 32 Climate Change Scoping Plan and Updates

In 2006, the California legislature passed Assembly Bill (AB) 32 (Health and Safety Code § 38500 et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires CARB to design and implement feasible and cost-effective emission limits, regulations, and other measures, such that statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions). Pursuant to AB 32, CARB adopted a Scoping Plan in December 2008, which outlines measures to meet the 2020 GHG reduction goals. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by the end of 2020.

The Scoping Plan is required by AB 32 to be updated at least every five years. The latest update, the 2017 Scoping Plan Update, addresses the 2030 target established by Senate Bill (SB) 32 as discussed below and establishes a proposed framework of action for California to meet a 40 percent reduction in GHG emissions by 2030 compared to 1990 levels. The key programs that the Scoping Plan Update builds on include increasing the use of renewable energy in the state, the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and reduction of methane emissions from agricultural and other wastes.

Executive Order B-30-15

On April 20, 2015 Governor Brown signed EO B-30-15 to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's EO aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union, which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2˚C, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include § 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by Executive Order (EO) B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

Senate Bill 100 of 2018

In 2018, SB 100 was signed by Governor Brown, codifying a goal of 60 percent renewable procurement by 2030 and 100 percent by 2045 Renewables Portfolio Standard.

2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings

The Building and Efficiency Standards (Energy Standards) were first adopted and put into effect in 1978 and have been updated periodically in the intervening years. These standards are a unique California asset that have placed the State on the forefront of energy efficiency, sustainability, energy independence and climate change issues. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The 2019 standards are a major step toward meeting Zero Net Energy. The most significant efficiency improvement to the residential Standards include the introduction of photovoltaic into the perspective package, improvements for attics, walls, water heating and lighting. Buildings permitted on or after January 1, 2020, must comply with the 2019 Standards.

In 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CalGreen Building Standard (CalGreen), and establishes voluntary and mandatory standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. Like Part 6 of Title 24, the CalGreen standards are periodically updated, with increasing energy savings and efficiencies associated with each code update. CalGreen contains voluntary "Tier 1" and "Tier 2" standards that are not mandatory statewide but could be required by a City or County. These are 'reach' standards that can be adopted by local jurisdictions and may be incorporated as mandatory standards in future code cycles.

Phase I and 2 Heavy-Duty Vehicle GHG Standards

CARB has adopted a new regulation for GHG emissions from heavy-duty trucks and engines sold in California. It establishes GHG emission limits on truck and engine manufacturers and harmonizes with the USEPA rule for new trucks and engines nationally. Existing heavy-duty truck vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG requirements to implement SmartWay strategies (i.e., the Heavy-Duty Tractor-Trailer Greenhouse Gas Regulation), and in-use fleet

retrofit requirements such as the Truck and Bus Regulation. In September 2011, the USEPA adopted their new rule for heavy-duty trucks and engines. The USEPA rule has compliance requirements for new compression and spark ignition engines, as well as trucks from Class 2b through Class 8. Compliance requirements begin with model year 2014 with stringency levels increasing through model year 2018. The rule organizes truck compliance into three groupings, which include a) heavy-duty pickups and vans; b) vocational vehicles; and c) combination tractors. The USEPA rule does not regulate trailers. CARB staff has worked jointly with the USEPA and the National Highway Traffic Safety Administration (NHTSA) on the next phase of federal GHG emission standards for medium-duty trucks and heavy-duty truck vehicles, called federal Phase 2. The federal Phase 2 standards were built on the improvements in engine and vehicle efficiency required by the Phase 1 emission standards and represent a significant opportunity to achieve further GHG reductions for 2018 and later model year heavy-duty truck vehicles, including trailers. In February 2019, the Office of Administrative Law (OAL) approved the Phase 2 Heavy-Duty Vehicle GHG Standards and became effective April 1, 2019. The Phase 2 GHG standards are needed to offset projected vehicle miles traveled (VMT) growth and keep heavy-duty truck CO_2 emissions declining. The federal Phase 2 standards establish for the first time, federal emissions requirements for trailers hauled by heavy-duty tractors. The federal Phase 2 standards are more technology-forcing than the federal Phase 1 standards, requiring manufacturers to improve existing technologies or develop new technologies to meet the standards. The federal Phase 2 standards for tractors, vocational vehicles, and heavy-duty pick-up trucks and vans (PUVs) will be phased-in from 2021-2027, additionally for trailers, the standards are phased-in from 2018 (2020 in California) through 2027.

3.3 Greenhouse Gas Emissions Impact Assessment

3.3.1 Thresholds of Significance

The impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. The Project would result in a significant impact to GHG emissions if it would:

1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

2) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases or

The Appendix G thresholds for GHG's do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA. With respect to GHG emissions, the CEQA Guidelines § 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The CEQA Guidelines note that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or other performance-based standards." (14 California Code of Regulations [CCR] 15064.4(b)). A lead agency may use a "model or methodology" to estimate GHG emissions and has the

discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the Project's incremental contribution to climate change." (14 CCR 15064.4(c)). Section 15064.4(b) provides that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.

2. Whether the Project emissions exceed a threshold of significance that the lead agency determines applies to the Project.

3. The extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4(b)).

In addition, Section 15064.7(c) of the CEQA Guidelines specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines § 15130(f)). As a note, the CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Significance thresholds for GHG emissions resulting from land use development projects have not been established in Siskiyou County. In the absence of any GHG emission significance thresholds, the projected emissions are compared to the South Coast Air Quality Management District's recommended threshold of 3,000 metric tons of CO_2e annually. While significance thresholds used in Southern California are not binding in the County or Yreka, they are instructive for comparison purposes. The Project would be considered to have a significant impact if the projected emissions would surpass 3,000 metric tons of CO_2e annually. This threshold is based on evidence that 90 percent of CO_2e emissions are from CEQA projects that exceed 3,000 metric tons CO_2e per year. The 3,000 metric tons of CO_2e per year value is typically used in defining small projects within an air basin that are considered less than significant because it represents less than one percent of future 2050 statewide GHG emissions target and the lead agency can provide more efficient implementation of CEQA by focusing its scarce resources on the top 90 percent. Land use projects above the 3,000 metric tons of CO_2e per year level would fall within the 90 percent of largest projects that are worth mitigating without wasting scarce financial, governmental, physical and social resources. Both cumulatively and individually, projects that generate less than 3,000 metric tons CO_2e per year have a negligible contribution to overall emissions.

3.3.2 Methodology

Where GHG emission quantification was required, emissions were modeled using CalEEMod, version 2016.3.2. As described earlier, CalEEMod is a statewide land use emissions computer model designed to quantify potential GHG emissions associated with both construction and operations from a variety of land use projects. Construction generated GHG emissions were calculated using a combination of model defaults for Siskiyou County and Project site plans. Operational GHG emissions were calculated using a combination of model defaults for Siskiyou County and an estimated Project trip generation rate of 511 average daily trips provided by GHD (2019).

3.3.3 Impact Analysis

Generation of GHG Emissions

Construction

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 3-2 illustrates the specific construction generated GHG emissions that would result from construction of the proposed Project. Once construction is complete, the generation of these GHG emissions would cease.

The projected GHG emissions were estimated by ECORP Consulting, Inc. using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. Projected GHGs from construction have been quantified, amortized over the life of the proposed Project (estimated at 30 years), and added to the annual average operational emissions. Table 3-2 summarizes the direct and indirect annual GHG emissions level associated with the proposed Project.

Table 3-2. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/ Year)
Year 2022	626
Year 2022	134
Project Construction Total Emissions	760

Source: *CalEEMod version 2016.3.2. Refer to Attachment C for Model Data Outputs.*

As shown in Table 3-2, Project construction would result in the generation of approximately 760 metric tons of CO_2e over the course of 2 years of construction. Once construction is complete, the generation of these GHG emissions would cease. Total construction GHG emissions have been amortized over the estimated life of a project, considered 30 years, and added to the annual average operational emissions. The amortized construction emissions are added to the annual average operational emissions of the proposed Project.

Operations

Operation of the Project would result in an increase in GHG emissions primarily associated with motor vehicle trips and onsite energy sources. Long-term operational GHG emissions attributed to the Project are identified in Table 3-3.

Table 3-3. Operational-Related Greenhouse Gas Emissions

Emission Source	CO_2e (Metric Tons/ Year)
Construction Emissions (amortized over the 30-year life of the Project)	25
Area Source	0
Energy	156
Mobile	1,283
Waste	59
Water	9
Total Emissions	1,532

Source: CalEEMod version 2016.3.2. Operational emissions were calculated using a combination of model defaults for the County and an estimated Project trip generation rate of 511 average daily trips. Refer to Attachment C for Model Data Outputs.

As shown in Table 3-3, the total amount of Project-related GHG emissions from direct and indirect sources combined would total 1,532 metric tons of CO_2e annually.

Conflict with any Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases

The City of Yreka does not currently have an adopted plan for the purpose of reducing GHG emissions. However, as previously described the State of California promulgates several mandates and goals to reduce statewide GHG emissions, including the goal to reduce statewide GHG emissions to 40 percent below 1990 levels by the year 2030 and 80 percent below 1990 levels by the year 2050 (SB 32). The proposed Project is subject to compliance with SB 32. As discussed previously, the proposed project generated GHG emissions would not surpass GHG significance thresholds, which were prepared with the purpose of complying with these requirements.

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LIST OF ATTACHMENTS

Attachment A – CalEEMod Output Files Criteria Air Pollutants

Attachment C – Health Risk Assessment

Attachment B – CalEEMod Output Files Greenhouse Gas Emissions

ATTACHMENT A

CalEEMod Output Files – Criteria Air Pollutants

Yreka Truck Stop

Siskiyou County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	4.50	Acre	4.50	196,020.00	0
High Turnover (Sit Down Restaurant)	9.12	1000sqft	0.21	9,120.00	0
Convenience Market With Gas Pumps	3.18	1000sqft	0.07	3,180.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	85
Climate Zone	14			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Combining Construction, Paving, Architectural Coating as these phases typically happen simultaneously

Vehicle Trips - ADT updated to match traffic report. ADT= 511

Fleet Mix - Fleet mix updated per traffic report

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	230.00

tblConstructionPhase	NumDays	18.00	230.00
tblConstructionPhase	PhaseEndDate	3/28/2023	3/2/2023
tblConstructionPhase	PhaseEndDate	4/21/2023	3/2/2023
tblConstructionPhase	PhaseStartDate	3/3/2023	4/15/2022
tblConstructionPhase	PhaseStartDate	3/29/2023	4/15/2022
tblFleetMix	HHD	0.12	0.51
tblFleetMix	HHD	0.12	0.51
tblFleetMix	HHD	0.12	0.51
tblFleetMix	LDA	0.51	0.35
tblFleetMix	LDA	0.51	0.35
tblFleetMix	LDA	0.51	0.35
tblFleetMix	LDT1	0.03	0.03
tblFleetMix	LDT1	0.03	0.03
tblFleetMix	LDT1	0.03	0.03
tblFleetMix	LDT2	0.18	0.03
tblFleetMix	LDT2	0.18	0.03
tblFleetMix	LDT2	0.18	0.03
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tblFleetMix	LHD1	0.03	0.02
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tblFleetMix	MDV	0.11	0.05

tblFleetMix	MDV	0.11	0.05
tblFleetMix	MDV	0.11	0.05
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tblVehicleTrips	ST_TR	158.37	41.54
tblVehicleTrips	SU_TR	1,182.08	41.54
tblVehicleTrips	SU_TR	131.84	41.54
tblVehicleTrips	WD_TR	845.60	41.54
tblVehicleTrips	WD_TR	127.15	41.54

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	5.7040	33.1510	36.3095	0.0700	18.2141	1.6139	19.8280	9.9699	1.4848	11.4547	0.0000	6,796.7563	6,796.7563	1.3193	0.0000	6,829.7385
2023	5.4032	27.9752	35.4661	0.0695	1.2492	1.2191	2.4682	0.3366	1.1437	1.4803	0.0000	6,746.6042	6,746.6042	1.2881	0.0000	6,778.8063
Maximum	**5.7040**	**33.1510**	**36.3095**	**0.0700**	**18.2141**	**1.6139**	**19.8280**	**9.9699**	**1.4848**	**11.4547**	**0.0000**	**6,796.7563**	**6,796.7563**	**1.3193**	**0.0000**	**6,829.7385**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	5.7040	33.1510	36.3095	0.0700	18.2141	1.6139	19.8280	9.9699	1.4848	11.4547	0.0000	6,796.7563	6,796.7563	1.3193	0.0000	6,829.7385
2023	5.4032	27.9752	35.4661	0.0695	1.2492	1.2191	2.4682	0.3366	1.1437	1.4803	0.0000	6,746.6042	6,746.6042	1.2881	0.0000	6,778.8063
Maximum	**5.7040**	**33.1510**	**36.3095**	**0.0700**	**18.2141**	**1.6139**	**19.8280**	**9.9699**	**1.4848**	**11.4547**	**0.0000**	**6,796.7563**	**6,796.7563**	**1.3193**	**0.0000**	**6,829.7385**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4482	2.0000e-005	1.7100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.6800e-003	3.6800e-003	1.0000e-005		3.9200e-003
Energy	0.0320	0.2908	0.2443	1.7400e-003		0.0221	0.0221		0.0221	0.0221		348.9675	348.9675	6.6900e-003	6.4000e-003	351.0413
Mobile	0.9770	29.6143	5.6465	0.0772	1.1532	0.0233	1.1766	0.3122	0.0222	0.3344		8,065.7049	8,065.7049	0.7353		8,084.0872
Total	**1.4573**	**29.9051**	**5.8925**	**0.0790**	**1.1532**	**0.0455**	**1.1987**	**0.3122**	**0.0443**	**0.3565**		**8,414.6761**	**8,414.6761**	**0.7420**	**6.4000e-003**	**8,435.1324**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4482	2.0000e-005	1.7100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.6800e-003	3.6800e-003	1.0000e-005		3.9200e-003
Energy	0.0320	0.2908	0.2443	1.7400e-003		0.0221	0.0221		0.0221	0.0221		348.9675	348.9675	6.6900e-003	6.4000e-003	351.0413
Mobile	0.9770	29.6143	5.6465	0.0772	1.1532	0.0233	1.1766	0.3122	0.0222	0.3344		8,065.7049	8,065.7049	0.7353		8,084.0872
Total	**1.4573**	**29.9051**	**5.8925**	**0.0790**	**1.1532**	**0.0455**	**1.1987**	**0.3122**	**0.0443**	**0.3565**		**8,414.6761**	**8,414.6761**	**0.7420**	**6.4000e-003**	**8,435.1324**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2022	3/28/2022	5	20	
2	Site Preparation	Site Preparation	3/29/2022	4/4/2022	5	5	
3	Grading	Grading	4/5/2022	4/14/2022	5	8	
4	Building Construction	Building Construction	4/15/2022	3/2/2023	5	230	
5	Paving	Paving	4/15/2022	3/2/2023	5	230	
6	Architectural Coating	Architectural Coating	4/15/2022	3/2/2023	5	230	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 4.5

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 18,450; Non-Residential Outdoor: 6,150; Striped Parking Area: 11,761 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	87.00	34.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**		**1.2427**	**1.2427**		**1.1553**	**1.1553**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0928	0.0563	0.5953	1.2700e-003	0.1232	1.1000e-003	0.1243	0.0327	1.0100e-003	0.0337		126.3670	126.3670	5.9300e-003		126.5154
Total	**0.0928**	**0.0563**	**0.5953**	**1.2700e-003**	**0.1232**	**1.1000e-003**	**0.1243**	**0.0327**	**1.0100e-003**	**0.0337**		**126.3670**	**126.3670**	**5.9300e-003**		**126.5154**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**		**1.2427**	**1.2427**		**1.1553**	**1.1553**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0928	0.0563	0.5953	1.2700e-003	0.1232	1.1000e-003	0.1243	0.0327	1.0100e-003	0.0337		126.3670	126.3670	5.9300e-003		126.5154
Total	**0.0928**	**0.0563**	**0.5953**	**1.2700e-003**	**0.1232**	**1.1000e-003**	**0.1243**	**0.0327**	**1.0100e-003**	**0.0337**		**126.3670**	**126.3670**	**5.9300e-003**		**126.5154**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**18.0663**	**1.6126**	**19.6788**	**9.9307**	**1.4836**	**11.4143**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1113	0.0675	0.7144	1.5300e-003	0.1479	1.3200e-003	0.1492	0.0392	1.2200e-003	0.0404		151.6405	151.6405	7.1200e-003		151.8185
Total	**0.1113**	**0.0675**	**0.7144**	**1.5300e-003**	**0.1479**	**1.3200e-003**	**0.1492**	**0.0392**	**1.2200e-003**	**0.0404**		**151.6405**	**151.6405**	**7.1200e-003**		**151.8185**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**18.0663**	**1.6126**	**19.6788**	**9.9307**	**1.4836**	**11.4143**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1113	0.0675	0.7144	1.5300e-003	0.1479	1.3200e-003	0.1492	0.0392	1.2200e-003	0.0404		151.6405	151.6405	7.1200e-003		151.8185
Total	**0.1113**	**0.0675**	**0.7144**	**1.5300e-003**	**0.1479**	**1.3200e-003**	**0.1492**	**0.0392**	**1.2200e-003**	**0.0404**		**151.6405**	**151.6405**	**7.1200e-003**		**151.8185**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**6.5523**	**0.9409**	**7.4932**	**3.3675**	**0.8656**	**4.2331**		**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0928	0.0563	0.5953	1.2700e-003	0.1232	1.1000e-003	0.1243	0.0327	1.0100e-003	0.0337		126.3670	126.3670	5.9300e-003		126.5154
Total	**0.0928**	**0.0563**	**0.5953**	**1.2700e-003**	**0.1232**	**1.1000e-003**	**0.1243**	**0.0327**	**1.0100e-003**	**0.0337**		**126.3670**	**126.3670**	**5.9300e-003**		**126.5154**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**6.5523**	**0.9409**	**7.4932**	**3.3675**	**0.8656**	**4.2331**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0928	0.0563	0.5953	1.2700e-003	0.1232	1.1000e-003	0.1243	0.0327	1.0100e-003	0.0337		126.3670	126.3670	5.9300e-003		126.5154
Total	**0.0928**	**0.0563**	**0.5953**	**1.2700e-003**	**0.1232**	**1.1000e-003**	**0.1243**	**0.0327**	**1.0100e-003**	**0.0337**		**126.3670**	**126.3670**	**5.9300e-003**		**126.5154**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1666	3.8048	1.0172	0.0106	0.2305	0.0138	0.2443	0.0664	0.0132	0.0795		1,111.2107	1,111.2107	0.0728		1,113.0305
Worker	0.5381	0.3262	3.4528	7.3700e-003	0.7147	6.3900e-003	0.7211	0.1896	5.8900e-003	0.1955		732.9288	732.9288	0.0344		733.7893
Total	**0.7048**	**4.1310**	**4.4700**	**0.0180**	**0.9452**	**0.0201**	**0.9654**	**0.2560**	**0.0190**	**0.2750**		**1,844.1396**	**1,844.1396**	**0.1072**		**1,846.8198**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1666	3.8048	1.0172	0.0106	0.2305	0.0138	0.2443	0.0664	0.0132	0.0795		1,111.2107	1,111.2107	0.0728		1,113.0305
Worker	0.5381	0.3262	3.4528	7.3700e-003	0.7147	6.3900e-003	0.7211	0.1896	5.8900e-003	0.1955		732.9288	732.9288	0.0344		733.7893
Total	**0.7048**	**4.1310**	**4.4700**	**0.0180**	**0.9452**	**0.0201**	**0.9654**	**0.2560**	**0.0190**	**0.2750**		**1,844.1396**	**1,844.1396**	**0.1072**		**1,846.8198**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1258	3.0843	0.8630	0.0105	0.2305	4.1700e-003	0.2347	0.0664	3.9800e-003	0.0704		1,097.8822	1,097.8822	0.0532		1,099.2116
Worker	0.4994	0.2896	3.0573	7.1000e-003	0.7147	6.1000e-003	0.7208	0.1896	5.6100e-003	0.1952		706.2672	706.2672	0.0301		707.0205
Total	**0.6252**	**3.3738**	**3.9203**	**0.0176**	**0.9452**	**0.0103**	**0.9555**	**0.2560**	**9.5900e-003**	**0.2656**		**1,804.1493**	**1,804.1493**	**0.0833**		**1,806.2322**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1258	3.0843	0.8630	0.0105	0.2305	4.1700e-003	0.2347	0.0664	3.9800e-003	0.0704		1,097.8822	1,097.8822	0.0532		1,099.2116
Worker	0.4994	0.2896	3.0573	7.1000e-003	0.7147	6.1000e-003	0.7208	0.1896	5.6100e-003	0.1952		706.2672	706.2672	0.0301		707.0205
Total	**0.6252**	**3.3738**	**3.9203**	**0.0176**	**0.9452**	**0.0103**	**0.9555**	**0.2560**	**9.5900e-003**	**0.2656**		**1,804.1493**	**1,804.1493**	**0.0833**		**1,806.2322**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504		1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.0513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0278**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**		**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1237	0.0750	0.7938	1.6900e-003	0.1643	1.4700e-003	0.1658	0.0436	1.3500e-003	0.0449		168.4894	168.4894	7.9100e-003		168.6872
Total	**0.1237**	**0.0750**	**0.7938**	**1.6900e-003**	**0.1643**	**1.4700e-003**	**0.1658**	**0.0436**	**1.3500e-003**	**0.0449**		**168.4894**	**168.4894**	**7.9100e-003**		**168.6872**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504	0.0000	1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.0513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0278**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**	**0.0000**	**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1237	0.0750	0.7938	1.6900e-003	0.1643	1.4700e-003	0.1658	0.0436	1.3500e-003	0.0449		168.4894	168.4894	7.9100e-003		168.6872
Total	**0.1237**	**0.0750**	**0.7938**	**1.6900e-003**	**0.1643**	**1.4700e-003**	**0.1658**	**0.0436**	**1.3500e-003**	**0.0449**		**168.4894**	**168.4894**	**7.9100e-003**		**168.6872**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.0513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9693**	**8.7903**	**12.1905**	**0.0189**		**0.4357**	**0.4357**		**0.4025**	**0.4025**		**1,805.4304**	**1,805.4304**	**0.5673**		**1,819.6122**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1148	0.0666	0.7028	1.6300e-003	0.1643	1.4000e-003	0.1657	0.0436	1.2900e-003	0.0449		162.3603	162.3603	6.9300e-003		162.5335
Total	**0.1148**	**0.0666**	**0.7028**	**1.6300e-003**	**0.1643**	**1.4000e-003**	**0.1657**	**0.0436**	**1.2900e-003**	**0.0449**		**162.3603**	**162.3603**	**6.9300e-003**		**162.5335**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.0513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9693**	**8.7903**	**12.1905**	**0.0189**		**0.4357**	**0.4357**		**0.4025**	**0.4025**	**0.0000**	**1,805.4304**	**1,805.4304**	**0.5673**		**1,819.6122**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1148	0.0666	0.7028	1.6300e-003	0.1643	1.4000e-003	0.1657	0.0436	1.2900e-003	0.0449		162.3603	162.3603	6.9300e-003		162.5335
Total	**0.1148**	**0.0666**	**0.7028**	**1.6300e-003**	**0.1643**	**1.4000e-003**	**0.1657**	**0.0436**	**1.2900e-003**	**0.0449**		**162.3603**	**162.3603**	**6.9300e-003**		**162.5335**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.8319					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**2.0364**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1052	0.0638	0.6747	1.4400e-003	0.1397	1.2500e-003	0.1409	0.0370	1.1500e-003	0.0382		143.2160	143.2160	6.7300e-003		143.3841
Total	**0.1052**	**0.0638**	**0.6747**	**1.4400e-003**	**0.1397**	**1.2500e-003**	**0.1409**	**0.0370**	**1.1500e-003**	**0.0382**		**143.2160**	**143.2160**	**6.7300e-003**		**143.3841**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.8319					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**2.0364**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1052	0.0638	0.6747	1.4400e-003	0.1397	1.2500e-003	0.1409	0.0370	1.1500e-003	0.0382		143.2160	143.2160	6.7300e-003		143.3841
Total	**0.1052**	**0.0638**	**0.6747**	**1.4400e-003**	**0.1397**	**1.2500e-003**	**0.1409**	**0.0370**	**1.1500e-003**	**0.0382**		**143.2160**	**143.2160**	**6.7300e-003**		**143.3841**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.8319					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**2.0235**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0976	0.0566	0.5974	1.3900e-003	0.1397	1.1900e-003	0.1408	0.0370	1.1000e-003	0.0381		138.0062	138.0062	5.8900e-003		138.1534
Total	**0.0976**	**0.0566**	**0.5974**	**1.3900e-003**	**0.1397**	**1.1900e-003**	**0.1408**	**0.0370**	**1.1000e-003**	**0.0381**		**138.0062**	**138.0062**	**5.8900e-003**		**138.1534**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.8319					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**2.0235**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0976	0.0566	0.5974	1.3900e-003	0.1397	1.1900e-003	0.1408	0.0370	1.1000e-003	0.0381		138.0062	138.0062	5.8900e-003		138.1534
Total	**0.0976**	**0.0566**	**0.5974**	**1.3900e-003**	**0.1397**	**1.1900e-003**	**0.1408**	**0.0370**	**1.1000e-003**	**0.0381**		**138.0062**	**138.0062**	**5.8900e-003**		**138.1534**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9770	29.6143	5.6465	0.0772	1.1532	0.0233	1.1766	0.3122	0.0222	0.3344		8,065.7049	8,065.7049	0.7353		8,084.0872
Unmitigated	0.9770	29.6143	5.6465	0.0772	1.1532	0.0233	1.1766	0.3122	0.0222	0.3344		8,065.7049	8,065.7049	0.7353		8,084.0872

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	132.10	132.10	132.10	70,857	70,857
High Turnover (Sit Down Restaurant)	378.84	378.84	378.84	439,560	439,560
Parking Lot	0.00	0.00	0.00		
Total	510.94	510.94	510.94	510,418	510,418

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.350000	0.030000	0.030000	0.050000	0.020000	0.005000	0.005000	0.510000	0.000000	0.000000	0.000000	0.000000	0.000000
High Turnover (Sit Down Restaurant)	0.350000	0.030000	0.030000	0.050000	0.020000	0.005000	0.005000	0.510000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.350000	0.030000	0.030000	0.050000	0.020000	0.005000	0.005000	0.510000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0320	0.2908	0.2443	1.7400e-003		0.0221	0.0221		0.0221	0.0221		348.9675	348.9675	6.6900e-003	6.4000e-003	351.0413
NaturalGas Unmitigated	0.0320	0.2908	0.2443	1.7400e-003		0.0221	0.0221		0.0221	0.0221		348.9675	348.9675	6.6900e-003	6.4000e-003	351.0413

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	62.8159	6.8000e-004	6.1600e-003	5.1700e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004		7.3901	7.3901	1.4000e-004	1.4000e-004	7.4340
High Turnover (Sit Down Restaurant)	2903.41	0.0313	0.2847	0.2391	1.7100e-003		0.0216	0.0216		0.0216	0.0216		341.5774	341.5774	6.5500e-003	6.2600e-003	343.6073
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0320**	**0.2908**	**0.2443**	**1.7500e-003**		**0.0221**	**0.0221**		**0.0221**	**0.0221**		**348.9675**	**348.9675**	**6.6900e-003**	**6.4000e-003**	**351.0413**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	0.0628159	6.8000e-004	6.1600e-003	5.1700e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004		7.3901	7.3901	1.4000e-004	1.4000e-004	7.4340
High Turnover (Sit Down Restaurant)	2.90341	0.0313	0.2847	0.2391	1.7100e-003		0.0216	0.0216		0.0216	0.0216		341.5774	341.5774	6.5500e-003	6.2600e-003	343.6073
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0320**	**0.2908**	**0.2443**	**1.7500e-003**		**0.0221**	**0.0221**		**0.0221**	**0.0221**		**348.9675**	**348.9675**	**6.6900e-003**	**6.4000e-003**	**351.0413**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4482	2.0000e-005	1.7100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.6800e-003	3.6800e-003	1.0000e-005		3.9200e-003
Unmitigated	0.4482	2.0000e-005	1.7100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.6800e-003	3.6800e-003	1.0000e-005		3.9200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1154					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3327					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.6800e-003	3.6800e-003	1.0000e-005		3.9200e-003
Total	**0.4482**	**2.0000e-005**	**1.7100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.6800e-003**	**3.6800e-003**	**1.0000e-005**		**3.9200e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1154					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3327					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.6800e-003	3.6800e-003	1.0000e-005		3.9200e-003
Total	**0.4482**	**2.0000e-005**	**1.7100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.6800e-003**	**3.6800e-003**	**1.0000e-005**		**3.9200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Yreka Truck Stop

Siskiyou County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	4.50	Acre	4.50	196,020.00	0
High Turnover (Sit Down Restaurant)	9.12	1000sqft	0.21	9,120.00	0
Convenience Market With Gas Pumps	3.18	1000sqft	0.07	3,180.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	85
Climate Zone	14			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Combining Construction, Paving, Architectural Coating as these phases typically happen simultaneously

Vehicle Trips - ADT updated to match traffic report. ADT= 511

Fleet Mix - Fleet mix updated per traffic report

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	230.00

tblConstructionPhase	NumDays	18.00	230.00
tblConstructionPhase	PhaseEndDate	3/28/2023	3/2/2023
tblConstructionPhase	PhaseEndDate	4/21/2023	3/2/2023
tblConstructionPhase	PhaseStartDate	3/3/2023	4/15/2022
tblConstructionPhase	PhaseStartDate	3/29/2023	4/15/2022
tblFleetMix	HHD	0.12	0.51
tblFleetMix	HHD	0.12	0.51
tblFleetMix	HHD	0.12	0.51
tblFleetMix	LDA	0.51	0.35
tblFleetMix	LDA	0.51	0.35
tblFleetMix	LDA	0.51	0.35
tblFleetMix	LDT1	0.03	0.03
tblFleetMix	LDT1	0.03	0.03
tblFleetMix	LDT1	0.03	0.03
tblFleetMix	LDT2	0.18	0.03
tblFleetMix	LDT2	0.18	0.03
tblFleetMix	LDT2	0.18	0.03
tblFleetMix	LHD1	0.03	0.02
tblFleetMix	LHD1	0.03	0.02
tblFleetMix	LHD1	0.03	0.02
tblFleetMix	LHD2	5.3590e-003	5.0000e-003
tblFleetMix	LHD2	5.3590e-003	5.0000e-003
tblFleetMix	LHD2	5.3590e-003	5.0000e-003
tblFleetMix	MCY	4.7860e-003	0.00
tblFleetMix	MCY	4.7860e-003	0.00
tblFleetMix	MCY	4.7860e-003	0.00
tblFleetMix	MDV	0.11	0.05

tblFleetMix	MDV	0.11	0.05
tblFleetMix	MDV	0.11	0.05
tblFleetMix	MH	8.8600e-004	0.00
tblFleetMix	MH	8.8600e-004	0.00
tblFleetMix	MH	8.8600e-004	0.00
tblFleetMix	MHD	8.2270e-003	5.0000e-003
tblFleetMix	MHD	8.2270e-003	5.0000e-003
tblFleetMix	MHD	8.2270e-003	5.0000e-003
tblFleetMix	OBUS	1.1380e-003	0.00
tblFleetMix	OBUS	1.1380e-003	0.00
tblFleetMix	OBUS	1.1380e-003	0.00
tblFleetMix	SBUS	9.5400e-004	0.00
tblFleetMix	SBUS	9.5400e-004	0.00
tblFleetMix	SBUS	9.5400e-004	0.00
tblFleetMix	UBUS	1.4120e-003	0.00
tblFleetMix	UBUS	1.4120e-003	0.00
tblFleetMix	UBUS	1.4120e-003	0.00
tblVehicleTrips	ST_TR	1,448.33	41.54
tblVehicleTrips	ST_TR	158.37	41.54
tblVehicleTrips	SU_TR	1,182.08	41.54
tblVehicleTrips	SU_TR	131.84	41.54
tblVehicleTrips	WD_TR	845.60	41.54
tblVehicleTrips	WD_TR	127.15	41.54

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	5.8411	33.1801	37.1153	0.0690	18.2141	1.6139	19.8280	9.9699	1.4848	11.4547	0.0000	6,697.9398	6,697.9398	1.3293	0.0000	6,731.1717
2023	5.5296	28.1875	36.0947	0.0685	1.2492	1.2192	2.4684	0.3366	1.1439	1.4804	0.0000	6,649.6678	6,649.6678	1.2949	0.0000	6,682.0401
Maximum	**5.8411**	**33.1801**	**37.1153**	**0.0690**	**18.2141**	**1.6139**	**19.8280**	**9.9699**	**1.4848**	**11.4547**	**0.0000**	**6,697.9398**	**6,697.9398**	**1.3293**	**0.0000**	**6,731.1717**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	5.8411	33.1801	37.1153	0.0690	18.2141	1.6139	19.8280	9.9699	1.4848	11.4547	0.0000	6,697.9398	6,697.9398	1.3293	0.0000	6,731.1717
2023	5.5296	28.1875	36.0947	0.0685	1.2492	1.2192	2.4684	0.3366	1.1439	1.4804	0.0000	6,649.6678	6,649.6678	1.2949	0.0000	6,682.0401
Maximum	**5.8411**	**33.1801**	**37.1153**	**0.0690**	**18.2141**	**1.6139**	**19.8280**	**9.9699**	**1.4848**	**11.4547**	**0.0000**	**6,697.9398**	**6,697.9398**	**1.3293**	**0.0000**	**6,731.1717**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4482	2.0000e-005	1.7100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.6800e-003	3.6800e-003	1.0000e-005		3.9200e-003
Energy	0.0320	0.2908	0.2443	1.7400e-003		0.0221	0.0221		0.0221	0.0221		348.9675	348.9675	6.6900e-003	6.4000e-003	351.0413
Mobile	1.0151	28.9278	7.7637	0.0704	1.1532	0.0249	1.1781	0.3122	0.0237	0.3359		7,352.0983	7,352.0983	0.8441		7,373.2015
Total	**1.4954**	**29.2186**	**8.0097**	**0.0722**	**1.1532**	**0.0470**	**1.2002**	**0.3122**	**0.0458**	**0.3580**		**7,701.0695**	**7,701.0695**	**0.8508**	**6.4000e-003**	**7,724.2467**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4482	2.0000e-005	1.7100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.6800e-003	3.6800e-003	1.0000e-005		3.9200e-003
Energy	0.0320	0.2908	0.2443	1.7400e-003		0.0221	0.0221		0.0221	0.0221		348.9675	348.9675	6.6900e-003	6.4000e-003	351.0413
Mobile	1.0151	28.9278	7.7637	0.0704	1.1532	0.0249	1.1781	0.3122	0.0237	0.3359		7,352.0983	7,352.0983	0.8441		7,373.2015
Total	**1.4954**	**29.2186**	**8.0097**	**0.0722**	**1.1532**	**0.0470**	**1.2002**	**0.3122**	**0.0458**	**0.3580**		**7,701.0695**	**7,701.0695**	**0.8508**	**6.4000e-003**	**7,724.2467**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2022	3/28/2022	5	20	
2	Site Preparation	Site Preparation	3/29/2022	4/4/2022	5	5	
3	Grading	Grading	4/5/2022	4/14/2022	5	8	
4	Building Construction	Building Construction	4/15/2022	3/2/2023	5	230	
5	Paving	Paving	4/15/2022	3/2/2023	5	230	
6	Architectural Coating	Architectural Coating	4/15/2022	3/2/2023	5	230	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 4.5

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 18,450; Non-Residential Outdoor: 6,150; Striped Parking Area: 11,761 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	87.00	34.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**		**1.2427**	**1.2427**		**1.1553**	**1.1553**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1073	0.0805	0.6576	1.2100e-003	0.1232	1.1000e-003	0.1243	0.0327	1.0100e-003	0.0337		119.9954	119.9954	5.9300e-003		120.1436
Total	**0.1073**	**0.0805**	**0.6576**	**1.2100e-003**	**0.1232**	**1.1000e-003**	**0.1243**	**0.0327**	**1.0100e-003**	**0.0337**		**119.9954**	**119.9954**	**5.9300e-003**		**120.1436**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**		**1.2427**	**1.2427**		**1.1553**	**1.1553**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1073	0.0805	0.6576	1.2100e-003	0.1232	1.1000e-003	0.1243	0.0327	1.0100e-003	0.0337		119.9954	119.9954	5.9300e-003		120.1436
Total	**0.1073**	**0.0805**	**0.6576**	**1.2100e-003**	**0.1232**	**1.1000e-003**	**0.1243**	**0.0327**	**1.0100e-003**	**0.0337**		**119.9954**	**119.9954**	**5.9300e-003**		**120.1436**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**18.0663**	**1.6126**	**19.6788**	**9.9307**	**1.4836**	**11.4143**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1288	0.0966	0.7891	1.4500e-003	0.1479	1.3200e-003	0.1492	0.0392	1.2200e-003	0.0404		143.9944	143.9944	7.1200e-003		144.1724
Total	**0.1288**	**0.0966**	**0.7891**	**1.4500e-003**	**0.1479**	**1.3200e-003**	**0.1492**	**0.0392**	**1.2200e-003**	**0.0404**		**143.9944**	**143.9944**	**7.1200e-003**		**144.1724**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**18.0663**	**1.6126**	**19.6788**	**9.9307**	**1.4836**	**11.4143**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1288	0.0966	0.7891	1.4500e-003	0.1479	1.3200e-003	0.1492	0.0392	1.2200e-003	0.0404		143.9944	143.9944	7.1200e-003		144.1724
Total	**0.1288**	**0.0966**	**0.7891**	**1.4500e-003**	**0.1479**	**1.3200e-003**	**0.1492**	**0.0392**	**1.2200e-003**	**0.0404**		**143.9944**	**143.9944**	**7.1200e-003**		**144.1724**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**6.5523**	**0.9409**	**7.4932**	**3.3675**	**0.8656**	**4.2331**		**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1073	0.0805	0.6576	1.2100e-003	0.1232	1.1000e-003	0.1243	0.0327	1.0100e-003	0.0337		119.9954	119.9954	5.9300e-003		120.1436
Total	**0.1073**	**0.0805**	**0.6576**	**1.2100e-003**	**0.1232**	**1.1000e-003**	**0.1243**	**0.0327**	**1.0100e-003**	**0.0337**		**119.9954**	**119.9954**	**5.9300e-003**		**120.1436**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**6.5523**	**0.9409**	**7.4932**	**3.3675**	**0.8656**	**4.2331**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1073	0.0805	0.6576	1.2100e-003	0.1232	1.1000e-003	0.1243	0.0327	1.0100e-003	0.0337		119.9954	119.9954	5.9300e-003		120.1436
Total	**0.1073**	**0.0805**	**0.6576**	**1.2100e-003**	**0.1232**	**1.1000e-003**	**0.1243**	**0.0327**	**1.0100e-003**	**0.0337**		**119.9954**	**119.9954**	**5.9300e-003**		**120.1436**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1836	3.8608	1.3080	0.0102	0.2305	0.0144	0.2449	0.0664	0.0138	0.0801		1,065.0670	1,065.0670	0.0828		1,067.1368
Worker	0.6224	0.4667	3.8141	7.0100e-003	0.7147	6.3900e-003	0.7211	0.1896	5.8900e-003	0.1955		695.9730	695.9730	0.0344		696.8331
Total	**0.8060**	**4.3276**	**5.1222**	**0.0172**	**0.9452**	**0.0208**	**0.9660**	**0.2560**	**0.0196**	**0.2756**		**1,761.0400**	**1,761.0400**	**0.1172**		**1,763.9699**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1836	3.8608	1.3080	0.0102	0.2305	0.0144	0.2449	0.0664	0.0138	0.0801		1,065.0670	1,065.0670	0.0828		1,067.1368
Worker	0.6224	0.4667	3.8141	7.0100e-003	0.7147	6.3900e-003	0.7211	0.1896	5.8900e-003	0.1955		695.9730	695.9730	0.0344		696.8331
Total	**0.8060**	**4.3276**	**5.1222**	**0.0172**	**0.9452**	**0.0208**	**0.9660**	**0.2560**	**0.0196**	**0.2756**		**1,761.0400**	**1,761.0400**	**0.1172**		**1,763.9699**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1400	3.1195	1.1030	0.0101	0.2305	4.2900e-003	0.2348	0.0664	4.1000e-003	0.0705		1,051.7273	1,051.7273	0.0606		1,053.2432
Worker	0.5781	0.4138	3.3300	6.7500e-003	0.7147	6.1000e-003	0.7208	0.1896	5.6100e-003	0.1952		670.6382	670.6382	0.0297		671.3801
Total	**0.7181**	**3.5333**	**4.4330**	**0.0168**	**0.9452**	**0.0104**	**0.9556**	**0.2560**	**9.7100e-003**	**0.2657**		**1,722.3655**	**1,722.3655**	**0.0903**		**1,724.6233**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1400	3.1195	1.1030	0.0101	0.2305	4.2900e-003	0.2348	0.0664	4.1000e-003	0.0705		1,051.7273	1,051.7273	0.0606		1,053.2432
Worker	0.5781	0.4138	3.3300	6.7500e-003	0.7147	6.1000e-003	0.7208	0.1896	5.6100e-003	0.1952		670.6382	670.6382	0.0297		671.3801
Total	**0.7181**	**3.5333**	**4.4330**	**0.0168**	**0.9452**	**0.0104**	**0.9556**	**0.2560**	**9.7100e-003**	**0.2657**		**1,722.3655**	**1,722.3655**	**0.0903**		**1,724.6233**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504		1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.0513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0278**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**		**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1431	0.1073	0.8768	1.6100e-003	0.1643	1.4700e-003	0.1658	0.0436	1.3500e-003	0.0449		159.9938	159.9938	7.9100e-003		160.1915
Total	**0.1431**	**0.1073**	**0.8768**	**1.6100e-003**	**0.1643**	**1.4700e-003**	**0.1658**	**0.0436**	**1.3500e-003**	**0.0449**		**159.9938**	**159.9938**	**7.9100e-003**		**160.1915**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9765	9.5221	12.1940	0.0189		0.4877	0.4877		0.4504	0.4504	0.0000	1,805.1297	1,805.1297	0.5672		1,819.3091
Paving	0.0513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0278**	**9.5221**	**12.1940**	**0.0189**		**0.4877**	**0.4877**		**0.4504**	**0.4504**	**0.0000**	**1,805.1297**	**1,805.1297**	**0.5672**		**1,819.3091**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1431	0.1073	0.8768	1.6100e-003	0.1643	1.4700e-003	0.1658	0.0436	1.3500e-003	0.0449		159.9938	159.9938	7.9100e-003		160.1915
Total	**0.1431**	**0.1073**	**0.8768**	**1.6100e-003**	**0.1643**	**1.4700e-003**	**0.1658**	**0.0436**	**1.3500e-003**	**0.0449**		**159.9938**	**159.9938**	**7.9100e-003**		**160.1915**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025		1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.0513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9693**	**8.7903**	**12.1905**	**0.0189**		**0.4357**	**0.4357**		**0.4025**	**0.4025**		**1,805.4304**	**1,805.4304**	**0.5673**		**1,819.6122**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1329	0.0951	0.7655	1.5500e-003	0.1643	1.4000e-003	0.1657	0.0436	1.2900e-003	0.0449		154.1697	154.1697	6.8200e-003		154.3403
Total	**0.1329**	**0.0951**	**0.7655**	**1.5500e-003**	**0.1643**	**1.4000e-003**	**0.1657**	**0.0436**	**1.2900e-003**	**0.0449**		**154.1697**	**154.1697**	**6.8200e-003**		**154.3403**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9181	8.7903	12.1905	0.0189		0.4357	0.4357		0.4025	0.4025	0.0000	1,805.4304	1,805.4304	0.5673		1,819.6122
Paving	0.0513					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9693**	**8.7903**	**12.1905**	**0.0189**		**0.4357**	**0.4357**		**0.4025**	**0.4025**	**0.0000**	**1,805.4304**	**1,805.4304**	**0.5673**		**1,819.6122**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1329	0.0951	0.7655	1.5500e-003	0.1643	1.4000e-003	0.1657	0.0436	1.2900e-003	0.0449		154.1697	154.1697	6.8200e-003		154.3403
Total	**0.1329**	**0.0951**	**0.7655**	**1.5500e-003**	**0.1643**	**1.4000e-003**	**0.1657**	**0.0436**	**1.2900e-003**	**0.0449**		**154.1697**	**154.1697**	**6.8200e-003**		**154.3403**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.8319					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**2.0364**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1216	0.0912	0.7453	1.3700e-003	0.1397	1.2500e-003	0.1409	0.0370	1.1500e-003	0.0382		135.9947	135.9947	6.7200e-003		136.1628
Total	**0.1216**	**0.0912**	**0.7453**	**1.3700e-003**	**0.1397**	**1.2500e-003**	**0.1409**	**0.0370**	**1.1500e-003**	**0.0382**		**135.9947**	**135.9947**	**6.7200e-003**		**136.1628**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.8319					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**2.0364**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1216	0.0912	0.7453	1.3700e-003	0.1397	1.2500e-003	0.1409	0.0370	1.1500e-003	0.0382		135.9947	135.9947	6.7200e-003		136.1628
Total	**0.1216**	**0.0912**	**0.7453**	**1.3700e-003**	**0.1397**	**1.2500e-003**	**0.1409**	**0.0370**	**1.1500e-003**	**0.0382**		**135.9947**	**135.9947**	**6.7200e-003**		**136.1628**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.8319					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**2.0235**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1130	0.0809	0.6507	1.3200e-003	0.1397	1.1900e-003	0.1408	0.0370	1.1000e-003	0.0381		131.0443	131.0443	5.8000e-003		131.1892
Total	**0.1130**	**0.0809**	**0.6507**	**1.3200e-003**	**0.1397**	**1.1900e-003**	**0.1408**	**0.0370**	**1.1000e-003**	**0.0381**		**131.0443**	**131.0443**	**5.8000e-003**		**131.1892**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.8319					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**2.0235**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1130	0.0809	0.6507	1.3200e-003	0.1397	1.1900e-003	0.1408	0.0370	1.1000e-003	0.0381		131.0443	131.0443	5.8000e-003		131.1892
Total	**0.1130**	**0.0809**	**0.6507**	**1.3200e-003**	**0.1397**	**1.1900e-003**	**0.1408**	**0.0370**	**1.1000e-003**	**0.0381**		**131.0443**	**131.0443**	**5.8000e-003**		**131.1892**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0151	28.9278	7.7637	0.0704	1.1532	0.0249	1.1781	0.3122	0.0237	0.3359		7,352.0983	7,352.0983	0.8441		7,373.2015
Unmitigated	1.0151	28.9278	7.7637	0.0704	1.1532	0.0249	1.1781	0.3122	0.0237	0.3359		7,352.0983	7,352.0983	0.8441		7,373.2015

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	132.10	132.10	132.10	70,857	70,857
High Turnover (Sit Down Restaurant)	378.84	378.84	378.84	439,560	439,560
Parking Lot	0.00	0.00	0.00		
Total	510.94	510.94	510.94	510,418	510,418

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.350000	0.030000	0.030000	0.050000	0.020000	0.005000	0.005000	0.510000	0.000000	0.000000	0.000000	0.000000	0.000000
High Turnover (Sit Down Restaurant)	0.350000	0.030000	0.030000	0.050000	0.020000	0.005000	0.005000	0.510000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.350000	0.030000	0.030000	0.050000	0.020000	0.005000	0.005000	0.510000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0320	0.2908	0.2443	1.7400e-003		0.0221	0.0221		0.0221	0.0221		348.9675	348.9675	6.6900e-003	6.4000e-003	351.0413
NaturalGas Unmitigated	0.0320	0.2908	0.2443	1.7400e-003		0.0221	0.0221		0.0221	0.0221		348.9675	348.9675	6.6900e-003	6.4000e-003	351.0413

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	62.8159	6.8000e-004	6.1600e-003	5.1700e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004		7.3901	7.3901	1.4000e-004	1.4000e-004	7.4340
High Turnover (Sit Down Restaurant)	2903.41	0.0313	0.2847	0.2391	1.7100e-003		0.0216	0.0216		0.0216	0.0216		341.5774	341.5774	6.5500e-003	6.2600e-003	343.6073
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0320**	**0.2908**	**0.2443**	**1.7500e-003**		**0.0221**	**0.0221**		**0.0221**	**0.0221**		**348.9675**	**348.9675**	**6.6900e-003**	**6.4000e-003**	**351.0413**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	0.0628159	6.8000e-004	6.1600e-003	5.1700e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004		7.3901	7.3901	1.4000e-004	1.4000e-004	7.4340
High Turnover (Sit Down Restaurant)	2.90341	0.0313	0.2847	0.2391	1.7100e-003		0.0216	0.0216		0.0216	0.0216		341.5774	341.5774	6.5500e-003	6.2600e-003	343.6073
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0320**	**0.2908**	**0.2443**	**1.7500e-003**		**0.0221**	**0.0221**		**0.0221**	**0.0221**		**348.9675**	**348.9675**	**6.6900e-003**	**6.4000e-003**	**351.0413**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4482	2.0000e-005	1.7100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.6800e-003	3.6800e-003	1.0000e-005		3.9200e-003
Unmitigated	0.4482	2.0000e-005	1.7100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.6800e-003	3.6800e-003	1.0000e-005		3.9200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1154					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3327					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.6800e-003	3.6800e-003	1.0000e-005		3.9200e-003
Total	**0.4482**	**2.0000e-005**	**1.7100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.6800e-003**	**3.6800e-003**	**1.0000e-005**		**3.9200e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1154					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3327					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.6800e-003	3.6800e-003	1.0000e-005		3.9200e-003
Total	**0.4482**	**2.0000e-005**	**1.7100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.6800e-003**	**3.6800e-003**	**1.0000e-005**		**3.9200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ATTACHMENT B

CalEEMod Output Files – Health Risk Assessment

Health Risk Assessment

Yreka Refresh Travel Center Project

Yreka, California

Prepared For:
City of Yreka
701 Fourth Street
Yreka, CA 96097

March 2021

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

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APPENDICES

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Acronym List

Age Sensitivity Factor (ASF)

Airborne Toxics Control Measure (ATCM)

California Air Pollution Control Officers Association (CAPCOA)

California Air Resources Board (CARB)

Clean Air Act (CAA)

Diesel Particulate Matter (DPM)

Electric Vehicle (EV)

Fraction of Time at Home (FAH)

Ground Level Concentrations (GLCs)

Hazardous Air Pollutants (HAPs)

Interstate 5 (I-5)

Maximumly Exposed Individual Resident (MEIR)

Maximumly Exposed Individual Worker (MEIW)

Mobile Source Air Toxic (MSAT)

National Ambient Air Quality Standards (NAAQS)

Office of Environmental Health Hazard Assessment (OEHHA)

Particulate Matter under 10 microns (PM10)

Reactive Organic Gas (ROG)

Reference Exposure Level (REL)

Siskiyou County (County)

Siskiyou County Air Pollution Control District (SCAPCD)

Square Foot (sf)

Toxic Air Contaminants (TACs)

Toxics Best Available Control Technology (T-BACT)

U.S. Environmental Protection Agency (USEPA)

Yreka Western Railroad (YWRR)

1 INTRODUCTION

This report evaluates the potential health risks associated with the placement of the Yreka Refresh Travel Center Project (Project), which includes the construction of a gas station, convenience store that would include a restaurant, truck stop, and bar in Siskiyou County (County), California. The purpose of this Health Risk Assessment (HRA) is to evaluate potential health risks associated with gasoline vapors from the proposed gasoline dispensing station that would include the toxic air contaminants (TACs), benzene, ethyl benzene, and naphthalene, as well as diesel particulate matter (DPM) generated by Project vehicular traffic exiting and entering Interstate 5 (I-5) and traveling on local roadways to the Project site. This HRA was prepared in accordance with the requirements of the Office of Environmental Health Hazard Assessment (OEHHA) to determine if health risks are likely to occur to existing receptors in the vicinity of the proposed Project. Technical data is included as Appendix A. Table 1 presents the results of no significant impact across all health risk categories analyzed for Project operations.

Table 1. Results Summary

Receptor Type	Maximum Estimated Cancer Risk (per Million)	Maximum Chronic Hazard Index	Maximum Estimated Acute Hazard Index
Residential	9.79	0.0018	0.057
Sensitive	0.48	0.0001	0.016
Worker	0.79	0.0072	0.263
Significance Threshold	10	1	1

Source: ECORP Consulting 2021. Refer to Appendix C for Model Data Outputs.

1.1 Project Description and Location

The Project Site is in the northeast area of the City of Yreka, south of Montague Road/State Route 3 (SR 3). The 4.77-acre Project site is undeveloped vacant land with the Yreka RV Park (RV park), vacant land with a drainage basin, and large lot single family uses to the southeast, and a Holiday Inn Express Hotel (Hotel), and Interstate 5 (I-5) to the northwest. Northeast of the site is Montague Road/SR 3 with vacant land beyond. Southeast of the site is vacant land with Yreka Western Railroad (YWRR) track and a lumber yard and mini-storage beyond.

The proposed Project includes the construction of a 3,180 square foot (sf) Arco AM/PM gas station with eight gas pumps (16 dispensers), four diesel pumps and two Electric Vehicle (EV) charging stations as well as a 12,300 sf convenience store which will include a food court with several restaurants, a bar, an exterior patio, laundry, showers, restrooms, and a truck shop. The site provides 59 automobile parking spaces, four RV parking spaces and 32 semi-truck parking spaces. The site includes above-ground and under-ground fuel storage tanks. The facility will be open 24 hours a day, 7 days per week. The Project anticipates that 40 to 50 persons will be employed on-site overall with approximately 12-15 employees per shift.

2 SETTING

2.1 Environmental Setting

2.1.1 Topography, Air Quality and Meteorology

Air quality in a region is determined by its topography, meteorology, and existing air pollutant sources. The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Project site is located in the Yreka County portion of the Northeastern Plateau Air Basin (NPAB), pursuant to the regulatory authority of the Siskiyou County Air Pollution Control District (SCAPCD).

Ambient air quality is commonly characterized by climate conditions, the meteorological influences on air quality, and the quantity and type of pollutants released. The air basin is subject to a combination of topographical and climatic factors that reduce the potential for high levels of regional and local air pollutants. The following section describes the pertinent characteristics of the air basin and provides an overview of the physical and meteorological conditions affecting pollutant dispersion in the Project area.

From an air quality perspective, the topography and meteorology of the NPAB combine such that local conditions predominate in determining the effect of emissions in the basin. Regional airflows are affected by the mountains and hills, which direct surface airflows to cause vertical air mixing and dispersing pollutant concentrations. Air quality in Yreka is better than virtually any other air basin in California and all federal and state air quality standards are met in the region.

CARB has divided California into regional air basins according to topographic drainage features. Yreka and the Project area are located in a region identified as the NPAB, which principally includes Siskiyou, Modoc, and Lassen counties. The NPAB is divided into local air districts, which are charged with the responsibility of implementing air quality programs. The local air quality agency affecting Yreka is the SCAPCD. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. Within the SCAPCD, the primary sources of air pollution are wood-burning stoves, wildfires, farming operations, unpaved road dust, managed burning and disposal, and motor vehicles.

The Siskiyou Airport wind sensor is located roughly 9.5 miles east-northeast of the Project site in similar topographical conditions. Winds in this area are most commonly out of the north-northwest through northeast direction with stronger winds occasionally from the south. The average wind speed was 6.3 miles per hour over the available period of processed data (2009 through 2014). There is not a lot of year to year variation in wind speed or direction, thus it can be assumed that winds during the time of Project operations will be similar to those in the processed files. A wind rose and the location of the Siskiyou Airport wind sensor can be found in Figures A-1 and A-2, respectively in Appendix A of this report.

2.1.2 Toxic Air Contaminants

TACs are airborne substances that are capable of causing short-term (acute) and/or long-term (chronic or carcinogenic, i.e., cancer causing) adverse human health effects (i.e., injury or illness). TACs include both

organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes approximately 200 compounds.

Hazardous Air Pollutants (HAPs) is a term used by the federal Clean Air Act (CAA) that includes a variety of pollutants generated or emitted by industrial production activities. HAPs are identified as TACs under the California CAA and 10 have been singled out through ambient air quality data as being the most substantial health risk in California. Direct exposure to these pollutants has been shown to cause cancer, birth defects, damage to the brain and nervous system, and respiratory disorders. CARB provides emission inventories for only the larger air basins.

TACs do not have ambient air quality standards because safe levels of TACs cannot be determined. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. The requirements of the Air Toxic "Hot Spots" Information and Assessment Act (Assembly Bill [AB] 2588) apply to facilities that use, produce, or emit toxic chemicals. Facilities subject to the toxic emission inventory requirements of the act must prepare and submit toxic emission inventory plans and reports, and periodically update those reports.

Toxic contaminants often result from fuel storage and transfer activities and from leaking valves and pipes. For example, the electronics industry, including semiconductor manufacturing, uses highly toxic chlorinated solvents in semiconductor production processes. Sources of air toxics go beyond industry, however. Automobile exhaust also contains TACs.

Diesel Particulate Matter

Diesel particulate matter (DPM) is emitted from both mobile and stationary sources. In California, on-road diesel-fueled engines contribute approximately 24 percent of the statewide total, with an additional 71 percent attributed to other mobile sources such as construction and mining equipment, agricultural equipment, and transport refrigeration units. Stationary sources contribute about five percent of total DPM. It should be noted that CARB has developed several plans and programs to reduce diesel emissions such as the Diesel Risk Reduction Plan, the Statewide Portable Equipment Registration Program, and the Diesel Off-Road Reporting System.

Diesel exhaust and many individual substances contained in it (including arsenic, benzene, formaldehyde, and nickel) have the potential to contribute to mutations in cells that can lead to cancer. Long-term exposure to diesel exhaust particles poses the highest cancer risk of any TAC evaluated by OEHHA. CARB estimates that about 70 percent of the cancer risk that the average Californian faces from breathing toxic air pollutants stems from diesel exhaust particles.

In its comprehensive assessment of diesel exhaust, OEHHA analyzed more than 30 studies of people who worked around diesel equipment, including truck drivers, railroad workers, and equipment operators. The studies showed these workers were more likely to develop lung cancer than workers who were not exposed to diesel emissions. These studies provide strong evidence that long-term occupational exposure to diesel exhaust increases the risk of lung cancer. Using information from OEHHA's assessment, CARB

estimates that diesel particle levels measured in California's air in the year 2000 could cause 540 "excess" cancers in a population of one million people over a 70-year lifetime. Other researchers and scientific organizations, including the National Institute for Occupational Safety and Health, have calculated cancer risks from diesel exhaust similar to those developed by OEHHA and CARB.

Exposure to diesel exhaust can have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks.

Diesel engines are a major source of fine particulate pollution. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to fine-particulate pollution. Numerous studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Because children's lungs and respiratory systems are still developing, they are also more susceptible than healthy adults to fine particles. Exposure to fine particles is associated with increased frequency of childhood illnesses and can also reduce lung function in children. In California, diesel exhaust particles have been identified as a carcinogen.

Benzene

Approximately 84 percent of the benzene emitted in California comes from motor vehicles, including evaporative leakage and unburned fuel exhaust. Benzene is highly carcinogenic and occurs throughout California. Benzene also has non-cancer health effects. Brief inhalation exposure to high concentrations can cause central nervous system symptoms of nausea, tremors, drowsiness, dizziness, headache, intoxication, and unconsciousness.

Neurological symptoms of inhalation exposure to benzene include drowsiness, dizziness, headaches, and unconsciousness. Ingestion of large amounts of benzene may result in vomiting, dizziness, and convulsions. Exposure to liquid and vapor may irritate the skin, eyes, and upper respiratory tract. Redness and blisters may result from dermal exposure to benzene. Chronic inhalation of certain levels of benzene causes blood disorders because benzene specifically affects bone marrow, which produces blood cells. Aplastic anemia, excessive bleeding, and damage to the immune system (by changes in blood levels of antibodies and loss of white blood cells) may develop. Increased incidence of leukemia (cancer of the tissues that form white blood cells) has been observed in humans occupationally exposed to benzene.

2.1.3 Sensitive Receptors

Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly

over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptor is the Yreka Union High Community Days School located over half a mile east of the Project boundary. The nearest sensitive (residential) land use to the Project site is a single-family residence located approximately 660 feet southwest of the Project site beyond the Project Access Roadway and RV park.

2.2 Regulatory Setting

2.2.1 Federal - Clean Air Act

The Federal Clean Air Act (CAA) was amended in 1990 to address a large number of air pollutants that are known to cause or may reasonably be anticipated to cause adverse effects to human health or adverse environmental effects. 188 specific pollutants and chemical groups were initially identified as HAPs, and the list has been modified over time. The CAA Amendments included new regulatory programs to control acid deposition and for the issuance of stationary source operating permits.

In 2001, the U.S. Environmental Protection Agency (USEPA) issued its first Mobile Source Air Toxics Rule, which identified 21 mobile source air toxic (MSAT) compounds as being HAPs that required regulation. A subset of six of these MSAT compounds were identified as having the greatest influence on health and included benzene, 1,3-butadiene, formaldehyde, acrolein, acetaldehyde, and diesel particulate matter. More recently, the USEPA issued a second MSAT Rule in February 2007, which generally supported the findings in the first rule and provided additional recommendations of compounds having the greatest impact on health. The rule also identified several engine emission certification standards that must be implemented. Unlike the criteria pollutants, toxics do not have National Ambient Air Quality Standards (NAAQS) making evaluation of their impacts more subjective.

National Emissions Standards for Hazardous Air Pollutants (NESHAPs) were incorporated into a greatly expanded program for controlling toxic air pollutants. The provisions for attainment and maintenance of the NAAQS were substantially modified and expanded. Other revisions included provisions regarding stratospheric ozone protection, increased enforcement authority, and expanded research programs.

Section 112 of the CAA Amendments governs the federal control program for HAPs. NESHAPs are issued to limit the release of specified HAPs from specific industrial sectors. These standards are technology-based, meaning that they represent the best available control technology an industrial sector could afford. The level of emissions controls required by NESHAPs are not based on health risk considerations because allowable releases and resulting concentrations have not been determined to be safe for the general public. The CAA does not establish air quality standards for HAPs that define legally acceptable concentrations of these pollutants in ambient air.

2.2.2 State - California Air Resources Board

CARB's statewide comprehensive air toxics program was established in 1983 with AB 1807 the Toxic Air Contaminant Identification and Control Act (Tanner Air Toxics Act of 1983). AB 1807 created California's

program to reduce exposure to air toxics and sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an airborne toxics control measure (ATCM) for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology (T-BACT) to minimize emissions.

CARB also administers the state's mobile source emissions control program and oversees air quality programs established by state statute, such as AB 2588, the Air Toxics "Hot Spots" Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, required to communicate the results to the public in the form of notices and public meetings. In September 1992, the "Hot Spots" Act was amended by Senate Bill (SB) 1731 which required facilities that pose a significant health risk to the community to reduce their risk through a risk management plan.

Diesel Risk Reduction Plan

The identification of DPM as a TAC in 1998 led CARB to adopt the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (Risk Reduction Plan) in October 2000. The Risk Reduction Plan's goals included an 85 percent reduction in DPM by 2020 from the 2000 baseline (CARB 2000). The Risk Reduction Plan includes regulations to establish cleaner new diesel engines, cleaner in-use diesel engines (retrofits), and cleaner diesel fuel.

Truck and Bus Regulation Reducing Emissions from Existing Diesel Vehicles

On December 12, 2008, CARB approved the Truck and Bus Regulation to significantly reduce particulate matter (PM) and oxides of nitrogen emissions from existing diesel vehicles operating in California. The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Heavier trucks must be retrofitted with PM filters beginning January 1, 2012, and older trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses would need to have 2010 model year engines or equivalent.

The regulation applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds. Small fleets with three or fewer diesel trucks can delay compliance for heavier trucks by reporting and there are a number of extensions for low-mileage construction trucks, early PM filter retrofits, adding cleaner vehicles, and other situations. Privately and publicly owned school buses have different requirements.

2.2.3 Local - Siskiyou County Air Pollution Control District

The SCAPCD is the air pollution control agency with jurisdiction over the Project site. The agency's primary responsibility is ensuring that the federal and state ambient air quality standards are attained and maintained. The SCAPCD is also responsible for adopting and enforcing rules and regulations concerning

air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities.

The SCAPCD has stringent requirements for the control of gasoline vapor emissions from gasoline-dispensing facilities. SCAPCD Rule 8.1-, *Benzene Emissions From Retail Service Stations,* prohibits the prohibits the transfer or allowance of the transfer of gasoline into stationary tanks at a gasoline-dispensing facility unless a CARB-certified Phase I vapor recovery system is used; and further prohibits the transfer or allowance of the transfer of gasoline from stationary tanks into motor vehicle fuel tanks at a gasoline-dispensing facility unless a CARB-certified Phase II vapor recovery system is used during each transfer. Vapor recovery systems collect gasoline vapors that would otherwise escape into the air during bulk fuel delivery (Phase I) or fuel storage and vehicle refueling (Phase II). Phase I vapor recovery system components include the couplers that connect tanker trucks to the underground tanks, spill containment drain valves, overfill prevention devices, and vent pressure/vacuum valves. Phase II vapor recovery system components include gasoline dispensers, nozzles, piping, break away, hoses, face plates, vapor processors, and system monitors. Rule 8.1, Regulation F, *Operation and Maintenance Requirements* also requires fuel storage tanks to be equipped with a permanent submerged fill pipe and the storage tank which prevents the escape of gasoline vapors. SCAPCD's permitting procedures require substantial control of emissions, and permits are not issued unless TAC risk screening or TAC risk assessment can show that risks are not significant. SCAPCD may impose limits on annual throughput to ensure that risks are within acceptable limits. In addition, California has statewide limits on the benzene content in gasoline, which greatly reduces the toxic potential of gasoline emissions.

Gasoline-dispensing facilities are also regulated by SCAPCD Rule 6.1 Regulation III, Rule 3.4, *New Source Review*, which provides for the review of TAC emissions in order to evaluate potential public exposure and health risk, to mitigate potentially significant health risks resulting from these exposures, and to provide net health risk benefits by improving the level of control when existing sources are modified or replaced. Pursuant to SCAPCD Regulation III, Rule 3.4, stationary sources having the potential to emit TACs, including gas stations, are required to obtain permits from SCAPCD. Permits may be granted to these operations provided they are operated in accordance with applicable SCAPCD rules and regulations. The SCAPCD's permitting procedures require substantial control of emissions, and permits are not issued unless TAC risk screening or TAC risk assessment can show that risks are not significant. The SCAPCD may impose limits on annual throughput to ensure that risks are within acceptable limits.

2.2.4 Thresholds of Significance

The SCAPCD thresholds for what constitute an exposure of substantial air toxics are as follows.

- Cancer Risk: Emit carcinogenic or toxic contaminants that exceed the maximum individual cancer risk of 10 in one million.

- Non-Cancer Risk: Emit toxic contaminants that exceed the maximum hazard quotient of 1 in one million.

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAPCD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to TAC exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. The 10-in-one-million standard is a very health-protective significance threshold. A risk level of 10 in one million implies a likelihood that up to 10 persons out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of TACs over a specified duration of time. This risk would be an excess cancer that is in addition to any cancer risk borne by a person not exposed to these air toxics. To put this risk in perspective, the risk of dying from accidental drowning is 1,000 in a million, which is 100 times more than the SCAPCD's threshold of 10 in one million.

The SCAPCD has also established non-carcinogenic risk parameters for use in HRAs. Noncarcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index less of than one (1.0) means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures of less than 1.0 are considered less than significant.

3 METHODOLOGY

This HRA evaluates the potential exposure of residential, worker, and sensitive receptors within a half mile radius of the Project site to TACs generated by the vehicular traffic and gasoline storage and distribution related to the Project operations. The HARP2 model provided by CARB, with regulatory default settings, was used to perform the dispersion and health risk modeling for this analysis. HARP2 implements the latest regulatory guidance to develop inputs to the U.S. EPA AERMOD dispersion model for dispersion and as the inputs for calculations for the various health risk levels. Conservative estimates and information from the Traffic Impact Analysis Memorandum (TIAM) prepared for the Project were used to model DPM emissions resultant of Project operations.

Project related traffic source locations include the on and off ramps of the I-5 North and South, and East and West bound traffic on Montague Road (SR-3) and can be viewed in Figure A-3 of this report. Gas station emissions are also included in the analysis for fuel storage, loading and spillage. The three most prominent TACs related to the proposed gasoline dispensing facility include reactive organic gas (ROG) emissions as well as benzene.

The Project gasoline dispensing facility would be accommodated by underground gasoline storage tanks. The exact number location of these tanks is not known at the time of this analysis, thus conservative locations and throughput were used to estimate risk.

Out of the compounds emitted from the gasoline stations, benzene is the TAC which drives the risk, accounting for 87 percent of cancer risk from gasoline vapors, while xylene is the only substance which is

associated with acute adverse health effects. According to CAPCOA *Gasoline Service Station Industrywide Risk Assessment Guidelines* (1997), not until the benzene emissions are three orders of magnitude above the rate of an increase of 10 per million cancer risk, do the emissions of xylene begin to cause acute adverse health effects. Therefore, downwind xylene concentrations do not need be determined unless the gasoline throughput causes the cancer risk from benzene to exceed 100 per million. Furthermore, benzene constitutes more than three to four times the weight of gasoline than any other pollutant compound emitted from gasoline stations. Therefore, benzene emissions have been modeled in order to determine potential health risk.

3.1 Dispersion Modeling

The air dispersion modeling for the HRA was performed using the U.S. EPA AERMOD Version 19121 dispersion model. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources. The yreka30m.dem and montague30m.dem files found at CARB's website for HARP Digital Elevation Model Files were used for elevation data for all sources and receptors in the Project domain. All regulatory defaults were used for dispersion modeling as set up in the latest version of HARP2 (CARB 2019).

AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Pre-processed meteorological data files provided by CARB for the Siskiyou Airport were selected as being the most representative meteorology based on proximity (CARB 2021). CARB utilized the closest available Upper Air and AERMET to process the data. A wind rose and the location of the Siskiyou Airport wind sensor can be found in Figures A-1 and A-2, respectively in Appendix A of this report.

Project related roadway sources were entered into AERMOD as sixteen line sources. Emissions from fuel tank loading and breathing were modeled as point sources and emissions from fuel spillage and vehicle loading were estimated as area sources per the proposed pump location. The unit emission rate of one gram per second was utilized in AERMOD to output plot files which established source receptor relationships later to be combined in HARP with the emissions inventory to calculate the ground level concentrations (GLCs) related to Project operations. All AERMOD inputs and output file can be found in Appendix B and the AERMOD plot and AERMET files can be found in the supplemental data package submitted with this report.

3.2 Emissions Estimation

Emissions sources in the model include exhaust emissions from diesel traffic associated with the Project and emissions from Project gasoline fueling operations. Emissions from diesel traffic were modeled for all Project related traffic within a quarter mile radius of the Project area, including on and offramp traffic from the I-5 and traffic on SR-3. Per the TIAM prepared for the Project, all I-5 traffic is considered an existing source of emissions unaffected by Project operations and therefore not included in the analysis. Average daily and peak hourly trips were gathered from the TIAM (GHD, 2019). The fleet mix used to calculate the percentage of diesel vehicles associated with this Project was used from the California Emissions Estimator

Model (CalEEMod), version 2016.3.2. default for gas stations in Siskiyou county. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Then emission factors for Particulate Matter under 10 microns (PM_{10}) generated from CARB's current on-road emission model EMFAC2017 were used to conservatively estimate DPM emissions from Project trucks. One minute of idling was estimated for every ten miles traveled. All EMFAC2017 output files can be found in the supplemental information submitted with this report.

Emissions sources also include fuel storage tanks and fuel dispensers at the gasoline dispensing facility located adjacent to the proposed Project site. The estimated annual gasoline throughput at this gasoline dispensing facility is 3,800,000 gallons. The specific processes associated with fuel storage tanks and fuel dispensers that emit air toxics include loading, breathing, refueling, and spillage, as described below:

- Loading – Emissions occur when a fuel tanker truck unloads gasoline into the storage tanks. The storage tank vapors, displaced during loading, are emitted through its vent pipe. (A required pressure/vacuum valve installed on the tank vent pipe significantly reduces these emissions.)

- Breathing – Emissions occur through the storage tank vent pipe as a result of temperature and pressure changes in the tank vapor space.

- Refueling – Emissions occur during motor vehicle refueling when gasoline vapors escape through the vehicle/nozzle interface.

- Spillage – Emissions occur from evaporating gasoline that spills during vehicle refueling.

Loading and breathing emissions exit the underground storage tank vent pipe and are thus treated as a point source. The height and diameter of the vent are assumed to be 3.7 meters and 0.05 meters, respectively. Refueling and spillage emissions are modeled as volume sources with horizontal and vertical dimensions consistent with the modeling parameters of 4 meters high by 13 meters wide. For refueling, the release height is assumed to be 1 meter to approximate the height of a vehicle fuel tank inlet, whereas spillage emissions are assumed to be released at ground level since nearly all the gasoline from spillage reaches the ground.

Emissions were calculated for peak one (1)-hour, 24-hour and annual average daily ROG concentrations in micrograms per cubic meter [$\mu g/m^3$] at the proposed Project site. Note that the concentration estimates developed using this methodology is considered conservative and is not a specific prediction of the actual concentrations that would occur at any one point in time. Actual 24-hour and annual average concentrations are dependent on many variables, particularly the number and type of equipment working at specific distances during time periods of adverse meteorology. A speciation profile found on CARB's 'consolidated list of speciation profiles' web page for gasoline was used to determine the TAC content in the emitted ROGs for each of the applicable TACs. Per recent guidance only TAC concentrations from Benzene, Ethyl Benzene and Naphthalene were calculated and all other TAC emissions were considered negligible.

All emission calculations are available in Appendix B of this document.

3.3 Health Risk Estimation

A health risk computation was performed to determine the risk of developing an excess cancer and chronic non-cancer risk calculated for 70-year, 30-year, 25-year and 9-year exposure scenarios. Per OEHHA guidance, the 25-year scenario was used to model the health risk for workers at business locations and the 70, 30, and 9 year scenarios were used for residents at in residential areas. The chronic, acute and carcinogenic health risk calculations are based on the standardized equations contained in the OEHHA Guidance Manual (2015) as implemented in CARB's HARP2 program (CARB 2019). The risk associated with traffic emissions related to Project operations and fuel dispensing activities at the proposed gasoline dispensing facility was assessed as risk associated with future Project operations.

Based on the OEHHA methodology, the residential inhalation cancer risk from the annual average DPM and gasoline vapor concentrations are calculated by multiplying the daily inhalation or oral dose, by a cancer potency factor, the age sensitivity factor (ASF), the frequency of time spent at home, and the exposure duration divided by averaging time, to yield the excess cancer risk. These factors are discussed in more detail below. Cancer risk must be separately calculated for specified age groups, because of age differences in sensitivity to carcinogens and age differences in intake rates (per kg body weight). Separate risk estimates for these age groups provide a health-protective estimate of cancer risk by accounting for greater susceptibility in early life, including both age-related sensitivity and amount of exposure.

Exposure through inhalation (Dose-air) is a function the breathing rate, the exposure frequency, and the concentration of a substance in the air. For residential exposure, the breathing rates are determined for specific age groups, so Dose-air is calculated for each of these age groups, 3rd trimester, 0<2, 2<9, 2<16, 16<30 and 16-70 years. To estimate cancer risk, the dose was estimated by applying the following formula to each ground-level concentration:

$$\textbf{Dose-air} = (C_{air} * \{BR/BW\} * A * EF * 10^{-6})$$

Where:

Dose-air = dose through inhalation (mg/kg/day)

C_{air} = air concentration ($\mu g/m^3$) from air dispersion model

{BR/BW} = daily breathing rate normalized to body weight (L/kg body weight – day) (361 L\kg BW-day for 3rd Trimester, 1,090 L/kg BW-day for 0<2 years, 861 L/kg BW-day for 2<9 years, 745 L/kg BW-day for 2<16 years, 335 L/kg BW-day for 16<30 years, and 290 L/kg BW-day 16<70 years)

A = Inhalation absorption factor (unitless [1])

EF = exposure frequency (unitless), days/365 days (0.96 [approximately 350 days per year])

10^{-6} = conversion factor (micrograms to milligrams, liters to cubic meters)

OEHHA developed ASFs to take into account the increased sensitivity to carcinogens during early-in-life exposure. In the absence of chemical-specific data, OEHHA recommends a default ASF of 10 for the third trimester to age 2 years, an ASF of 3 for ages 2 through 15 years to account for potential increased sensitivity to carcinogens during childhood and an ASF of 1 for ages 16 through 70 years.

Fraction of time at home (FAH) during the day is used to adjust exposure duration and cancer risk from a specific facility's emissions, based on the assumption that exposure to the facility's emissions are not occurring away from home. OEHHA recommends the following FAH values: from the third trimester to age <2 years, 85 percent of time is spent at home; from age 2 through <16 years, 72 percent of time is spent at home; from age 16 years and greater, 73 percent of time is spent at home.

To estimate the cancer risk, the dose is multiplied by the cancer potency factor, the ASF, the exposure duration divided by averaging time, and the frequency of time spent at home (for residents only):

$$\mathbf{Risk_{inh\text{-}res} = (Dose_{air} * CPH * ASF * ED/AT * FAH)}$$

Where:

$Risk_{inh\text{-}res}$ = residential inhalation cancer risk (potential chances per million)

$Dose_{air}$ = daily dose through inhalation (mg/kg-day)

CPF = inhalation cancer potency factor ($mg/kg\text{-}day^{-1}$)

ASF = age sensitivity factor for a specified age group (unitless)

ED = exposure duration (in years) for a specified age group (0.25 years for 3rd trimester, 2 years for 0<2, 7 years for 2<9, 14 years for 2<16, 14 years for 16<30, 54 years for 16-70)

AT = averaging time of lifetime cancer risk (years)

FAH = fraction of time spent at home (unitless)

According to OEHHA, if multiple substances are analyzed, the cancer risk from each of the individual substances is summed to give the total cancer risk for the receptor location. Cancer risks from different substances are treated additively in the Hot Spots Program in part because many carcinogens act through the common mechanism of DNA damage. However, this assumption fails to take into account the limited information on substance interactions. However, the overall uncertainty in the cancer potency factors and the variability in the human population is probably far greater than the uncertainty from the assumption of additivity.

Chronic Non-Cancer Hazard

Non-cancer chronic impacts are calculated by dividing the annual average concentration by the Reference Exposure Level (REL) for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. The following equation was used to determine the non-cancer risk:

Hazard Quotient = Ci/RELi

Where:

Ci = Concentration in the air of substance i (annual average concentration in µg/m3)

RELi = Chronic noncancer Reference Exposure Level for substance i (µg/m3)

Acute Non-Cancer Hazard

The potential for acute non-cancer hazards is evaluated by comparing the maximum short-term exposure level to an acute REL. RELs are designed to protect sensitive individuals within the population. The calculation of acute non-cancer impacts is similar to the procedure for chronic non-cancer impacts. The equation is as follows:

Acute HQ = Maximum Hourly Air Concentration (µg/m^3) / Acute REL (µg/m^3)

According to OEHHA, if multiple substances are emitted, the non-cancer risk from each of the individual substances is summed only if they affect same organ system. While DPM is particularly associated with increased potential for lung cancer, diesel exhaust has many individual substances contained in it, including benzene. Therefore, the non-cancer risk from each of the emitting substances, DPM and gasoline vapors, are summed to give the total non-cancer risk for the proposed Project site.

4 IMPACT ANALYSIS

4.1 Carcinogenic Risk

Cancer risk calculations for existing residential receptors are based on 70-, 30-, and 9-year exposure periods to continual traffic exhaust generated by Project traffic within 0.25 miles of the Project site and continual gasoline dispensing operations achieving the estimated throughput of 3,800,000 gallons each year. As described above, the calculated cancer risk accounts for 350 days per year of exposure to existing residential receptors. While the average American spends 87 percent of their life indoors (USEPA 2001), neither the pollutant dispersion modeling nor the health risk calculations account for the reduced exposure structures provide. Instead health risk calculations account for the equivalent exposure of continual outdoor living. The calculated carcinogenic risk at Project vicinity receptors is depicted in Table 2.

Table 2. Cancer Risk Summary by Pollutant

Exposure Scenario	Benzene	DPM	Ethyl Benzene	Naphthalene	Total Risk
70-Year Exposure Resident	0.139	9.652	0.00284	0.00015	9.794
30-Year Exposure Resident	0.117	8.132	0.00239	0.00012	8.251
9-Year Exposure Resident	0.081	5.652	0.00166	0.00009	5.735
25-Year Exposure Worker	0.024	0.768	0.00049	0.00003	0.792
30-Year Exposure (School)	0.015	0.643	0.00031	0.00002	0.658
Significance Threshold					10

Source: ECORP Consulting 2021. Refer to Attachment C for Model Data Outputs.

As shown, impacts related to cancer risk for all modeled scenarios would be below the 10 in one million threshold. These calculations do not account for any pollutant-reducing remedial components inherent to the Project or the Project site. The Maximumly Exposed Individual Resident (MEIR) receptor is located 0.15 miles east of the site and has a 70-year cancer risk of 9.8 related to the Project. The Maximumly Exposed Individual Worker (MEIW) is located at the hotel which borders the Project site directly to the north and has a 25-year cancer risk of 0.79 in one million. The locations of cancer risk MEIR and MEIW can be seen in Figure A-3 found in Appendix A of this document. Detailed cancer risk results for all modeled receptors can be found in Appendix C of this document and the supplemental material provided with this report.

4.2 Non-Carcinogenic Hazards

In addition to cancer risk, the significance thresholds for TAC exposure requires an evaluation of non-cancer risk stated in terms of a hazard index. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the REL for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. The potential for acute non-cancer hazards is evaluated by comparing the maximum short-term exposure level to an acute REL. RELs are designed to protect sensitive individuals within the population. The calculation of acute non-cancer impacts is similar to the procedure for chronic non-cancer impacts.

An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the REL. The highest maximum chronic and acute hazard indexes for residents, workers and school children as a result of the proposed Project site as a result of DPM and gasoline related TACs exposure is shown in Table 3.

Table 3. Non-Carcinogenic Health Risk Summary

Exposure Scenario	Maximum Residential Hazard	Maximum Worker Hazard	Maximum Sensitive Receptor Hazard
Chronic Hazard Index	0.0018	7.20E-03	0.0001
Acute Hazard Index	0.050	0.26	0.016
Significance Threshold	1	1	1

Source: ECORP Consulting 2021. Refer to Appendix C for Model Data Outputs.

As shown in Table 3, impacts related to non-cancer risk (chronic and acute hazard index) as a result of the Project site would not surpass significance thresholds. The MEIR for both chronic and acute is located at the houses 0.15 miles east of the Project site. The MEIW for both chronic and acute hazard is located at the RV park on the eastern border of the Project site. The locations of the MEIR and MEIW for both chronic and acute hazard can be seen in Figure A-4 found in Appendix A of this document. Detailed modeling results for chronic and acute risk are shown in Appendix C of this document and in the supplemental materials submitted with this report.

5 REFFERENCES

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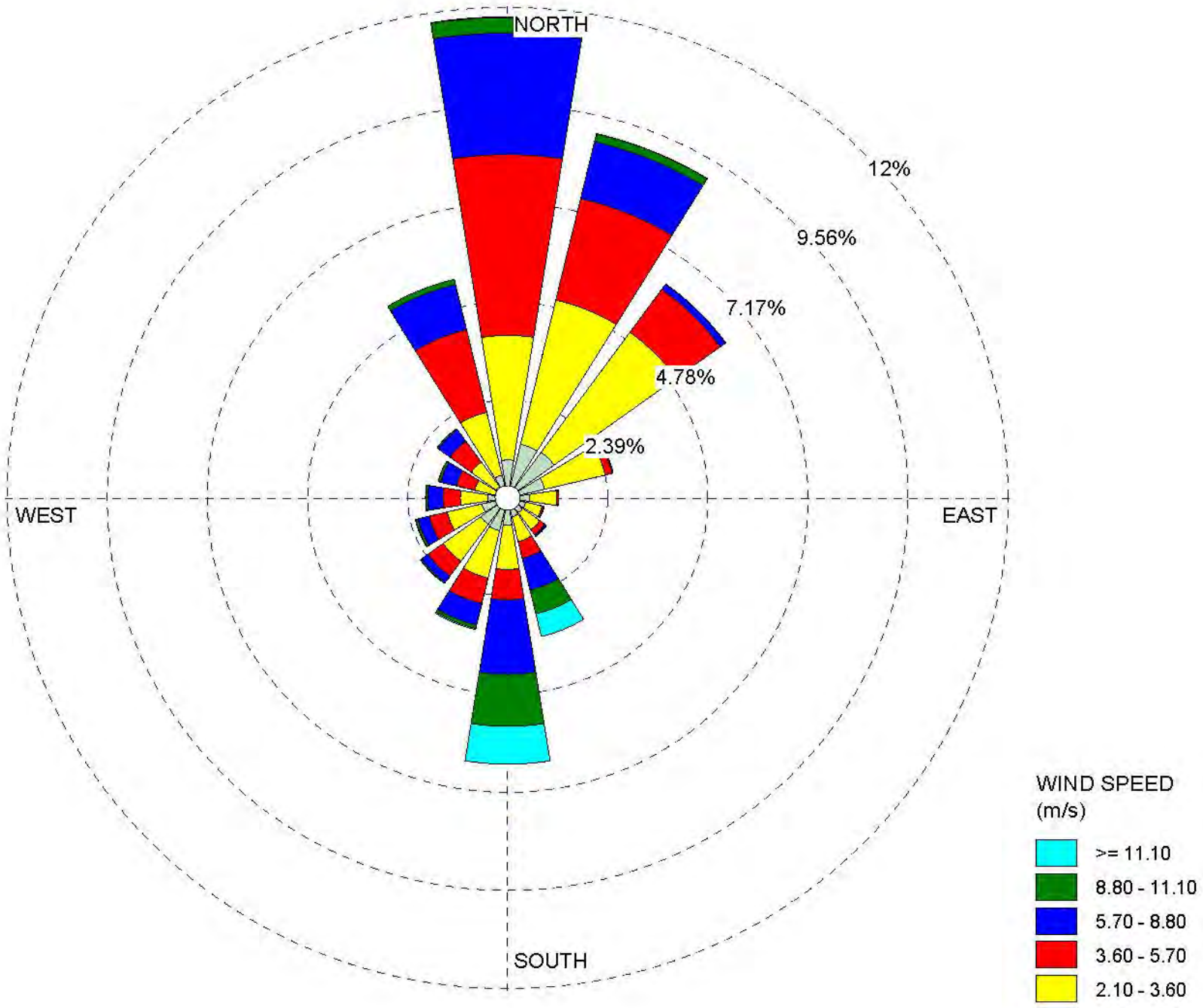
Location and Wind Figures

WIND ROSE PLOT:

Siskiyou Airport Wind Data - 2009 thorugh 2014
Processed AERMET Surface (.SFC) File

DISPLAY:

Wind Speed
Direction (blowing from)

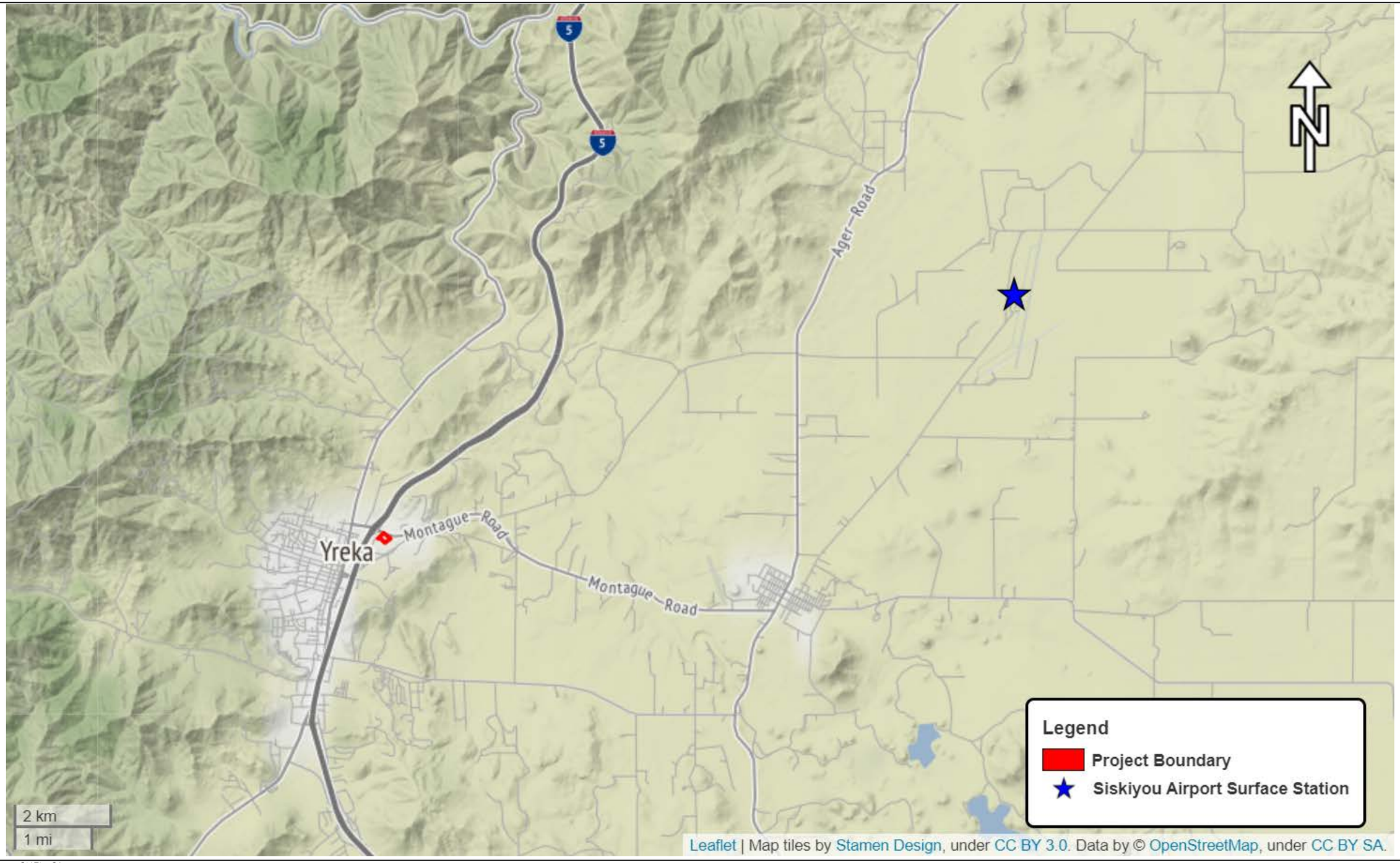


COMMENTS: AERMET Surface File Data	DATA PERIOD: **Start Date: 1/1/2009 - 00:00** **End Date: 1/2/2014 - 23:59**	COMPANY NAME:	
		MODELER:	
	CALM WINDS: **32.77%**	TOTAL COUNT: **41696 hrs.**	
	AVG. WIND SPEED: **2.83 m/s**	DATE: **3/14/2021**	PROJECT NO.: **2017-121**

WRPLOT View - Lakes Environmental Software

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Figure A-1
2017-121 Yreka Refresh Travel Center



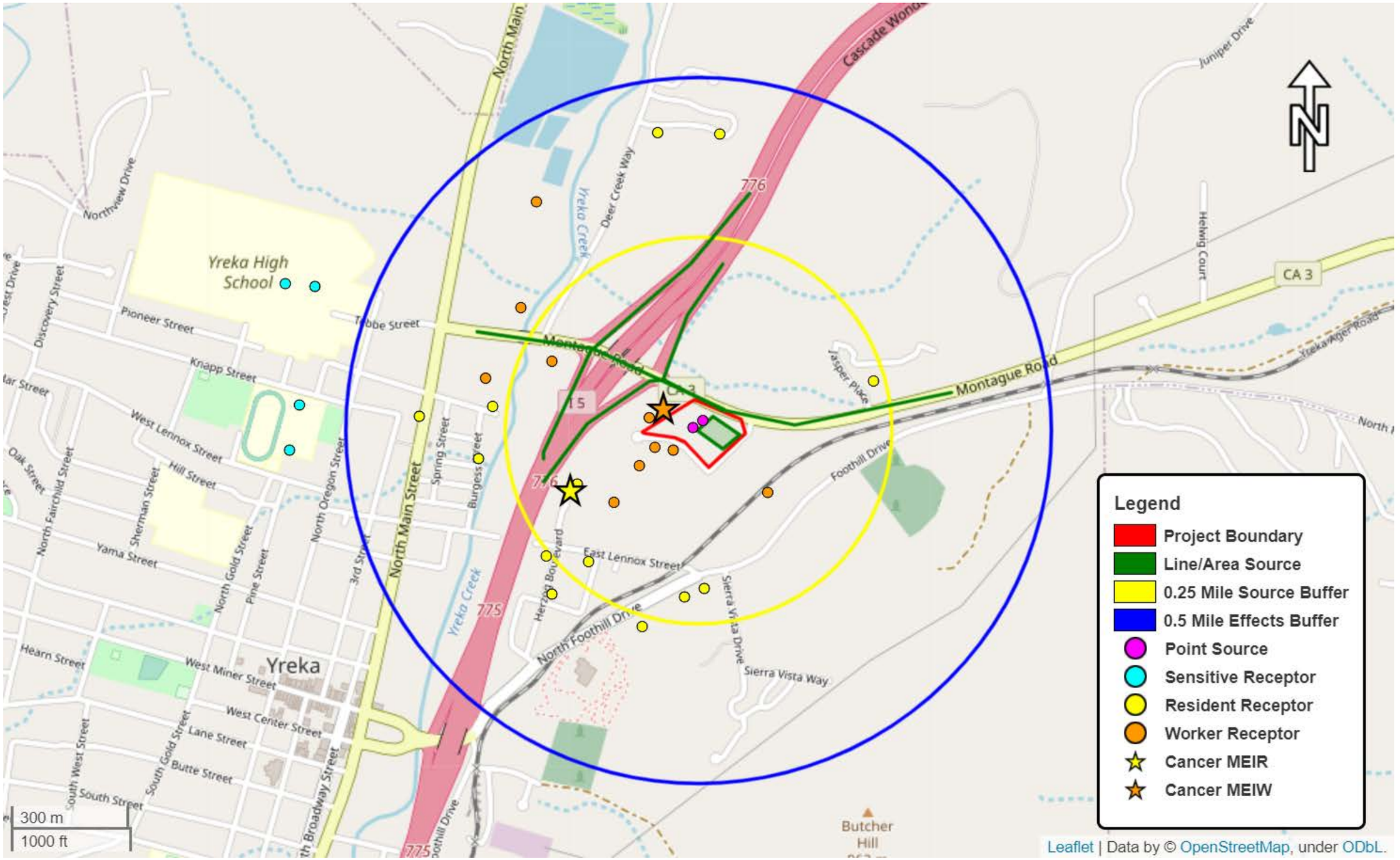
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Map Date: 3/17/2021
Photo (or Base) Source: OpenStreetMap 2021

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Figure A-2 Surface Station Location

2017-212 Yreka Refresh Travel Center



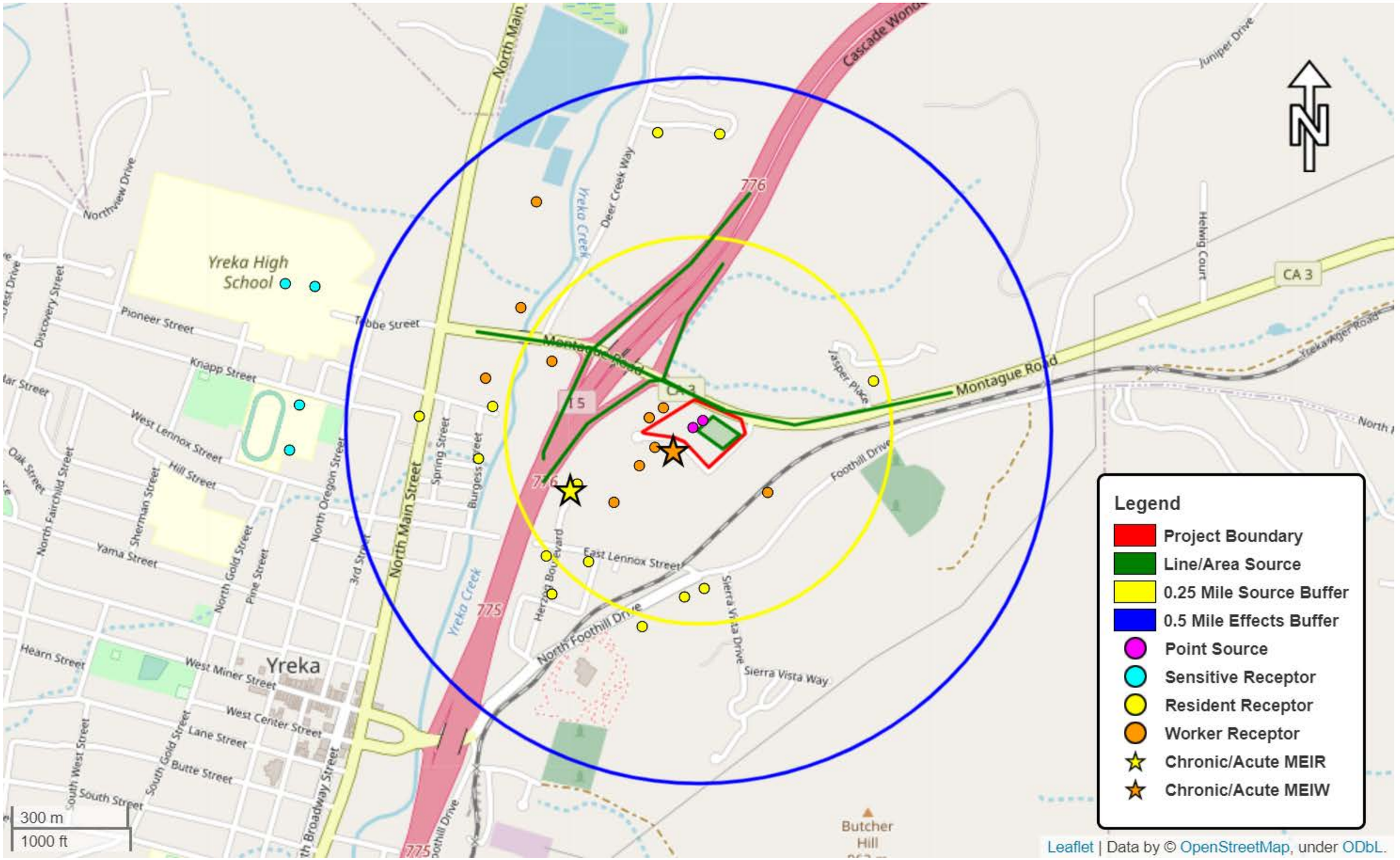
Location: N:\2016\2016-130 MedMen Cultivation\MAPS\Borders\MedMen Site Plan.mxd (AA)-mapping_guest 9/13/2016

Map Date: 3/17/2021
Photo (or Base) Source: OpenStreetMap 2021

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Figure A-3 Cancer Risk MEIR/MEIW

2017-212 Yreka Refresh Travel Center



Location: N:\2016\2016-130 MedMen Cultivation\MAPS\Borders\MedMen Site Plan.mxd (AA)-mapping_guest 9/13/2016

Map Date: 3/17/2021
Photo (or Base) Source: OpenStreetMap 2021

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Figure A-4 Chronic/Acute Risk MEIR/MEIW

2017-212 Yreka Refresh Travel Center

Emissions Calculations

Table B-1. Modeled Roadway Dimensions

Roadway Link Description	AERMOD ID	Length (miles)	Width (m)	Area (m^2)
I-5 North Offramp	Link1a	0.07	7.4	811.07
I-5 North Offramp	Link1b	0.04	7.4	531.43
I-5 North Offramp	Link1c	0.04	7.4	429.15
I-5 North Offramp	Link1d	0.08	7.4	991.38
I-5 North Offramp	Link1e	0.02	7.4	281.96
I-5 North Onramp	Link2a	0.11	7.4	1,254.96
I-5 North Onramp	Link2b	0.10	7.4	1,166.69
I-5 South Offramp	Link3a	0.14	7.4	1,722.76
I-5 South Offramp	Link3b	0.20	7.4	2,424.49
I-5 South Onramp	Link4a	0.01	7.4	117.39
I-5 South Onramp	Link4b	0.18	7.4	2,121.38
To and From I-5N and Site on S3	Link5	0.11	7.4	1,260.63
To and From I-5S and Site on S3	Link6	0.23	7.4	2,712.05
S3 West To and East From Site	Link7a	0.12	7.4	1,431.08
S3 West To and East From Site	Link7b	0.25	7.4	2,969.31
S3 West from I5 (site)	Link8	0.18	7.4	2,196.77

(1) All roadways modeled as two lanes with stand 0.1844609

(2) Site to Montague captures eastbound and westbound traffic

Table B-2. Total Trip Information

Trip Type	Trips
Average Daily Refueler[1]	4
Average Daily Customer[2]	2,684
Max Hourly Refueler	2
Max Hourly Customer[3]	242

(1) 3.6 million estimate gallons gasoline a year * 2 to account for diesel as well / 5,000 gallon avg per truck / 365 days per year

(2) Average daily customer trips are 4,261 per traffic modeling in TIAM report and only count diesel vehicles = 4,261 * 51% diesel trucks

(3) 242 peak hourly trips estimated in TIAM.

Table B-3. Modeled Roadway Trip Information

	Trip Information					
	Fueling Trucks			Customer Vehicles[2]		
Roadway Link	Percentage Total Trips	Peak Hourly	Average Daily	Percentage Total	Peak Hourly	Average Daily
I-5 North Offramp	50%	1	4	42.5%	102.85	1140.7
I-5 North Offramp	50%	1	4	42.5%	102.85	1140.7
I-5 North Offramp	50%	1	4	42.5%	102.85	1140.7
I-5 North Offramp	50%	1	4	42.5%	102.85	1140.7
I-5 North Offramp	50%	1	4	42.5%	102.85	1140.7
I-5 North Onramp	50%	1	4	42.5%	102.85	1140.7
I-5 North Onramp	50%	1	4	42.5%	102.85	1140.7
I-5 South Offramp	50%	1	4	42.5%	102.85	1140.7
I-5 South Offramp	50%	1	4	42.5%	102.85	1140.7
I-5 South Onramp	50%	1	4	42.5%	102.85	1140.7
I-5 South Onramp	50%	1	4	42.5%	102.85	1140.7
To and From I-5N and Site on S3	50%	1	4	42.5%	102.85	1140.7
To and From I-5S and Site on S3	50%	1	4	42.5%	102.85	1140.7
S3 West To and East From Site	-	-	-	7.5%	18.15	201.3
S3 West To and East From Site	-	-	-	7.5%	18.15	201.3
S3 West from I5 (site)	-	-	-	7.5%	18.15	201.3

(1) All refueler traffic assumed to originate from I-5

(2) Per TIAM 85% customer traffic originating from I-5; 50% NB and 50% SB. Remaining 15% orginating from EB Montague

Table B-4. Vehicle EMFAC2017 Emission Rates

	DPM Emission Rates[1] (g/mi)				
Vehicle Type	Idle[2]	5 mph	25 mph	45 mph	Composite[4]
HHDT	0.051	0.021	0.010	0.017	0.022
MHD	0.025	0.030	0.011	0.007	0.011
LHDT2	0.028	0.081	0.030	0.020	0.026
Station Customer Composite[3]	0.046	0.025	0.011	0.016	0.021

(1) DPM Emission Rates conservativly represented using EMFAC2017 PM10 Exhaust emission factors for 2023.

(2) Idle emission rates in grams per minute.

(3) Customer diesel vehicle emission composite estimated at 81% HHDT, 3% LHDT2, and 16% MDV pre CalEEMod.

(4) Composite factor is 90% @ 45 mph + 5% @ 25 mph + 5% @ 5 mph + .1 minute idle per mile

Table B-5. Modeled Roadway Emission Rates

	DPM Emissions[1,2]					
	Fueling Trucks		Customer Vehicles		Total for HARP2	
Roadway Link	Peak Hourly (lbs/hr)	Annual (lbs/yr)	Peak Hourly (lbs/hr)	Annual (lbs/yr)	Peak Hourly (lbs/hr)	Annual (lbs/yr)
I-5 North Offramp	3.3071E-06	0.0048	0.0003	1.2938	0.0003	1.2987
I-5 North Offramp	2.1669E-06	0.0032	0.0002	0.8477	0.0002	0.8509
I-5 North Offramp	1.7498E-06	0.0026	0.0002	0.6846	0.0002	0.6871
I-5 North Offramp	4.0422E-06	0.0059	0.0004	1.5815	0.0004	1.5874
I-5 North Offramp	1.1496E-06	0.0017	0.0001	0.4498	0.0001	0.4515
I-5 North Onramp	5.117E-06	0.0075	0.0005	2.0019	0.0005	2.0094
I-5 North Onramp	4.757E-06	0.0069	0.0005	1.8611	0.0005	1.8681
I-5 South Offramp	7.0243E-06	0.0103	0.0007	2.7482	0.0007	2.7584
I-5 South Offramp	9.8856E-06	0.0144	0.0010	3.8676	0.0010	3.8820
I-5 South Onramp	4.7866E-07	0.0007	0.0000	0.1873	0.0000	0.1880
I-5 South Onramp	8.6497E-06	0.0126	0.0008	3.3841	0.0008	3.3967
To and From I-5N and Site on S3	5.1401E-06	0.0075	0.0005	2.0110	0.0005	2.0185
To and From I-5S and Site on S3	1.1058E-05	0.0161	0.0011	4.3263	0.0011	4.3425
S3 West To and East From Site	0	0.0000	0.0001	0.4029	0.0001	0.4029
S3 West To and East From Site	0	0.0000	0.0002	0.8359	0.0002	0.8359
S3 West from I5 (site)	0	0.0000	0.0002	0.6184	0.0002	0.6184

(1) Peak Hourly Emissions = DPM Emission Rate (g/mi) * Peak Hourly Trips * Link Length (mi) / 453.6 (g/lb)

(2) Annual Emissions = DPM Emission Rate (g/mi) * Daily Trips * Link Length (mi) * 365 (days/yr) / 453.6 (g/lb)

Table B-6. Fueling Information

Fuel Tank[1]	Annual (gallons/yr)
Total Gasoline	3,600,000
Tank 1 Throughput	1,800,000
Tank 2 Throughput	1,800,000
Peak Hourly Filling[1]	6,000
Peak Hourly Throughput[2]	3,840

(1) Peak hourly filling conservativly estimated as 12,000 gallons per hour as maximum truckload split between tanks.

(2) Peak hourly throughput = 16 pumps * 20 gallons per fill * 12 fills an hour.

Notes: Evaporative emissions from diesel are considered negligible.

Table B-7. Fueling Emission Factors

Category	TOG Emission Factor (lbs/1,000 gal)
ORVR with Phase II EVR	0.02
No ORVR with Phase II EVR	2.40
Composite Dispensing 2021[1]	0.31
Spillage Phase II EVR	0.24
Transfer Phase I EVR	0.15
Pressure (Breathing) Phase II EVR	0.024

(1) Assumes 88% of vehicles have ORVR in 2021 per CARB Revised Phase II Doc (2013)

Notes: All emission factors from CARB's revised Emission factors for Gasoline Marketing Operations (2013)
TOG: total organic gases; ORVR: onboard refueling vapor recovery; EVR: enhanced vapor recovery

Table B-8. Gasoline Speciation

Chemical	Weight Percentage
Benzene	0.455%
Ethyl Benzene	0.107%
Naphthalene	0.0004%

Source: https://ww2.arb.ca.gov/consolidated-list-speciation-profiles

Table B-9. Peak Hourly and Annual Emissions by Activity

	Emissions ROG	
Activity	**Peak Hourly[1] (lbs/hr)**	**Annual[2] (lbs/yr)**
Filling Storage Tanks	0.90	540.00
Storage Tanks Breathing	0.14	86.40
Consumer Filling	1.18	1103.33
Spillage	0.92	864.00

(1) Peak Hourly Emissions = Peak Hourly Throughput (gal/hr) * TOG EF (lbs/1,000 gal) / 1,000 gal

(2) Annual Emissions = Annual Throughput (gal/yr) * TOG EF (lbs/1,000 gal) / 1,000 gal

Table B-10. Peak Hourly and Annual Emissions Chemical and HARP2 Source

	Peak Hourly			Annual		
HARP2 Source	**Benzene**	**Ethyl Benzene**	**Naphthalene**	**Benzine**	**Ethyl Benzene**	**Naphthalene**
TANK1	0.0020	0.0005	0.000002	1.2285	0.2889	0.0011
TANK1a	0.0003	0.0001	2.8800E-07	0.1966	0.0462	0.0002
TANK2	0.0020	0.0005	1.8000E-06	1.2285	0.2889	0.0011
TANKa	0.0003	0.0001	2.8800E-07	0.1966	0.0462	0.0002
Fueling	0.0054	0.0013	4.7075E-06	5.0201	1.1806	0.0044
Spilling	0.0042	0.0010	3.6864E-06	3.9312	0.9245	0.0035

AERMOD and HARP2 Files

Table C-1. Cancer Risk by Pollutant for all Receptors (70-Year for Residential and Sensitive and 25-Year for Worker)

Type	X	Y	Description	Cancer Risk per 1,000,000				
				Benzene	DieselExhPM	Ethyl Benzene	Naphthalene	Total Risk
Worker	531056	4620805	Hotel Re	0.024	0.768	0.00049	0.00003	0.792
Worker	531020	4620780	Hotel Re	0.019	0.611	0.00038	0.00002	0.630
Worker	531035	4620708	Rv Recep	0.043	0.419	0.00089	0.00005	0.463
Worker	531084	4620701	RV Recep	0.122	0.374	0.00249	0.00013	0.498
Worker	530997	4620661	RV Recep	0.034	0.381	0.00070	0.00004	0.416
Worker	530933	4620568	RV Recep	0.024	0.319	0.00049	0.00003	0.343
Residential	531590	4620875	Eastern	0.028	0.622	0.00058	0.00003	0.651
Residential	530842	4620615	SW Homes	0.149	9.480	0.00305	0.00016	9.632
Residential	530821	4620598	SW Homes	0.139	9.652	0.00284	0.00015	9.794
Residential	530761	4620433	SW Homes	0.157	4.755	0.00320	0.00017	4.915
Residential	530868	4620417	SW Homes	0.253	3.777	0.00517	0.00027	4.035
Residential	530777	4620337	SW Homes	0.167	3.138	0.00341	0.00018	3.308
Residential	531005	4620256	SW Homes	0.203	1.948	0.00415	0.00021	2.155
Residential	531161	4620353	S Homes	0.236	1.459	0.00482	0.00025	1.700
Residential	531113	4620330	S Homes	0.240	1.614	0.00491	0.00025	1.859
Worker	531322	4620595	SE Indus	0.005	0.074	0.00010	0.00001	0.079
Residential	530626	4620809	W Homes	0.027	3.019	0.00056	0.00003	3.046
Residential	530591	4620678	W Homes	0.035	3.440	0.00071	0.00004	3.475
Residential	530441	4620783	W Homes	0.020	1.506	0.00041	0.00002	1.526
Residential	531197	4621498	N Homes	0.026	1.346	0.00054	0.00003	1.373
Residential	531041	4621501	N Homes	0.026	1.107	0.00054	0.00003	1.134
Worker	530607	4620879	NW Indus	0.001	0.143	0.00003	0.00000	0.145
Worker	530776	4620924	NW Indus	0.002	0.341	0.00005	0.00000	0.344
Worker	530697	4621058	NW Indus	0.001	0.109	0.00003	0.00000	0.110
Worker	530735	4621323	NW Indus	0.001	0.053	0.00002	0.00000	0.054
Sensitive	530135	4620809	US Sensi	0.012	0.553	0.00025	0.00001	0.565
Sensitive	530101	4621116	HS Sensi	0.010	0.344	0.00020	0.00001	0.354
Sensitive	530175	4621110	HS Sensi	0.011	0.393	0.00022	0.00001	0.404
Sensitive	530113	4620696	US Sensi	0.015	0.643	0.00031	0.00002	0.658

Table C-2. Cancer Risk by Pollutant for Residential Receptors (30-Year Scenario)

				Cancer Risk per 1,000,000				
Type	X	Y	Description	Benzene	DieselExhPM	Ethyl Benzene	Naphthalene	Total Risk
Residential	531590	4620875	Eastern	0.024	0.524	0.00049	0.00003	0.549
Residential	530842	4620615	SW Homes	0.126	7.987	0.00257	0.00013	8.115
Residential	530821	4620598	SW Homes	0.117	8.132	0.00239	0.00012	8.251
Residential	530761	4620433	SW Homes	0.132	4.006	0.00270	0.00014	4.141
Residential	530868	4620417	SW Homes	0.213	3.182	0.00436	0.00023	3.399
Residential	530777	4620337	SW Homes	0.140	2.644	0.00287	0.00015	2.787
Residential	531005	4620256	SW Homes	0.171	1.641	0.00349	0.00018	1.816
Residential	531161	4620353	S Homes	0.199	1.229	0.00406	0.00021	1.432
Residential	531113	4620330	S Homes	0.202	1.360	0.00414	0.00021	1.567
Residential	530626	4620809	W Homes	0.023	2.543	0.00047	0.00002	2.567
Residential	530591	4620678	W Homes	0.029	2.898	0.00060	0.00003	2.928
Residential	530441	4620783	W Homes	0.017	1.269	0.00035	0.00002	1.286
Residential	531197	4621498	N Homes	0.022	1.134	0.00046	0.00002	1.157
Residential	531041	4621501	N Homes	0.022	0.933	0.00045	0.00002	0.955
Residential	530135	4620809	US Sensi	0.010	0.466	0.00021	0.00001	0.476
Residential	530101	4621116	HS Sensi	0.008	0.290	0.00017	0.00001	0.298
Residential	530175	4621110	HS Sensi	0.009	0.331	0.00019	0.00001	0.341
Residential	530113	4620696	US Sensi	0.013	0.541	0.00026	0.00001	0.554

Table C-3. HARP2 Ouput Cancer Risk by Pollutant for Residential Receptors (9-Year Scenario)

				Cancer Risk per 1,000,000				
Type	X	Y	Description	Benzene	DieselExhPM	Ethyl Benzene	Naphthalene	Total Risk
Residential	531590	4620875	Eastern	0.017	0.364	0.00034	0.00002	0.381
Residential	530842	4620615	SW Homes	0.087	5.551	0.00179	0.00009	5.640
Residential	530821	4620598	SW Homes	0.081	5.652	0.00166	0.00009	5.735
Residential	530761	4620433	SW Homes	0.092	2.784	0.00188	0.00010	2.878
Residential	530868	4620417	SW Homes	0.148	2.211	0.00303	0.00016	2.362
Residential	530777	4620337	SW Homes	0.098	1.838	0.00200	0.00010	1.937
Residential	531005	4620256	SW Homes	0.119	1.141	0.00243	0.00013	1.262
Residential	531161	4620353	S Homes	0.138	0.854	0.00282	0.00015	0.995
Residential	531113	4620330	S Homes	0.141	0.945	0.00287	0.00015	1.089
Residential	530626	4620809	W Homes	0.016	1.767	0.00033	0.00002	1.784
Residential	530591	4620678	W Homes	0.020	2.014	0.00042	0.00002	2.035
Residential	530441	4620783	W Homes	0.012	0.882	0.00024	0.00001	0.894
Residential	531197	4621498	N Homes	0.016	0.788	0.00032	0.00002	0.804
Residential	531041	4621501	N Homes	0.015	0.648	0.00032	0.00002	0.664
Sensitive	530135	4620809	US Sensi	0.014	1.423	0.00029	0.00002	1.438
Sensitive	530101	4621116	HS Sensi	0.024	3.390	0.00048	0.00003	3.414
Sensitive	530175	4621110	HS Sensi	0.014	1.079	0.00028	0.00001	1.093
Sensitive	530113	4620696	US Sensi	0.009	0.529	0.00019	0.00001	0.538

Table C-4. HARP2 Output Chronic Health Hazard Data from 30 Year Residential and 25 Year Worker

REC	GRP	NETID	X	Y	KIDNEY	GILV	REPRO/ DEVEL	RESP	ENDO	BLOOD	MAX Hazard Index
1	Worker	Hotel Re	531056	4620805	4.98E-07	4.98E-07	4.98E-07	2.48E-03	4.98E-07	1.41E-03	2.48E-03
2	Worker	Hotel Re	531020	4620780	3.88E-07	3.88E-07	3.88E-07	1.98E-03	3.88E-07	1.10E-03	1.98E-03
3	Worker	Rv Recep	531035	4620708	9.07E-07	9.07E-07	9.07E-07	1.35E-03	9.07E-07	2.57E-03	2.57E-03
4	Worker	RV Recep	531084	4620701	2.54E-06	2.54E-06	2.54E-06	1.21E-03	2.54E-06	7.20E-03	7.20E-03
5	Worker	RV Recep	530997	4620661	7.17E-07	7.17E-07	7.17E-07	1.23E-03	7.17E-07	2.03E-03	2.03E-03
6	Worker	RV Recep	530933	4620568	4.99E-07	4.99E-07	4.99E-07	1.03E-03	4.99E-07	1.41E-03	1.41E-03
7	Residential	Eastern	531590	4620875	3.48E-08	3.48E-08	3.48E-08	1.19E-04	3.48E-08	9.87E-05	0.0001
8	Residential	SW Homes	530842	4620615	1.84E-07	1.84E-07	1.84E-07	1.81E-03	1.84E-07	5.21E-04	0.0018
9	Residential	SW Homes	530821	4620598	1.71E-07	1.71E-07	1.71E-07	1.84E-03	1.71E-07	4.85E-04	0.0018
10	Residential	SW Homes	530761	4620433	1.93E-07	1.93E-07	1.93E-07	9.06E-04	1.93E-07	5.47E-04	0.0009
11	Residential	SW Homes	530868	4620417	3.11E-07	3.11E-07	3.11E-07	7.20E-04	3.11E-07	8.83E-04	0.0009
12	Residential	SW Homes	530777	4620337	2.05E-07	2.05E-07	2.05E-07	5.98E-04	2.05E-07	5.82E-04	0.0006
13	Residential	SW Homes	531005	4620256	2.50E-07	2.50E-07	2.50E-07	3.71E-04	2.50E-07	7.08E-04	0.0007
14	Residential	S Homes	531161	4620353	2.90E-07	2.90E-07	2.90E-07	2.78E-04	2.90E-07	8.23E-04	0.0008
15	Residential	S Homes	531113	4620330	2.96E-07	2.96E-07	2.96E-07	3.08E-04	2.96E-07	8.38E-04	0.0008
16	Worker	SE Indus	531322	4620595	1.05E-07	1.05E-07	1.05E-07	2.38E-04	1.05E-07	2.98E-04	2.98E-04
17	Residential	W Homes	530626	4620809	3.38E-08	3.38E-08	3.38E-08	5.75E-04	3.38E-08	9.57E-05	0.0006
18	Residential	W Homes	530591	4620678	4.28E-08	4.28E-08	4.28E-08	6.56E-04	4.28E-08	1.21E-04	0.0007
19	Residential	W Homes	530441	4620783	2.48E-08	2.48E-08	2.48E-08	2.87E-04	2.48E-08	7.03E-05	0.0003
20	Residential	N Homes	531197	4621498	3.27E-08	3.27E-08	3.27E-08	2.57E-04	3.27E-08	9.26E-05	0.0003
21	Residential	N Homes	531041	4621501	3.25E-08	3.25E-08	3.25E-08	2.11E-04	3.25E-08	9.22E-05	0.0002
22	Worker	NW Indus	530607	4620879	3.02E-08	3.02E-08	3.02E-08	4.63E-04	3.02E-08	8.57E-05	4.63E-04
23	Worker	NW Indus	530776	4620924	4.97E-08	4.97E-08	4.97E-08	1.10E-03	4.97E-08	1.41E-04	1.10E-03
24	Worker	NW Indus	530697	4621058	2.87E-08	2.87E-08	2.87E-08	3.51E-04	2.87E-08	8.15E-05	3.51E-04
25	Worker	NW Indus	530735	4621323	1.97E-08	1.97E-08	1.97E-08	1.72E-04	1.97E-08	5.57E-05	1.72E-04
26	Sensitive	US Sensi	530135	4620809	1.48E-08	1.48E-08	1.48E-08	1.05E-04	1.48E-08	4.19E-05	0.0001
27	Sensitive	HS Sensi	530101	4621116	1.19E-08	1.19E-08	1.19E-08	6.56E-05	1.19E-08	3.38E-05	0.0001
28	Sensitive	HS Sensi	530175	4621110	1.33E-08	1.33E-08	1.33E-08	7.49E-05	1.33E-08	3.76E-05	0.0001
29	Sensitive	US Sensi	530113	4620696	1.86E-08	1.86E-08	1.86E-08	1.22E-04	1.86E-08	5.27E-05	0.0001

Note: Unaffected pathways have been removed. Complete outputs available in Supplemental Materials.

Table C-5. HARP2 Output Acute Health Hazard Data

REC	GRP	NETID	X	Y	IMMUN	REPRO/ DEVEL	BLOOD	Maximum Hazard Index
1	Worker	Hotel Re	531056	4620805	2.31E-01	2.31E-01	2.31E-01	0.231
2	Worker	Hotel Re	531020	4620780	1.72E-01	1.72E-01	1.72E-01	0.172
3	Worker	Rv Recep	531035	4620708	1.75E-01	1.75E-01	1.75E-01	0.175
4	Worker	RV Recep	531084	4620701	2.63E-01	2.63E-01	2.63E-01	0.263
5	Worker	RV Recep	530997	4620661	1.12E-01	1.12E-01	1.12E-01	0.112
6	Worker	RV Recep	530933	4620568	6.84E-02	6.84E-02	6.84E-02	0.068
7	Residential	Eastern	531590	4620875	2.90E-02	2.90E-02	2.90E-02	0.029
8	Residential	SW Homes	530842	4620615	5.02E-02	5.02E-02	5.02E-02	0.050
9	Residential	SW Homes	530821	4620598	4.61E-02	4.61E-02	4.61E-02	0.046
10	Residential	SW Homes	530761	4620433	3.61E-02	3.61E-02	3.61E-02	0.036
11	Residential	SW Homes	530868	4620417	4.50E-02	4.50E-02	4.50E-02	0.045
12	Residential	SW Homes	530777	4620337	3.49E-02	3.49E-02	3.49E-02	0.035
13	Residential	SW Homes	531005	4620256	4.25E-02	4.25E-02	4.25E-02	0.043
14	Residential	S Homes	531161	4620353	5.71E-02	5.71E-02	5.71E-02	0.057
15	Residential	S Homes	531113	4620330	5.60E-02	5.60E-02	5.60E-02	0.056
16	Worker	SE Indus	531322	4620595	7.39E-02	7.39E-02	7.39E-02	0.074
17	Residential	W Homes	530626	4620809	2.81E-02	2.81E-02	2.81E-02	0.028
18	Residential	W Homes	530591	4620678	2.61E-02	2.61E-02	2.61E-02	0.026
19	Residential	W Homes	530441	4620783	2.22E-02	2.22E-02	2.22E-02	0.022
20	Residential	N Homes	531197	4621498	1.91E-02	1.91E-02	1.91E-02	0.019
21	Residential	N Homes	531041	4621501	2.04E-02	2.04E-02	2.04E-02	0.020
22	Worker	NW Indus	530607	4620879	2.75E-02	2.75E-02	2.75E-02	0.028
23	Worker	NW Indus	530776	4620924	3.97E-02	3.97E-02	3.97E-02	0.040
24	Worker	NW Indus	530697	4621058	2.69E-02	2.69E-02	2.69E-02	0.027
25	Worker	NW Indus	530735	4621323	2.00E-02	2.00E-02	2.00E-02	0.020
26	Sensitive	US Sensi	530135	4620809	1.63E-02	1.63E-02	1.63E-02	0.016
27	Sensitive	HS Sensi	530101	4621116	1.47E-02	1.47E-02	1.47E-02	0.015
28	Sensitive	HS Sensi	530175	4621110	1.59E-02	1.59E-02	1.59E-02	0.016
29	Sensitive	US Sensi	530113	4620696	1.57E-02	1.57E-02	1.57E-02	0.016

Note: Unaffected pathways have been removed. Complete outputs available in Supplemental Materials.

ATTACHMENT C

CalEEMod Output Files – Greenhouse Gas Emissions

Yreka Truck Stop

Siskiyou County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	4.50	Acre	4.50	196,020.00	0
High Turnover (Sit Down Restaurant)	9.12	1000sqft	0.21	9,120.00	0
Convenience Market With Gas Pumps	3.18	1000sqft	0.07	3,180.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	85
Climate Zone	14			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Combining Construction, Paving, Architectural Coating as these phases typically happen simultaneously

Vehicle Trips - ADT updated to match traffic report. ADT= 511

Fleet Mix - Fleet mix updated per traffic report

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	230.00

tblConstructionPhase	NumDays	18.00	230.00
tblConstructionPhase	PhaseEndDate	3/28/2023	3/2/2023
tblConstructionPhase	PhaseEndDate	4/21/2023	3/2/2023
tblConstructionPhase	PhaseStartDate	3/3/2023	4/15/2022
tblConstructionPhase	PhaseStartDate	3/29/2023	4/15/2022
tblFleetMix	HHD	0.12	0.51
tblFleetMix	HHD	0.12	0.51
tblFleetMix	HHD	0.12	0.51
tblFleetMix	LDA	0.51	0.35
tblFleetMix	LDA	0.51	0.35
tblFleetMix	LDA	0.51	0.35
tblFleetMix	LDT1	0.03	0.03
tblFleetMix	LDT1	0.03	0.03
tblFleetMix	LDT1	0.03	0.03
tblFleetMix	LDT2	0.18	0.03
tblFleetMix	LDT2	0.18	0.03
tblFleetMix	LDT2	0.18	0.03
tblFleetMix	LHD1	0.03	0.02
tblFleetMix	LHD1	0.03	0.02
tblFleetMix	LHD1	0.03	0.02
tblFleetMix	LHD2	5.3590e-003	5.0000e-003
tblFleetMix	LHD2	5.3590e-003	5.0000e-003
tblFleetMix	LHD2	5.3590e-003	5.0000e-003
tblFleetMix	MCY	4.7860e-003	0.00
tblFleetMix	MCY	4.7860e-003	0.00
tblFleetMix	MCY	4.7860e-003	0.00
tblFleetMix	MDV	0.11	0.05

tblFleetMix	MDV	0.11	0.05
tblFleetMix	MDV	0.11	0.05
tblFleetMix	MH	8.8600e-004	0.00
tblFleetMix	MH	8.8600e-004	0.00
tblFleetMix	MH	8.8600e-004	0.00
tblFleetMix	MHD	8.2270e-003	5.0000e-003
tblFleetMix	MHD	8.2270e-003	5.0000e-003
tblFleetMix	MHD	8.2270e-003	5.0000e-003
tblFleetMix	OBUS	1.1380e-003	0.00
tblFleetMix	OBUS	1.1380e-003	0.00
tblFleetMix	OBUS	1.1380e-003	0.00
tblFleetMix	SBUS	9.5400e-004	0.00
tblFleetMix	SBUS	9.5400e-004	0.00
tblFleetMix	SBUS	9.5400e-004	0.00
tblFleetMix	UBUS	1.4120e-003	0.00
tblFleetMix	UBUS	1.4120e-003	0.00
tblFleetMix	UBUS	1.4120e-003	0.00
tblVehicleTrips	ST_TR	1,448.33	41.54
tblVehicleTrips	ST_TR	158.37	41.54
tblVehicleTrips	SU_TR	1,182.08	41.54
tblVehicleTrips	SU_TR	131.84	41.54
tblVehicleTrips	WD_TR	845.60	41.54
tblVehicleTrips	WD_TR	127.15	41.54

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.5780	3.3007	3.7321	7.0800e-003	0.1839	0.1506	0.3344	0.0687	0.1410	0.2098	0.0000	623.1235	623.1235	0.1273	0.0000	626.3069
2023	0.1197	0.6175	0.7853	1.5200e-003	0.0261	0.0268	0.0530	7.0700e-003	0.0252	0.0322	0.0000	133.5053	133.5053	0.0258	0.0000	134.1493
Maximum	**0.5780**	**3.3007**	**3.7321**	**7.0800e-003**	**0.1839**	**0.1506**	**0.3344**	**0.0687**	**0.1410**	**0.2098**	**0.0000**	**623.1235**	**623.1235**	**0.1273**	**0.0000**	**626.3069**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.5780	3.3006	3.7321	7.0800e-003	0.1839	0.1506	0.3344	0.0687	0.1410	0.2098	0.0000	623.1230	623.1230	0.1273	0.0000	626.3064
2023	0.1197	0.6175	0.7853	1.5200e-003	0.0261	0.0268	0.0530	7.0700e-003	0.0252	0.0322	0.0000	133.5052	133.5052	0.0258	0.0000	134.1491
Maximum	**0.5780**	**3.3006**	**3.7321**	**7.0800e-003**	**0.1839**	**0.1506**	**0.3344**	**0.0687**	**0.1410**	**0.2098**	**0.0000**	**623.1230**	**623.1230**	**0.1273**	**0.0000**	**626.3064**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	3-1-2022	5-31-2022	1.0716	1.0716
2	6-1-2022	8-31-2022	1.1999	1.1999
3	9-1-2022	11-30-2022	1.1955	1.1955
4	12-1-2022	2-28-2023	1.1191	1.1191
5	3-1-2023	5-31-2023	0.0241	0.0241
		Highest	1.1999	1.1999

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0818	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Energy	5.8400e-003	0.0531	0.0446	3.2000e-004		4.0300e-003	4.0300e-003		4.0300e-003	4.0300e-003	0.0000	155.4284	155.4284	5.5200e-003	1.9700e-003	156.1543
Mobile	0.1782	5.3292	1.2009	0.0135	0.2001	4.3600e-003	0.2044	0.0544	4.1400e-003	0.0586	0.0000	1,279.4686	1,279.4686	0.1291	0.0000	1,282.6950
Waste						0.0000	0.0000		0.0000	0.0000	23.9712	0.0000	23.9712	1.4167	0.0000	59.3876
Water						0.0000	0.0000		0.0000	0.0000	0.9530	5.0552	6.0082	0.0981	2.3600e-003	9.1637
Total	**0.2658**	**5.3823**	**1.2456**	**0.0138**	**0.2001**	**8.3900e-003**	**0.2085**	**0.0544**	**8.1700e-003**	**0.0626**	**24.9242**	**1,439.9525**	**1,464.8766**	**1.6493**	**4.3300e-003**	**1,507.4009**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0818	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Energy	5.8400e-003	0.0531	0.0446	3.2000e-004		4.0300e-003	4.0300e-003		4.0300e-003	4.0300e-003	0.0000	155.4284	155.4284	5.5200e-003	1.9700e-003	156.1543
Mobile	0.1782	5.3292	1.2009	0.0135	0.2001	4.3600e-003	0.2044	0.0544	4.1400e-003	0.0586	0.0000	1,279.4686	1,279.4686	0.1291	0.0000	1,282.6950
Waste						0.0000	0.0000		0.0000	0.0000	23.9712	0.0000	23.9712	1.4167	0.0000	59.3876
Water						0.0000	0.0000		0.0000	0.0000	0.9530	5.0552	6.0082	0.0981	2.3600e-003	9.1637
Total	**0.2658**	**5.3823**	**1.2456**	**0.0138**	**0.2001**	**8.3900e-003**	**0.2085**	**0.0544**	**8.1700e-003**	**0.0626**	**24.9242**	**1,439.9525**	**1,464.8766**	**1.6493**	**4.3300e-003**	**1,507.4009**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2022	3/28/2022	5	20	
2	Site Preparation	Site Preparation	3/29/2022	4/4/2022	5	5	
3	Grading	Grading	4/5/2022	4/14/2022	5	8	
4	Building Construction	Building Construction	4/15/2022	3/2/2023	5	230	
5	Paving	Paving	4/15/2022	3/2/2023	5	230	
6	Architectural Coating	Architectural Coating	4/15/2022	3/2/2023	5	230	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 4.5

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 18,450; Non-Residential Outdoor: 6,150; Striped Parking Area: 11,761 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	87.00	34.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	**0.0264**	**0.2572**	**0.2059**	**3.9000e-004**		**0.0124**	**0.0124**		**0.0116**	**0.0116**	**0.0000**	**33.9902**	**33.9902**	**9.5500e-003**	**0.0000**	**34.2289**

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	6.7000e-004	6.1600e-003	1.0000e-005	1.1700e-003	1.0000e-005	1.1800e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.1032	1.1032	5.0000e-005	0.0000	1.1046
Total	**9.7000e-004**	**6.7000e-004**	**6.1600e-003**	**1.0000e-005**	**1.1700e-003**	**1.0000e-005**	**1.1800e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.1032**	**1.1032**	**5.0000e-005**	**0.0000**	**1.1046**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	**0.0264**	**0.2572**	**0.2059**	**3.9000e-004**		**0.0124**	**0.0124**		**0.0116**	**0.0116**	**0.0000**	**33.9902**	**33.9902**	**9.5500e-003**	**0.0000**	**34.2289**

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	6.7000e-004	6.1600e-003	1.0000e-005	1.1700e-003	1.0000e-005	1.1800e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.1032	1.1032	5.0000e-005	0.0000	1.1046
Total	**9.7000e-004**	**6.7000e-004**	**6.1600e-003**	**1.0000e-005**	**1.1700e-003**	**1.0000e-005**	**1.1800e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.1032**	**1.1032**	**5.0000e-005**	**0.0000**	**1.1046**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9300e-003	0.0827	0.0492	1.0000e-004		4.0300e-003	4.0300e-003		3.7100e-003	3.7100e-003	0.0000	8.3599	8.3599	2.7000e-003	0.0000	8.4274
Total	**7.9300e-003**	**0.0827**	**0.0492**	**1.0000e-004**	**0.0452**	**4.0300e-003**	**0.0492**	**0.0248**	**3.7100e-003**	**0.0285**	**0.0000**	**8.3599**	**8.3599**	**2.7000e-003**	**0.0000**	**8.4274**

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.0000e-004	1.8500e-003	0.0000	3.5000e-004	0.0000	3.5000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3310	0.3310	2.0000e-005	0.0000	0.3314
Total	**2.9000e-004**	**2.0000e-004**	**1.8500e-003**	**0.0000**	**3.5000e-004**	**0.0000**	**3.5000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3310**	**0.3310**	**2.0000e-005**	**0.0000**	**0.3314**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9300e-003	0.0827	0.0492	1.0000e-004		4.0300e-003	4.0300e-003		3.7100e-003	3.7100e-003	0.0000	8.3598	8.3598	2.7000e-003	0.0000	8.4274
Total	**7.9300e-003**	**0.0827**	**0.0492**	**1.0000e-004**	**0.0452**	**4.0300e-003**	**0.0492**	**0.0248**	**3.7100e-003**	**0.0285**	**0.0000**	**8.3598**	**8.3598**	**2.7000e-003**	**0.0000**	**8.4274**

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.0000e-004	1.8500e-003	0.0000	3.5000e-004	0.0000	3.5000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3310	0.3310	2.0000e-005	0.0000	0.3314
Total	**2.9000e-004**	**2.0000e-004**	**1.8500e-003**	**0.0000**	**3.5000e-004**	**0.0000**	**3.5000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3310**	**0.3310**	**2.0000e-005**	**0.0000**	**0.3314**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7900e-003	0.0834	0.0611	1.2000e-004		3.7600e-003	3.7600e-003		3.4600e-003	3.4600e-003	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062
Total	**7.7900e-003**	**0.0834**	**0.0611**	**1.2000e-004**	**0.0262**	**3.7600e-003**	**0.0300**	**0.0135**	**3.4600e-003**	**0.0169**	**0.0000**	**10.4219**	**10.4219**	**3.3700e-003**	**0.0000**	**10.5062**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	2.7000e-004	2.4600e-003	0.0000	4.7000e-004	0.0000	4.7000e-004	1.2000e-004	0.0000	1.3000e-004	0.0000	0.4413	0.4413	2.0000e-005	0.0000	0.4418
Total	**3.9000e-004**	**2.7000e-004**	**2.4600e-003**	**0.0000**	**4.7000e-004**	**0.0000**	**4.7000e-004**	**1.2000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4413**	**0.4413**	**2.0000e-005**	**0.0000**	**0.4418**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.7900e-003	0.0834	0.0611	1.2000e-004		3.7600e-003	3.7600e-003		3.4600e-003	3.4600e-003	0.0000	10.4219	10.4219	3.3700e-003	0.0000	10.5062
Total	**7.7900e-003**	**0.0834**	**0.0611**	**1.2000e-004**	**0.0262**	**3.7600e-003**	**0.0300**	**0.0135**	**3.4600e-003**	**0.0169**	**0.0000**	**10.4219**	**10.4219**	**3.3700e-003**	**0.0000**	**10.5062**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	2.7000e-004	2.4600e-003	0.0000	4.7000e-004	0.0000	4.7000e-004	1.2000e-004	0.0000	1.3000e-004	0.0000	0.4413	0.4413	2.0000e-005	0.0000	0.4418
Total	**3.9000e-004**	**2.7000e-004**	**2.4600e-003**	**0.0000**	**4.7000e-004**	**0.0000**	**4.7000e-004**	**1.2000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4413**	**0.4413**	**2.0000e-005**	**0.0000**	**0.4418**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1587	1.4523	1.5218	2.5000e-003		0.0752	0.0752		0.0708	0.0708	0.0000	215.5045	215.5045	0.0516	0.0000	216.7952
Total	**0.1587**	**1.4523**	**1.5218**	**2.5000e-003**		**0.0752**	**0.0752**		**0.0708**	**0.0708**	**0.0000**	**215.5045**	**215.5045**	**0.0516**	**0.0000**	**216.7952**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0162	0.3557	0.1072	9.7000e-004	0.0206	1.3000e-003	0.0219	5.9600e-003	1.2500e-003	7.2000e-003	0.0000	92.1141	92.1141	6.5100e-003	0.0000	92.2769
Worker	0.0522	0.0363	0.3323	6.6000e-004	0.0631	5.9000e-004	0.0637	0.0168	5.5000e-004	0.0174	0.0000	59.5085	59.5085	2.8700e-003	0.0000	59.5802
Total	**0.0684**	**0.3920**	**0.4395**	**1.6300e-003**	**0.0837**	**1.8900e-003**	**0.0856**	**0.0228**	**1.8000e-003**	**0.0246**	**0.0000**	**151.6226**	**151.6226**	**9.3800e-003**	**0.0000**	**151.8570**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1587	1.4523	1.5218	2.5000e-003		0.0752	0.0752		0.0708	0.0708	0.0000	215.5042	215.5042	0.0516	0.0000	216.7949
Total	**0.1587**	**1.4523**	**1.5218**	**2.5000e-003**		**0.0752**	**0.0752**		**0.0708**	**0.0708**	**0.0000**	**215.5042**	**215.5042**	**0.0516**	**0.0000**	**216.7949**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0162	0.3557	0.1072	9.7000e-004	0.0206	1.3000e-003	0.0219	5.9600e-003	1.2500e-003	7.2000e-003	0.0000	92.1141	92.1141	6.5100e-003	0.0000	92.2769
Worker	0.0522	0.0363	0.3323	6.6000e-004	0.0631	5.9000e-004	0.0637	0.0168	5.5000e-004	0.0174	0.0000	59.5085	59.5085	2.8700e-003	0.0000	59.5802
Total	**0.0684**	**0.3920**	**0.4395**	**1.6300e-003**	**0.0837**	**1.8900e-003**	**0.0856**	**0.0228**	**1.8000e-003**	**0.0246**	**0.0000**	**151.6226**	**151.6226**	**9.3800e-003**	**0.0000**	**151.8570**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0346	0.3165	0.3574	5.9000e-004		0.0154	0.0154		0.0145	0.0145	0.0000	50.9970	50.9970	0.0121	0.0000	51.3003
Total	**0.0346**	**0.3165**	**0.3574**	**5.9000e-004**		**0.0154**	**0.0154**		**0.0145**	**0.0145**	**0.0000**	**50.9970**	**50.9970**	**0.0121**	**0.0000**	**51.3003**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9000e-003	0.0681	0.0215	2.3000e-004	4.8600e-003	9.0000e-005	4.9500e-003	1.4100e-003	9.0000e-005	1.5000e-003	0.0000	21.5243	21.5243	1.1300e-003	0.0000	21.5525
Worker	0.0115	7.6200e-003	0.0691	1.5000e-004	0.0149	1.3000e-004	0.0151	3.9800e-003	1.2000e-004	4.1000e-003	0.0000	13.5649	13.5649	5.9000e-004	0.0000	13.5797
Total	**0.0144**	**0.0758**	**0.0906**	**3.8000e-004**	**0.0198**	**2.2000e-004**	**0.0200**	**5.3900e-003**	**2.1000e-004**	**5.6000e-003**	**0.0000**	**35.0893**	**35.0893**	**1.7200e-003**	**0.0000**	**35.1322**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0346	0.3165	0.3574	5.9000e-004		0.0154	0.0154		0.0145	0.0145	0.0000	50.9970	50.9970	0.0121	0.0000	51.3003
Total	**0.0346**	**0.3165**	**0.3574**	**5.9000e-004**		**0.0154**	**0.0154**		**0.0145**	**0.0145**	**0.0000**	**50.9970**	**50.9970**	**0.0121**	**0.0000**	**51.3003**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9000e-003	0.0681	0.0215	2.3000e-004	4.8600e-003	9.0000e-005	4.9500e-003	1.4100e-003	9.0000e-005	1.5000e-003	0.0000	21.5243	21.5243	1.1300e-003	0.0000	21.5525
Worker	0.0115	7.6200e-003	0.0691	1.5000e-004	0.0149	1.3000e-004	0.0151	3.9800e-003	1.2000e-004	4.1000e-003	0.0000	13.5649	13.5649	5.9000e-004	0.0000	13.5797
Total	**0.0144**	**0.0758**	**0.0906**	**3.8000e-004**	**0.0198**	**2.2000e-004**	**0.0200**	**5.3900e-003**	**2.1000e-004**	**5.6000e-003**	**0.0000**	**35.0893**	**35.0893**	**1.7200e-003**	**0.0000**	**35.1322**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0908	0.8856	1.1340	1.7600e-003		0.0454	0.0454		0.0419	0.0419	0.0000	152.2955	152.2955	0.0479	0.0000	153.4918
Paving	4.7700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0956**	**0.8856**	**1.1340**	**1.7600e-003**		**0.0454**	**0.0454**		**0.0419**	**0.0419**	**0.0000**	**152.2955**	**152.2955**	**0.0479**	**0.0000**	**153.4918**

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0120	8.3400e-003	0.0764	1.5000e-004	0.0145	1.4000e-004	0.0146	3.8600e-003	1.3000e-004	3.9900e-003	0.0000	13.6801	13.6801	6.6000e-004	0.0000	13.6966
Total	**0.0120**	**8.3400e-003**	**0.0764**	**1.5000e-004**	**0.0145**	**1.4000e-004**	**0.0146**	**3.8600e-003**	**1.3000e-004**	**3.9900e-003**	**0.0000**	**13.6801**	**13.6801**	**6.6000e-004**	**0.0000**	**13.6966**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0908	0.8856	1.1340	1.7600e-003		0.0454	0.0454		0.0419	0.0419	0.0000	152.2953	152.2953	0.0479	0.0000	153.4916
Paving	4.7700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0956**	**0.8856**	**1.1340**	**1.7600e-003**		**0.0454**	**0.0454**		**0.0419**	**0.0419**	**0.0000**	**152.2953**	**152.2953**	**0.0479**	**0.0000**	**153.4916**

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0120	8.3400e-003	0.0764	1.5000e-004	0.0145	1.4000e-004	0.0146	3.8600e-003	1.3000e-004	3.9900e-003	0.0000	13.6801	13.6801	6.6000e-004	0.0000	13.6966
Total	**0.0120**	**8.3400e-003**	**0.0764**	**1.5000e-004**	**0.0145**	**1.4000e-004**	**0.0146**	**3.8600e-003**	**1.3000e-004**	**3.9900e-003**	**0.0000**	**13.6801**	**13.6801**	**6.6000e-004**	**0.0000**	**13.6966**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0202	0.1934	0.2682	4.2000e-004		9.5800e-003	9.5800e-003		8.8600e-003	8.8600e-003	0.0000	36.0329	36.0329	0.0113	0.0000	36.3159
Paving	1.1300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0213**	**0.1934**	**0.2682**	**4.2000e-004**		**9.5800e-003**	**9.5800e-003**		**8.8600e-003**	**8.8600e-003**	**0.0000**	**36.0329**	**36.0329**	**0.0113**	**0.0000**	**36.3159**

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6300e-003	1.7500e-003	0.0159	3.0000e-005	3.4300e-003	3.0000e-005	3.4600e-003	9.1000e-004	3.0000e-005	9.4000e-004	0.0000	3.1184	3.1184	1.4000e-004	0.0000	3.1218
Total	**2.6300e-003**	**1.7500e-003**	**0.0159**	**3.0000e-005**	**3.4300e-003**	**3.0000e-005**	**3.4600e-003**	**9.1000e-004**	**3.0000e-005**	**9.4000e-004**	**0.0000**	**3.1184**	**3.1184**	**1.4000e-004**	**0.0000**	**3.1218**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0202	0.1934	0.2682	4.2000e-004		9.5800e-003	9.5800e-003		8.8600e-003	8.8600e-003	0.0000	36.0329	36.0329	0.0113	0.0000	36.3159
Paving	1.1300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0213**	**0.1934**	**0.2682**	**4.2000e-004**		**9.5800e-003**	**9.5800e-003**		**8.8600e-003**	**8.8600e-003**	**0.0000**	**36.0329**	**36.0329**	**0.0113**	**0.0000**	**36.3159**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6300e-003	1.7500e-003	0.0159	3.0000e-005	3.4300e-003	3.0000e-005	3.4600e-003	9.1000e-004	3.0000e-005	9.4000e-004	0.0000	3.1184	3.1184	1.4000e-004	0.0000	3.1218
Total	**2.6300e-003**	**1.7500e-003**	**0.0159**	**3.0000e-005**	**3.4300e-003**	**3.0000e-005**	**3.4600e-003**	**9.1000e-004**	**3.0000e-005**	**9.4000e-004**	**0.0000**	**3.1184**	**3.1184**	**1.4000e-004**	**0.0000**	**3.1218**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1704					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0190	0.1310	0.1687	2.8000e-004		7.6000e-003	7.6000e-003		7.6000e-003	7.6000e-003	0.0000	23.7453	23.7453	1.5500e-003	0.0000	23.7839
Total	**0.1894**	**0.1310**	**0.1687**	**2.8000e-004**		**7.6000e-003**	**7.6000e-003**		**7.6000e-003**	**7.6000e-003**	**0.0000**	**23.7453**	**23.7453**	**1.5500e-003**	**0.0000**	**23.7839**

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0102	7.0900e-003	0.0649	1.3000e-004	0.0123	1.2000e-004	0.0125	3.2800e-003	1.1000e-004	3.3900e-003	0.0000	11.6281	11.6281	5.6000e-004	0.0000	11.6421
Total	**0.0102**	**7.0900e-003**	**0.0649**	**1.3000e-004**	**0.0123**	**1.2000e-004**	**0.0125**	**3.2800e-003**	**1.1000e-004**	**3.3900e-003**	**0.0000**	**11.6281**	**11.6281**	**5.6000e-004**	**0.0000**	**11.6421**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1704					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0190	0.1310	0.1687	2.8000e-004		7.6000e-003	7.6000e-003		7.6000e-003	7.6000e-003	0.0000	23.7452	23.7452	1.5500e-003	0.0000	23.7839
Total	**0.1894**	**0.1310**	**0.1687**	**2.8000e-004**		**7.6000e-003**	**7.6000e-003**		**7.6000e-003**	**7.6000e-003**	**0.0000**	**23.7452**	**23.7452**	**1.5500e-003**	**0.0000**	**23.7839**

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0102	7.0900e-003	0.0649	1.3000e-004	0.0123	1.2000e-004	0.0125	3.2800e-003	1.1000e-004	3.3900e-003	0.0000	11.6281	11.6281	5.6000e-004	0.0000	11.6421
Total	**0.0102**	**7.0900e-003**	**0.0649**	**1.3000e-004**	**0.0123**	**1.2000e-004**	**0.0125**	**3.2800e-003**	**1.1000e-004**	**3.3900e-003**	**0.0000**	**11.6281**	**11.6281**	**5.6000e-004**	**0.0000**	**11.6421**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.2200e-003	0.0287	0.0398	7.0000e-005		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	5.6172	5.6172	3.4000e-004	0.0000	5.6256
Total	**0.0445**	**0.0287**	**0.0398**	**7.0000e-005**		**1.5600e-003**	**1.5600e-003**		**1.5600e-003**	**1.5600e-003**	**0.0000**	**5.6172**	**5.6172**	**3.4000e-004**	**0.0000**	**5.6256**

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2400e-003	1.4900e-003	0.0135	3.0000e-005	2.9200e-003	3.0000e-005	2.9400e-003	7.8000e-004	2.0000e-005	8.0000e-004	0.0000	2.6506	2.6506	1.2000e-004	0.0000	2.6535
Total	**2.2400e-003**	**1.4900e-003**	**0.0135**	**3.0000e-005**	**2.9200e-003**	**3.0000e-005**	**2.9400e-003**	**7.8000e-004**	**2.0000e-005**	**8.0000e-004**	**0.0000**	**2.6506**	**2.6506**	**1.2000e-004**	**0.0000**	**2.6535**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0403					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.2200e-003	0.0287	0.0398	7.0000e-005		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	5.6172	5.6172	3.4000e-004	0.0000	5.6256
Total	**0.0445**	**0.0287**	**0.0398**	**7.0000e-005**		**1.5600e-003**	**1.5600e-003**		**1.5600e-003**	**1.5600e-003**	**0.0000**	**5.6172**	**5.6172**	**3.4000e-004**	**0.0000**	**5.6256**

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2400e-003	1.4900e-003	0.0135	3.0000e-005	2.9200e-003	3.0000e-005	2.9400e-003	7.8000e-004	2.0000e-005	8.0000e-004	0.0000	2.6506	2.6506	1.2000e-004	0.0000	2.6535
Total	**2.2400e-003**	**1.4900e-003**	**0.0135**	**3.0000e-005**	**2.9200e-003**	**3.0000e-005**	**2.9400e-003**	**7.8000e-004**	**2.0000e-005**	**8.0000e-004**	**0.0000**	**2.6506**	**2.6506**	**1.2000e-004**	**0.0000**	**2.6535**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1782	5.3292	1.2009	0.0135	0.2001	4.3600e-003	0.2044	0.0544	4.1400e-003	0.0586	0.0000	1,279.4686	1,279.4686	0.1291	0.0000	1,282.6950
Unmitigated	0.1782	5.3292	1.2009	0.0135	0.2001	4.3600e-003	0.2044	0.0544	4.1400e-003	0.0586	0.0000	1,279.4686	1,279.4686	0.1291	0.0000	1,282.6950

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	132.10	132.10	132.10	70,857	70,857
High Turnover (Sit Down Restaurant)	378.84	378.84	378.84	439,560	439,560
Parking Lot	0.00	0.00	0.00		
Total	510.94	510.94	510.94	510,418	510,418

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.350000	0.030000	0.030000	0.050000	0.020000	0.005000	0.005000	0.510000	0.000000	0.000000	0.000000	0.000000	0.000000
High Turnover (Sit Down Restaurant)	0.350000	0.030000	0.030000	0.050000	0.020000	0.005000	0.005000	0.510000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.350000	0.030000	0.030000	0.050000	0.020000	0.005000	0.005000	0.510000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	97.6529	97.6529	4.4200e-003	9.1000e-004	98.0355
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	97.6529	97.6529	4.4200e-003	9.1000e-004	98.0355
NaturalGas Mitigated	5.8400e-003	0.0531	0.0446	3.2000e-004		4.0300e-003	4.0300e-003		4.0300e-003	4.0300e-003	0.0000	57.7755	57.7755	1.1100e-003	1.0600e-003	58.1188
NaturalGas Unmitigated	5.8400e-003	0.0531	0.0446	3.2000e-004		4.0300e-003	4.0300e-003		4.0300e-003	4.0300e-003	0.0000	57.7755	57.7755	1.1100e-003	1.0600e-003	58.1188

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market With Gas Pumps	22927.8	1.2000e-004	1.1200e-003	9.4000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2235	1.2235	2.0000e-005	2.0000e-005	1.2308
High Turnover (Sit Down Restaurant)	1.05974e+006	5.7100e-003	0.0520	0.0436	3.1000e-004		3.9500e-003	3.9500e-003		3.9500e-003	3.9500e-003	0.0000	56.5520	56.5520	1.0800e-003	1.0400e-003	56.8880
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.8300e-003**	**0.0531**	**0.0446**	**3.2000e-004**		**4.0400e-003**	**4.0400e-003**		**4.0400e-003**	**4.0400e-003**	**0.0000**	**57.7755**	**57.7755**	**1.1000e-003**	**1.0600e-003**	**58.1188**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market With Gas Pumps	22927.8	1.2000e-004	1.1200e-003	9.4000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2235	1.2235	2.0000e-005	2.0000e-005	1.2308
High Turnover (Sit Down Restaurant)	1.05974e+006	5.7100e-003	0.0520	0.0436	3.1000e-004		3.9500e-003	3.9500e-003		3.9500e-003	3.9500e-003	0.0000	56.5520	56.5520	1.0800e-003	1.0400e-003	56.8880
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.8300e-003**	**0.0531**	**0.0446**	**3.2000e-004**		**4.0400e-003**	**4.0400e-003**		**4.0400e-003**	**4.0400e-003**	**0.0000**	**57.7755**	**57.7755**	**1.1000e-003**	**1.0600e-003**	**58.1188**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	42993.6	12.5073	5.7000e-004	1.2000e-004	12.5563
High Turnover (Sit Down Restaurant)	224078	65.1870	2.9500e-003	6.1000e-004	65.4424
Parking Lot	68607	19.9586	9.0000e-004	1.9000e-004	20.0368
Total		**97.6529**	**4.4200e-003**	**9.2000e-004**	**98.0355**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	42993.6	12.5073	5.7000e-004	1.2000e-004	12.5563
High Turnover (Sit Down Restaurant)	224078	65.1870	2.9500e-003	6.1000e-004	65.4424
Parking Lot	68607	19.9586	9.0000e-004	1.9000e-004	20.0368
Total		**97.6529**	**4.4200e-003**	**9.2000e-004**	**98.0355**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0818	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Unmitigated	0.0818	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0211					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0607					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Total	**0.0818**	**0.0000**	**1.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.0000e-004**	**3.0000e-004**	**0.0000**	**0.0000**	**3.2000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0211					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0607					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.0000e-004	3.0000e-004	0.0000	0.0000	3.2000e-004
Total	**0.0818**	**0.0000**	**1.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.0000e-004**	**3.0000e-004**	**0.0000**	**0.0000**	**3.2000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.0082	0.0981	2.3600e-003	9.1637
Unmitigated	6.0082	0.0981	2.3600e-003	9.1637

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.235551 / 0.14437	0.5925	7.7000e-003	1.9000e-004	0.8404
High Turnover (Sit Down Restaurant)	2.76823 / 0.176695	5.4157	0.0904	2.1700e-003	8.3232
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**6.0082**	**0.0981**	**2.3600e-003**	**9.1637**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.235551 / 0.14437	0.5925	7.7000e-003	1.9000e-004	0.8404
High Turnover (Sit Down Restaurant)	2.76823 / 0.176695	5.4157	0.0904	2.1700e-003	8.3232
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**6.0082**	**0.0981**	**2.3600e-003**	**9.1637**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	23.9712	1.4167	0.0000	59.3876
Unmitigated	23.9712	1.4167	0.0000	59.3876

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Convenience Market With Gas Pumps	9.56	1.9406	0.1147	0.0000	4.8077
High Turnover (Sit Down Restaurant)	108.53	22.0306	1.3020	0.0000	54.5799
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**23.9712**	**1.4167**	**0.0000**	**59.3876**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Convenience Market With Gas Pumps	9.56	1.9406	0.1147	0.0000	4.8077
High Turnover (Sit Down Restaurant)	108.53	22.0306	1.3020	0.0000	54.5799
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**23.9712**	**1.4167**	**0.0000**	**59.3876**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix B

Biological Resources Assessment

Refresh Travel Plaza Project

Siskiyou County, California

Prepared For:

City of Yreka

January 29, 2021

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

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LIST OF ACRONYMS AND ABBREVIATIONS

BA	Biological Assessment
BCC	Birds of Conservation Concern
BO	Biological Opinion
BRA	Biological Resources Assessment
CARI	California Aquatic Resources Inventory
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Database

LIST OF ACRONYMS AND ABBREVIATIONS

CNPS	California Native Plant Society
CRPR	California Rare Plant Rank
CWA	Clean Water Act
EFH	Essential fish habitat
ESA	Endangered Species Act
F	Fahrenheit
IPaC	Information, Planning and Consultation
LSA	Lake or Streambed Alteration
MBTA	Migratory Bird Treaty Act
MSL	Mean sea level
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
RWQCB	Regional Water Quality Control Board
SFEI	San Francisco Estuary Institute
SSC	Species of Special Concern
Study Area	Refresh Travel Plaza Project
USACE	U.S. Army Corps of Engineers
USC	U.S. Code
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Service

1.0 INTRODUCTION

On behalf of the City of Yreka, ECORP Consulting, Inc. conducted a Biological Resources Assessment (BRA) for the 4.77-acre Refresh Travel Plaza Project (Study Area) located in Siskiyou County, California. The purpose of the assessment was to collect information on the biological resources present and evaluate the potential for special-status species and their habitats to occur in the Study Area, assess potential biological impacts related to Project activities, and identify potential mitigation measures to inform the Project's California Environmental Quality Act (CEQA) documentation for biological resources.

1.1 Project Location

The Study Area is located in the southeast quadrant of the Interstate 5/Montague Road (State Highway 3) interchange, and west of Village Oak Drive in the city of Yreka, Siskiyou County, California (Figure 1. *Project Location*). The Study Area corresponds to a portion of Section 23, Township 45 North, Range 7 West (Mount Diablo Base and Meridian) of the "Yreka, California" and "Montague, California" 7.5-minute quadrangles (U.S. Geological Survey [USGS] 1981, photorevised 1984 and 1984, respectively). The approximate center of the Study Area is located at NAD83 coordinates 41.738044° latitude and -122.625541° longitude within the Shasta Watershed (Hydrologic Unit Code #18010207; Natural Resources Conservation Service [NRCS] et al. 2016).

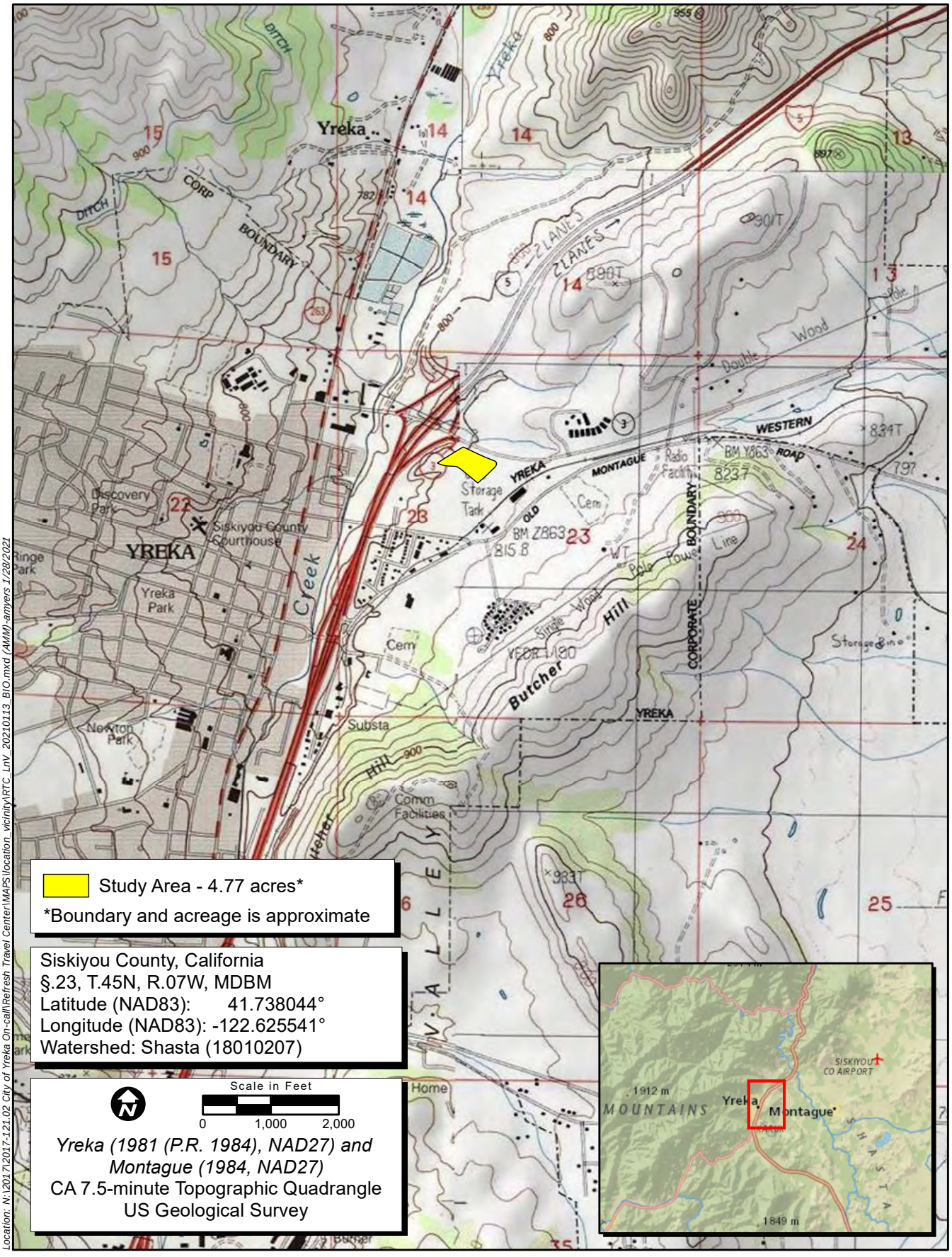
1.2 Purpose of this Biological Resources Assessment

The purpose of this BRA is to assess the potential for occurrence of special-status plant and animal species or their habitats and sensitive habitats such as wetlands, riparian communities, and sensitive natural communities within the Study Area.

This assessment includes a preliminary analysis of impacts on biological resources anticipated to result from the Project, as presently defined. The mitigation recommendations presented in this assessment are based on the preliminary analysis, a review of existing literature, and the results of site reconnaissance surveys.

For the purposes of this assessment, special-status species are defined as plants or animals that:

- are listed, proposed for listing, or candidates for future listing as threatened or endangered under the federal Endangered Species Act (ESA);
- are listed or candidates for future listing as threatened or endangered under the California ESA;
- meet the definitions of endangered or rare under Section 15380 of the CEQA Guidelines;
- are identified as a species of special concern (SSC) by the California Department of Fish and Wildlife (CDFW);
- are birds identified as birds of conservation concern (BCC) by the U.S. Fish and Wildlife Service (USFWS);



Map Date: 1/28/2021

Figure 1. Project Location and Vicinity

2017-121.02/007 Refresh Travel Center

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- are plants considered by the California Native Plant Society (CNPS) to be "rare, threatened, or endangered in California" (California Rare Plant Rank [CRPR] 1 and 2), "plants about which more information is needed" (i.e., species with a CRPR of 3), or "plants of limited distribution – a watch list" (i.e., species with a CRPR of 4);
- are plants listed as rare under the California Native Plant Protection Act (NPPA; California Fish and Game Code, § 1900 et seq.); or
- are fully protected in California in accordance with the California Fish and Game Code, §§ 3511 (birds), 4700 (mammals), 5050 (amphibians and reptiles), and 5515 (fishes).

Only species that fall into one of the above-listed groups were considered for this assessment. While other species (e.g., special-status lichens, mosses and bryophytes, California Natural Diversity Database- (CNDDB-) tracked species with no special status) are sometimes found in database searches or within the literature, these species were not included within this analysis. This BRA does not include determinate field surveys for other wildlife or plant species, or an aquatic resources delineation performed according to U.S. Army Corps of Engineers (USACE) protocol.

2.0 REGULATORY SETTING

2.1 Federal Regulations

2.1.1 Federal Endangered Species Act

The ESA protects plants and animals that are listed as endangered or threatened by the USFWS and the National Marine Fisheries Service (NMFS). Section 9 of the ESA prohibits the taking of listed wildlife, where take is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct" (50 Code of Federal Regulations [CFR] 17.3). For plants, this statute governs removing, possessing, maliciously damaging, or destroying any listed plant on federal land and removing, cutting, digging up, damaging, or destroying any listed plant on non-federal land in knowing violation of State law (16 U.S. Code [USC] 1538). Under Section 7 of the ESA, federal agencies are required to consult with the USFWS if their actions, including permit approvals or funding, could adversely affect a listed (or proposed) species (including plants) or its Critical Habitat. Through consultation and the issuance of a biological opinion (BO), the USFWS may issue an incidental take statement allowing take of the species that is incidental to an otherwise authorized activity provided the activity will not jeopardize the continued existence of the species. Section 10 of the ESA provides for issuance of incidental take permits where no other federal actions are necessary provided a habitat conservation plan is developed.

Section 7

Section 7 of the ESA mandates that all federal agencies consult with USFWS and/or NMFS to ensure that federal agencies' actions do not jeopardize the continued existence of a listed species or adversely modify Critical Habitat for listed species. If direct and/or indirect effects will occur to Critical Habitat that appreciably diminish the value of Critical Habitat for both the survival and recovery of a species, the adverse modifications will require formal consultation with USFWS or NMFS. If adverse effects are likely,

the applicant must conduct a biological assessment (BA) for the purpose of analyzing the potential effects of a project on listed species and critical habitat to establish and justify an "effect determination." The federal agency reviews the BA; if it concludes that the project may adversely affect a listed species or its habitat, it prepares a BO, which may recommend "reasonable and prudent alternatives" to the project to avoid jeopardizing or adversely modifying habitat.

Critical Habitat and Essential Habitat

Critical Habitat is defined in Section 3 of the ESA as:

1. the specific areas within the geographical area occupied by a species, at the time it is listed in accordance with the ESA, on which are found those physical or biological features essential to the conservation of the species and that may require special management considerations or protection; and

2. specific areas outside the geographical area occupied by a species at the time it is listed, upon a determination that such areas are essential for the conservation of the species.

Critical Habitat designations identify, to the extent known and using the best scientific data available, habitat areas that provide essential lifecycle needs of the species. These include but are not limited to the following:

1. Space for individual and population growth and for normal behavior;

2. Food, water, air, light, minerals, or other nutritional or physiological requirements;

3. Cover or shelter;

4. Sites for breeding, reproduction, or rearing (or development) of offspring;

5. Habitats that are protected from disturbance or are representative of the historic, geographical, and ecological distributions of a species;

2.1.2 Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) implements international treaties between the U.S. and other nations devised to protect migratory birds, any of their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. As authorized under the MBTA, USFWS issues permits to qualified applicants for the following types of activities: falconry, raptor propagation, scientific collecting, special purposes (rehabilitation, education, migratory game bird propagation, and salvage), take of depredating birds, taxidermy, and waterfowl sale and disposal. The regulations governing migratory bird permits can be found in 50 CFR Part 13 General Permit Procedures and 50 CFR Part 21 Migratory Bird Permits. The State of California has incorporated the protection of non-game birds in § 3800, migratory birds in § 3513, and birds of prey in § 3503.5 of the California Fish and Game Code.

2.1.3 Federal Clean Water Act

The purpose of the federal Clean Water Act (CWA) is to "restore and maintain the chemical, physical, and biological integrity of the nation's waters." Section 404 of the CWA prohibits the discharge of dredged or fill material into "Waters of the United States" without a permit from the USACE. The definition of Waters of the U.S. includes rivers, streams, estuaries, the territorial seas, ponds, lakes, and wetlands. Wetlands are defined as those areas "that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3 7b). The U.S. Environmental Protection Agency (USEPA) also has authority over wetlands and may override a USACE permit.

Substantial impacts to wetlands may require an individual permit. Projects that only minimally affect wetlands may meet the conditions of one of the existing Nationwide Permits. A Water Quality Certification or waiver pursuant to Section 401 of the CWA is required for Section 404 permit actions; in California, this certification or waiver is issued by the Regional Water Quality Control Board (RWQCB).

2.1.4 Magnuson-Stevens Fishery Conservation and Management Act

The 1996 Magnuson-Stevens Fishery Conservation and Management Act, as amended (16 USC 1801), requires federal agencies to consult with NMFS whenever a proposed action has a potential to adversely affect essential fish habitat (EFH). Although states are not required to consult with NMFS, NMFS is required to develop EFH conservation recommendations for any state agency activities with the potential to affect EFH. EFH is defined as "…those waters and substrates necessary to fish for spawning, breeding, feeding or growth to maturity" and includes the necessary habitat for managed fish to complete their life cycles and contribute to a sustainable fishery and healthy ecosystem. Although the concept of EFH is similar to the ESA definition of Critical Habitat, measures recommended by NMFS or a regional fisheries management council to protect EFH are advisory, rather than prescriptive (NMFS 1998).

2.2 State or Local Regulations

2.2.1 California Endangered Species Act

The California ESA (California Fish and Game Code §§ 2050-2116) protects species of fish, wildlife, and plants listed by the State as endangered or threatened. Species identified as candidates for listing may also receive protection. Section 2080 of the California ESA prohibits the taking, possession, purchase, sale, and import or export of endangered, threatened, or candidate species, unless otherwise authorized by permit. Take is defined in Section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." The California ESA allows for take incidental to otherwise lawful projects under permits issued by CDFW.

2.2.2 Fully Protected Species

The State of California first began to designate species as "fully protected" prior to the creation of the federal and the California ESAs. Lists of fully protected species were initially developed to provide protection to those animals that were rare or faced possible extinction and included fish, amphibians and reptiles, birds, and mammals. Most fully protected species have since been listed as threatened or endangered under the federal and/or California ESAs. Fully protected species are identified in the California Fish and Game Code § 4700 for mammals, § 3511 for birds, § 5050 for reptiles and amphibians, and § 5515 for fish.

These sections of the California Fish and Game Code provide that fully protected species may not be taken or possessed at any time, including prohibition of CDFW from issuing incidental take permits for fully protected species under the California ESA. CDFW will issue licenses or permits for take of these species for necessary scientific research or live capture and relocation pursuant to the permit and may allow incidental take for lawful activities carried out under an approved Natural Community Conservation Plan within which such species are covered.

2.2.3 Native Plant Protection Act

The NPPA of 1977 (California Fish and Game Code §§ 1900-1913) was established with the intent to "preserve, protect and enhance rare and endangered plants in this state." The NPPA is administered by CDFW. The Fish and Game Commission has the authority to designate native plants as "endangered" or "rare." The NPPA prohibits the take of plants listed under the NPPA, but the NPPA contains a number of exemptions to this prohibition that have not been clarified by regulation or judicial rule. In 1984, the California ESA brought under its protection all plants previously listed as endangered under NPPA. Plants listed as rare under NPPA are not protected under the California ESA but are still protected under the provisions of NPPA. The Fish and Game Commission no longer lists plants under NPPA, reserving all listings to the California ESA.

2.2.4 California Fish and Game Code Special Protections for Birds

In addition to protections contained within the California ESA and California Fish and Game Code § 3511 described above, the California Fish and Game Code includes a number of sections that specifically protect certain birds:

- Section 3800 states that it is unlawful to take nongame birds, such as those occurring naturally in California that are not resident game birds, migratory game birds, or fully protected birds, except when in accordance with regulations of the California Fish and Game Commission or a mitigation plan approved by CDFW for mining operations.
- Section 3503 prohibits the take, possession, or needless destruction of the nest or eggs of any bird.
- Section 3503.5 protects birds of prey (which includes eagles, hawks, falcons, kites, ospreys, and owls) and prohibits the take, possession, or destruction of any birds and their nests.

- Section 3505 makes it unlawful to take, sell, or purchase egrets, ospreys, and several exotic nonnative species, or any part of these birds.
- Section 3513 specifically prohibits the take or possession of any migratory nongame bird as designated in the MBTA.

2.2.5 Lake or Streambed Alteration Agreements

Section 1602 of the California Fish and Game Code requires individuals or agencies to provide a Notification of Lake or Streambed Alteration (LSA) to CDFW for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake." CDFW reviews the proposed actions and, if necessary, proposed measures to protect affected fish and wildlife resources. The final proposal mutually agreed upon by CDFW and the applicant is the LSA Agreement.

2.2.6 Porter-Cologne Water Quality Act

The RWQCB implements water quality regulations under the federal CWA and the state Porter-Cologne Water Quality Act. These regulations require compliance with the National Pollutant Discharge Elimination System (NPDES), including compliance with the California Storm Water NPDES General Construction Permit for discharges of storm water runoff associated with construction activities. General Construction Permits for projects that disturb one or more acres of land require development and implementation of a Storm Water Pollution Prevention Plan. Under the Porter-Cologne Water Quality Act, the RWQCB regulates actions that would involve "discharging waste, or proposing to discharge waste, with any region that could affect the water of the state" (Water Code 13260(a)). Waters of the State are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state" (Water Code 13050 (e)). The RWQCB regulates all such activities, as well as dredging, filling, or discharging materials into Waters of the State that are not regulated by the USACE due to a lack of connectivity with a navigable water body. The RWQCB may require issuance of Waste Discharge Requirements for these activities.

2.2.7 California Environmental Quality Act

In accordance with CEQA Guidelines § 15380, a species or subspecies not specifically protected under the federal or California ESAs or NPPA may be considered endangered, rare, or threatened for CEQA review purposes if the species meets certain criteria specified in the Guidelines. These criteria parallel the definitions used in the federal ESA, California ESA, and NPPA. Section 15380 was included in the CEQA Guidelines primarily to address situations in which a project under review may have a significant effect on a species that has not been listed under the federal ESA, California ESA, or NPPA, but that may meet the definition of endangered, rare, or threatened. Animal species identified as SSC by CDFW, birds identified as BCC by USFWS, and plants identified by the CNPS as rare, threatened, or endangered may meet the CEQA definition of rare or endangered.

Species of Special Concern

SSC are defined by CDFW as a species, subspecies, or distinct population of an animal native to California that are not legally protected under the federal ESA, California ESA, or California Fish and Game Code, but currently satisfies one or more of the following criteria:

- The species has been completely extirpated from the state or, as in the case of birds, it has been extirpated from its primary seasonal or breeding range.
- The species is listed as federally (but not state) threatened or endangered or meets the State definition of threatened or endangered but has not formally been listed.
- The species has or is experiencing serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status.
- The species has naturally small populations that exhibit high susceptibility to risk from any factor that if realized, could lead to declines that would qualify it for State threatened or endangered status.
- SSC are typically associated with habitats that are threatened.

Projects that result in substantial impacts to SSC may be considered significant under CEQA.

U.S. Fish and Wildlife Service Birds of Conservation Concern

The 1988 amendment to the Fish and Wildlife Conservation Act mandates USFWS "identify species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become candidates for listing under ESA." To meet this requirement, USFWS published a list of BCC (USFWS 2008) for the U.S. The list identifies the migratory and nonmigratory bird species (beyond those already designated as federally threatened or endangered) that represent USFWS' highest conservation priorities. Projects that result in substantial impacts to BCC may be considered significant under CEQA.

Sensitive Natural Communities

The CDFW maintains the *California Natural Community List* (CDFW 2019), which provides a list of vegetation alliances, associations, and special stands as defined in the *Manual of California Vegetation* (Sawyer et al. 2009), along with their respective state and global rarity ranks. Natural communities with a state rarity rank of S1, S2, or S3 are considered sensitive natural communities. Impacts to sensitive natural communities may be considered significant under CEQA.

California Rare Plant Ranks

The CNPS maintains the Inventory of Rare and Endangered Plants of California (CNPS 2021), which provides a list of plant species native to California that are threatened with extinction, have limited distributions, and/or low populations. Plant species meeting one of these criteria are assigned to one of six CRPRs. The rank system was developed in collaboration with government, academia, non-

governmental organizations, and private-sector botanists, and is jointly managed by CDFW and the CNPS. The CRPRs are currently recognized in the CNDDB. The following are definitions of the CNPS CRPRs:

- Rare Plant Rank 1A – presumed extirpated in California and either rare or extinct elsewhere.
- Rare Plant Rank 1B – rare, threatened, or endangered in California and elsewhere.
- Rare Plant Rank 2A – presumed extirpated in California, but more common elsewhere.
- Rare Plant Rank 2B – rare, threatened, or endangered in California but more common elsewhere.
- Rare Plant Rank 3 – a review list of plants about which more information is needed.
- Rare Plant Rank 4 – a watch list of plants of limited distribution.

Additionally, CNPS has defined Threat Ranks that are added to the CRPR as an extension. Threat Ranks designate the level of threat on a scale of 1 through 3, with 1 being the most threatened and 3 being the least threatened. Threat Ranks are generally present for all plants ranked 1B, 2B, or 4, and for the majority of plants ranked 3. Plant species ranked 1A and 2A (presumed extirpated in California), and some species ranked 3, which lack threat information, do not typically have a Threat Rank extension. The following are definitions of the CNPS Threat Ranks:

- Threat Rank 0.1 – Seriously threatened in California (over 80 percent of occurrences threatened/high degree and immediacy of threat).
- Threat Rank 0.2 – Moderately threatened in California (20 to 80 percent occurrences threatened/moderate degree and immediacy of threat).
- Threat Rank 0.3 – Not very threatened in California (less than 20 percent of occurrences threatened/low degree and immediacy of threat or no current threats known).

Factors such as habitat vulnerability and specificity, distribution, and condition of occurrences are considered in setting the Threat Rank; and differences in Threat Ranks do not constitute additional or different protection (CNPS 2021).

Substantial impacts to plants ranked 1A, 1B, 2, and 3 are typically considered significant under CEQA Guidelines § 15380. Significance under CEQA is typically evaluated on a case-by-case basis for plants ranked 4 and at the discretion of the CEQA lead agency.

CEQA Significance Criteria

Sections 15063-15065 of the CEQA Guidelines address how an impact is identified as significant. Generally, impacts to listed (rare, threatened, or endangered) species are considered significant. Assessment of "impact significance" to populations of non-listed species (e.g., SSC) usually considers the proportion of the species' range that will be affected by a project, impacts to habitat, and the regional and population level effects.

Specifically, § 15064.7 of the CEQA Guidelines encourages local agencies to develop and publish the thresholds that the agency uses in determining the significance of environmental effects caused by

projects under its review. However, agencies may also rely upon the guidance provided by the expanded Initial Study checklist contained in Appendix G of the CEQA Guidelines, which provides examples of impacts that would normally be considered significant.

An evaluation of whether an impact on biological resources would be substantial must consider both the resource itself and how that resource fits into a regional or local context. Substantial impacts would be those that would diminish, or result in the loss of, an important biological resource, or those that would obviously conflict with local, State, or federal resource conservation plans, goals, or regulations. Impacts are sometimes locally important but not significant under CEQA. The reason for this is that although the impacts would result in an adverse alteration of existing conditions, they would not substantially diminish or result in the permanent loss of an important resource on a population-wide or region-wide basis.

2.2.8 City of Yreka General Plan

The Conservation, Open Space, Parks and Recreation Element of the Yreka General Plan Update 2002-2022 (City of Yreka 2003) includes "A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other water, harbors, fisheries, wildlife, minerals, and other natural resources." The General Plan is required to address various open space issues, including the preservation of natural resources (fish and wildlife habitat), managed production of resources (food, fiber, and mineral resources), outdoor recreation including areas of scenic, historic and cultural value, and open space for health and safety.

The following General Plan Goals and Programs are pertinent to biological resources for this Project:

Goal CO.4: *Minimize impacts to wildlife and wildlife habitat as new development occurs within Yreka.*

Program CO.4.A: *Apply appropriate mitigation measures to development projects to minimize impacts to biological resources during and after construction.*

Program CO.4.C: *Applicants for new development proposals shall be responsible for costs related to determining the potential for occurrence of protected plant and wildlife species within the proposed project area. City staff shall make the determination on the degree of field investigation required based on the projects location in relation to known occurrences.*

Program CO.4.D: *If the presence of protected species is determined to be likely, the project applicant shall be responsible for all costs associated with investigating species presence and preparation of any required mitigation plans.*

3.0 METHODS

3.1 Literature Review

The following resources were queried to determine the special-status species that had been documented within or in the vicinity of the Study Area:

- CDFW CNDDB data for the "Yreka, California" and "Montague, California" 7.5-minute USGS quadrangles (CDFW 2021a).
- USFWS Information, Planning, and Consultation System (IPaC) Resource Report List for the Study Area (USFWS 2021).
- CNPS' electronic Inventory of Rare and Endangered Plants of California for the "Yreka, California" and "Montague, California" 7.5-minute USGS quadrangles and the 10 surrounding USGS quadrangles (CNPS 2021).
- National Oceanic and Atmospheric Administration (NOAA)/NMFS species list (NOAA/NMFS 2021).
- BIOS, Terrestrial Connectivity, Areas of Conservation Emphasis (ACE) (CDFW 2021b).

The results of the CNPS, CNDDB, USFWS, and NOAA/NMFS database queries are included in Attachment A.

3.2 Field Surveys Conducted

This biological resource assessment includes a reconnaissance level site visit to generally characterize onsite resources, including plant communities, wildlife, special-status species, aquatic resources (i.e., potential Waters of the U.S./State), and sensitive natural communities.

A biological resources field assessment was conducted by ECORP biologist Keith Kwan on January 19, 2021. The purpose of this assessment was to identify potential biological resources constraints (e.g., aquatic resources, special-status species) onsite, identify regulatory requirements for development of the site, and assess potential mitigation needs. During the assessment, the following biological resource information was collected:

- Direct observations of special-status species;
- Animal and plant species directly observed;
- Habitat and vegetation communities; and
- Aquatic resources.

This assessment did not include focused technical studies. The aquatic resources assessment was intended for general planning purposes and was not performed accordance with the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987) or the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (Arid West Region Supplement; USACE 2008).

3.3 Special-Status Species Considered for the Project

Based on species occurrence information from the literature review and field observations, a list of special-status species considered to have the potential to occur within the Study Area was generated (Table 1). Each of the species that were considered as potentially occurring within the Study Area or vicinity was evaluated based on the following criteria:

- **Present** - Species was observed during field surveys or is known to occur within the Study Area based on documented occurrences within the CNDDB or other literature.
- **Potential to Occur** - Habitat (including soils and elevation requirements) for the species occurs within the Study Area.
- **Low Potential to Occur** - Marginal or limited amounts of habitat occur, and/or the species is not known to occur within the vicinity of the Study Area based on CNDDB records and other available documentation.
- **Absent** - No suitable habitat (including soils and elevation requirements), and/or the species is not known to occur within the Study Area or the vicinity of the Study Area based on CNDDB records and other documentation or determinate field surveys.

3.4 Sensitive Natural Communities

Vegetation communities were mapped according to the *Manual of California Vegetation, Second Edition* (Sawyer et al. 2009) during the site assessment on January 19, 2021.

3.5 Preliminary Aquatic Resources Assessment

This site assessment included a preliminary aquatic resources assessment, which included visually estimating the general extent of potential waters of the U.S./State. If present, aquatic resources were noted by documenting the presence of hydrophytic vegetation and obvious wetland hydrology characteristics or the presence of aquatic resources with an ordinary high water mark. In addition, the California Aquatic Resources Inventory (CARI) was queried for previously documented aquatic resources within the Study Area (San Francisco Estuary Institute [SFEI] 2017).

4.0 RESULTS

4.1 Site Characteristics and Land Use

The Study Area is located in a heavily impacted area in the southeastern quadrant of the Interstate 5/Montague Road intersection. This Study Area is located within hilly terrain situated at an elevational range of approximately 2,630 to 2,660 feet above mean sea level (MSL) at the interface between the California floristic province/Cascade Ranges Region and the Great Basin floristic province/Modoc Plateau Region of California (Baldwin et al. 2012). The average winter low temperature in the vicinity of the Study Area is 25.8 degrees Fahrenheit (˚F) and the average summer high temperature is 88.4˚F. Average annual precipitation is approximately 19.95 inches (NOAA 2021).

The Study Area is comprised of fallow undeveloped land that appears to have been mass graded around 2004 as the area was undergoing development. A Google Earth aerial photograph dated December 2004 shows evidence of construction grading within the Study Area and surrounding parcels. At present, the Study Area remains undeveloped and is sparsely vegetated with weedy plants.

Representative photographs of the Study Area are included in Attachment B.

4.2 Vegetation Communities

The Study Area was mass graded for construction around 2004 but site construction did not occur. As such, the vegetation composition found onsite is largely comprised of weedy species. The vegetation community most closely resembling the conditions onsite is the *Bromus tectorum-Taeniatherum (Elymus) caput-medusae* herbaceous semi-natural alliance (cheatgrass-medusahead grassland). The dominant herbaceous plants onsite include medusahead grass (*Elymus caput-medusae*) and cheat grass (*Bromus tectorum*), with scattered rabbitbrush (*Ericameria* sp.) and yellow star-thistle (*Centaurea solstitialis*).

4.3 Wildlife Observations, Movement Corridors, and Nursery Sites

The Study Area is surrounded on all sides by developed lands, including Montague Road to the north, a Holiday Inn Express to the west, a recreational vehicle park to the south, and the Yreka Truck Stop to the east. Wildlife use is expected to be minimal and include species accustomed to human activities. There are no wildlife movement corridors and nursery sites present.

4.4 Soils

According to the Web Soil Survey (NRCS 2021), one soil unit, or type, has been mapped within the Study Area (Figure 2. *Natural Resources Conservation Service Soil Types*):

- 152 – Facey loam, 5 to 15 percent slopes

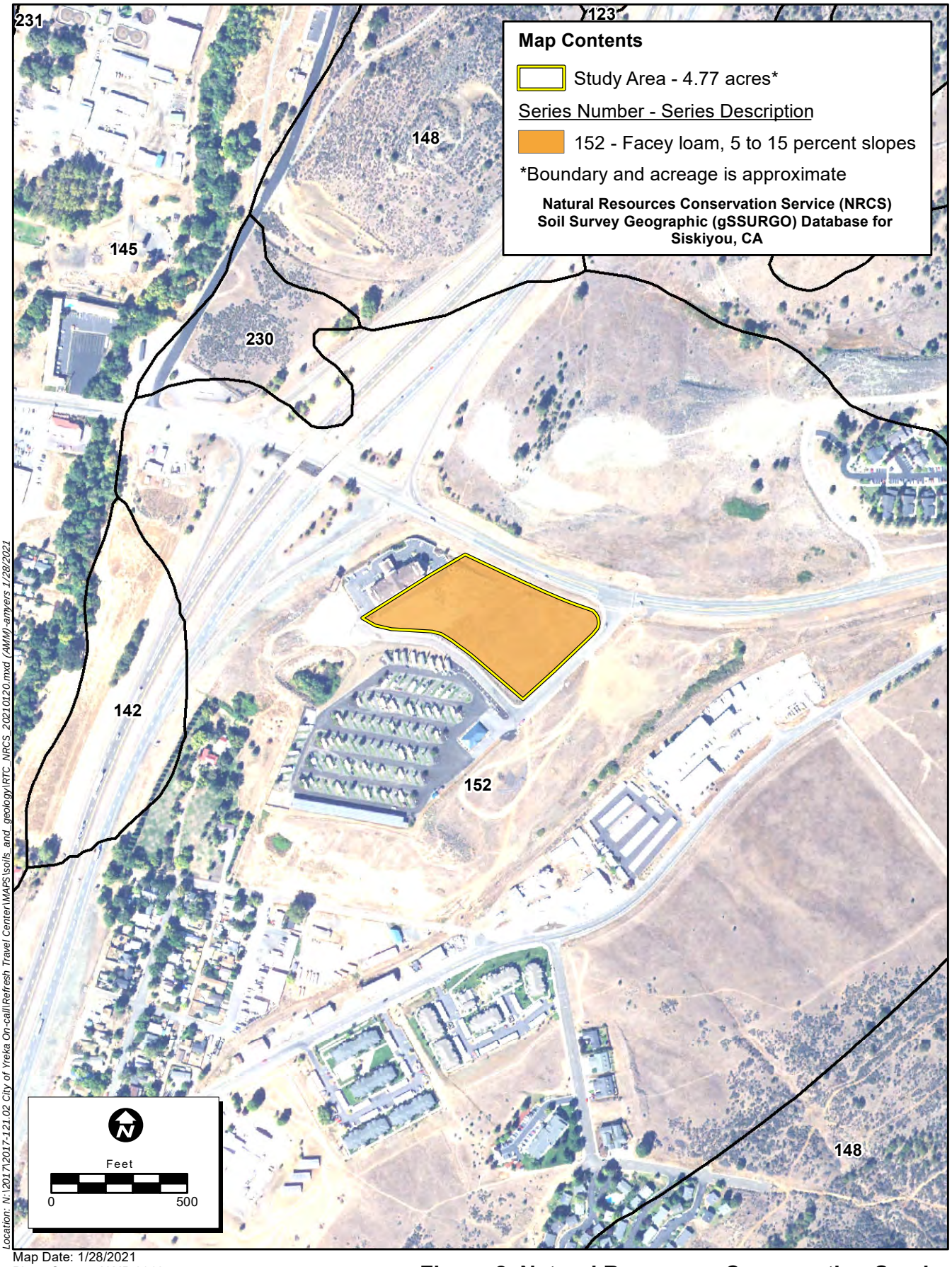
The Facey soil series consists of deep, well-drained soils on mountains. These soils formed in residuum derived from metamorphosed rock. No soil units derived from serpentinite or other ultramafic parent materials are known to occur within the Study Area (Soil Conservation Service 1983).

4.5 Potential Waters of the U.S./State

An aquatic resources delineation to identify potential Waters of the U.S./State was not conducted for the Study Area. During the site assessment in January 2021, no aquatic resources were found onsite. The Study Area has been previously mass-graded for construction and is generally sloped and terraced with no basins or drainageways that could support aquatic resources. According to the CARI, there are no previously mapped aquatic resources for the Study Area (SFEI 2017) (Figure 3. *California Aquatic Resource Inventory*).

4.6 Evaluation of Potentially Occurring Special-Status Species

Table 1 lists all the special-status plant and wildlife species (as defined in Section 3.3) identified in the literature review as potentially occurring within the Study Area. Included in this table is the listing status for each species, a brief habitat description, and a determination on the potential to occur within the Study Area. Following the table is a brief description and discussion of each special-status species that is known to occur in the Study Area (from the literature review) or is considered to potentially occur within the Study Area.



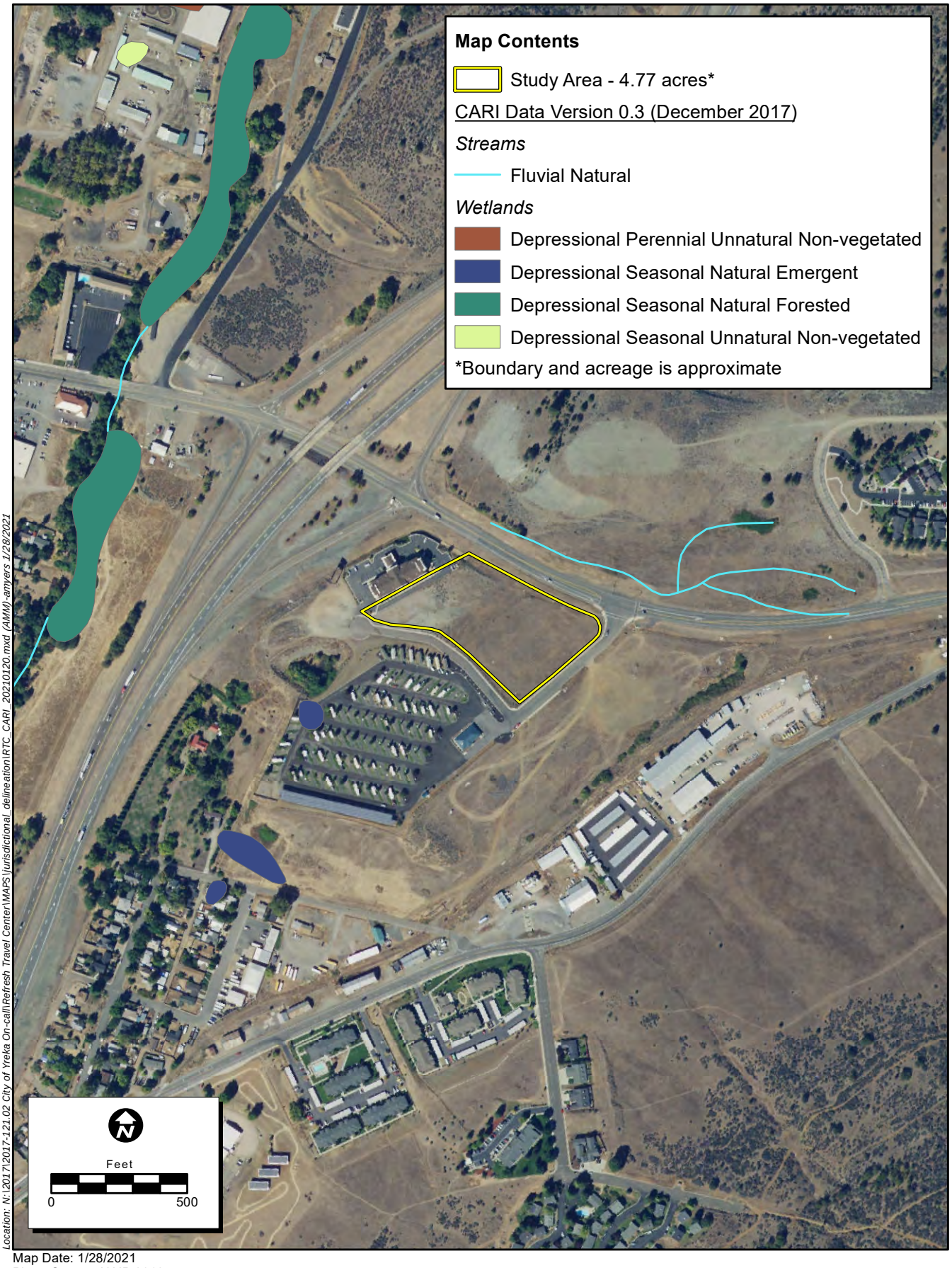
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Map Date: 1/28/2021
Photo Source: NAIP 2018

Figure 2. Natural Resources Conservation Service Soil Types

2017-121.02/007 Refresh Travel Center

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS



Location: N:\2017\2017-121.02 City of Yreka On-call\Refresh Travel Center\MAPS\jurisdictional_delineation\RTC_CARI_20210120.mxd (AMM) amyers 1/28/2021

Map Date: 1/28/2021
Photo Source: NAIP 2018

Figure 3. California Aquatic Resource Inventory

2017-121.02/007 Refresh Travel Center

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential To Occur Onsite
	ESA	CESA/ NPPA	Other			
Plants						
Siskiyou onion *(Allium siskiyouense)*	–	–	4.3	Rocky, sometimes serpentinite; lower montane coniferous forest, upper montane coniferous forest (2,805'–8,202').	May–July	Absent. No suitable habitat within Study Area.
California androsace *(Androsace elongata* ssp. *acuta)*	–	–	4.2	Chaparral, cismontane woodland, coastal scrub, meadows and seeps, pinyon and juniper woodland, and valley and foothill grassland (492'–4,281).	March–June	Low potential to occur. Marginally suitable potential habitat (disturbed grassland) within Study Area.
Oregon rockcress *(Arabis oregana)*	–	–	4.3	Serpentinite; chaparral, lower montane coniferous forest (1,969'–6,004').	May	Absent. No suitable habitat within Study Area.
Woolly balsamroot *(Balsamorhiza lanata)*	–	–	1B.2	Rocky, volcanic; cismontane woodland (2,625'–6,217').	April–June	Absent. No suitable habitat within Study Area.
Greene's mariposa lily (*Calochortus greenei*)	–	–	1B.2	Volcanic; cismontane woodland, meadows and seeps, pinyon and juniper woodland, and upper montane coniferous forest (3,396'–6,201').	June–August	Absent. No suitable habitat within Study Area.
Single-flowered mariposa lily (*Calochortus persistens*)	–	–	1B.2	Meadows and seeps (2,444'–2,625').	June	Absent. No suitable habitat within Study Area.
Siskiyou mariposa lily (*Calochortus raichei*)	–	–	1B.2	Rocky, acidic; lower montane coniferous forest, North Coast coniferous forest (3,281'–6,102').	June–July	Absent. No suitable habitat within Study Area.
Geyer's sedge *(Carex geyeri)*	–	–	4.2	Great Basin scrub, lower montane coniferous forest (3,789'–7,201').	May–August	Absent. No suitable habitat within Study Area.
Shasta chaenactis *(Chaenactis suffrutescens)*	–	–	1B.3	Sandy, serpentinite; lower montane coniferous forest, upper coniferous forest (2,461'–9,186').	May–September	Absent. No suitable habitat within Study Area.
Ashland thistle (*Cirsium ciliolatum*)	–	–	2B.1	Cismontane woodland, valley and foothill grassland (2,625'–4,593').	June–August	Potential to occur. Suitable habitat within Study Area.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential To Occur Onsite
	ESA	CESA/ NPPA	Other			
Clustered lady's-slipper *(Cypripedium fasciculatum)*	–	–	4.2	In serpentinite seeps, and streambanks of lower montane coniferous forest, and North Coast coniferous forest (328'–7,989').	March–August	Absent. No suitable habitat within Study Area.
Mountain lady's-slipper *(Cypripedium montanum)*	–	–	4.2	Broadleaf upland forest, cismontane woodland, lower montane coniferous forest, and North Coast coniferous forest (607'–7,300').	March–August	Absent. No suitable habitat within Study Area.
California pitcherplant *(Darlingtonia californica)*	–	–	4.2	Mesic areas in generally serpentinite seeps of bogs and ferns, and meadows and seeps (0'–8,481').	April–August	Absent. No suitable habitat within Study Area.
Siskiyou buckwheat *(Eriogonum siskiyouense)*	–	–	4.3	Lower montane coniferous forest (rocky, often serpentinite) (3,182'–8,990').	July–September	Absent. No suitable habitat within Study Area.
Scott Valley buckwheat *(Eriogonum umbellatum)*	–	–	1B.1	Sandy to gravelly flats; cismontane woodland, lower montane coniferous forest (2,625'–2,953')	July–September	Absent. No suitable habitat within Study Area.
Blushing wild buckwheat *(Eriogonum ursinum var. erubescens)*	–	–	1B.3	Rocky, scree, talus; chaparral (montane), lower montane coniferous forest (2,461'–6,234').	June–September	Absent. No suitable habitat within Study Area.
Gentner's fritillary *(Fritillaria gentneri)*	FE	–	1B.1	Sometimes serpentinite; chaparral, cismontane woodland, lower montane coniferous forest (3,297'–9,744').	April–May	Absent. No suitable habitat within Study Area.
Scott Mountain bedstraw *(Galium serpenticum* ssp. *scotticum)*	–	–	1B.2	Lower montane coniferous forest (serpentinite) (3,281'–6,808').	May–August	Absent. No suitable habitat within Study Area.
Baker's cypress *(Hesperocyparis bakeri)*	–	–	4.2	Serpentinite or volcanic; chaparral, lower montane coniferous forest (2,690'–6,545').	Evergreen	Absent. No suitable habitat within Study Area.
Henderson's horkelia *(Horkelia hendersonii)*	–	–	1B.1	Upper montane coniferous forest (granitic) (6,561'–7,546').	June–August	Absent. No suitable habitat within Study Area.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential To Occur Onsite
	ESA	CESA/ NPPA	Other			
Alkali hymenoxys (*Hymenoxys lemmonii*)	–	–	2B.2	Great Basin scrub, lower montane coniferous forest, and meadows and seeps (subalkaline) (787'–11,122').	June–August	Absent. No suitable habitat within Study Area.
Howell's lewisia *(Lewisia cotyledon var. howellii)*	–	–	3.2	Rocky; broadleafed upland forest, chaparral, cismontane woodland, and lower montane coniferous forest (492'–6,594').	April–July	Absent. No suitable habitat within Study Area.
Woolly meadowfoam *(Limnanthes floccosa* ssp. *floccosa)*	–	–	4.2	Vernally mesic chaparral, cismontane woodland, valley and foothill grassland, and vernal pools (197'–4,380').	March–May	Absent. No suitable habitat within Study Area.
Peck's lomatium *(Lomatium peckianum)*	–	–	2B.2	Volcanic; chaparral, cismontane woodland, lower montane coniferous forest, pinyon and juniper woodland (2,297'–5,906').	April–May	Absent. No suitable habitat within Study Area.
Brittle prickly-pear *(Opuntia fragilis*)	–	–	2B.2	Pinyon and juniper woodland (volcanic) (2,690'–2,887').	April–July	Absent. No suitable habitat within Study Area.
Shasta orthocarpus *(Orthocarpus pachystachyus)*	–	–	1B.1	Great Basin scrub, meadows and seeps, and valley and foothill grassland (2,756'–2,789').	May	Low potential to occur. Marginally suitable potential habitat (disturbed grassland) within Study Area.
Cook's phacelia *(Phacelia cookei)*	–	–	1B.1	Sandy, volcanic; Great Basin scrub, lower montane coniferous forest (3,593'–5,577').	June–July	Absent. No suitable habitat within Study Area.
Scott Valley phacelia (*Phacelia greenei*)	–	–	1B.2	Serpentinite; close-cone coniferous forest, lower montane coniferous forest, upper montane coniferous forest (2,625'–8,005').	April–June	Absent. No suitable habitat within Study Area.
Yreka phlox (*Phlox hirsuta*)	FE	CE	1B.2	Serpentinite, talus; lower montane coniferous forest, upper montane coniferous forest (2,690'–4,921').	April–June	Absent. No suitable habitat within Study Area.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential To Occur Onsite
	ESA	CESA/ NPPA	Other			
Oregon polemonium *(Polemonium carneum)*	–	–	2B.2	Coastal prairie, coastal scrub, lower montane coniferous forest (0'–6,004').	April–September	Absent. No suitable habitat within Study Area.
Pendulous bulrush (*Scirpus pendulus*)	–	–	2B.2	Meadows and seeps (mesic), marshes and swamps (assorted freshwater) (2,625'–3,281').	June, August	Absent. No suitable habitat within Study Area.
Pale yellow stonecrop *(Sedum laxum* ssp. *flavidum)*	–	–	4.3	Serpentinite or volcanic; broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, upper montane coniferous forest (1,493'–6,562').	May–July	Absent. No suitable habitat within Study Area.
Hairy marsh hedge-nettle *(Stachys pilosa)*	–	–	2B.3	Great Basin scrub (mesic), meadows and seeps (3,937'–5,807').	June–August	Absent. No suitable habitat within Study Area.
Siskiyou clover *(Trifolium siskiyouense)*	–	–	1B.1	Meadow, mesic seeps, and sometimes streambanks (2,887'–4,921').	June–July	Absent. No suitable habitat within Study Area.
Yellow triteleia (*Triteleia crocea var. crocea*)	–	–	4.3	Lower montane coniferous forest (granitic or serpentinite) (3,937'–6,562').	May–June	Absent. No suitable habitat within Study Area.
Invertebrates						
Crotch bumble bee *(Bombus crotchii)*	-	CC	-	Requires habitat with a sufficient supply of floral resources to provide continuous blooming throughout the flight season. Primarily nests underground in open grassland and scrub habitats from the California coast east to the Sierra Cascade and south to Mexico.	March - September	Absent. No suitable habitat within the Study Area.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential To Occur Onsite
	ESA	CESA/ NPPA	Other			
Franklin's bumble bee (*Bombus franklini)*	FPE	CC	-	Requires habitat with a sufficient supply of floral resources to provide continuous blooming throughout the colony season. Bumble bees are generalist foragers, gathering pollen and nectar from a wide variety of flowering plants. Isolated patches of habitat are not sufficient to fully support bumble bee populations.	May-September	Absent. No suitable habitat within the Study Area.
Conservancy fairy shrimp (*Branchinecta conservatio)*	FE	-	-	Vernal pools/wetlands.	November-April	Absent. No suitable habitat within the Study Area.
Vernal pool fairy shrimp (*Branchinecta lynchi*)	FT	-	-	Vernal pools/wetlands.	November-April	Absent. No suitable habitat within the Study Area.
Vernal pool tadpole shrimp (*Lepidurus packardi*)	FE	-	-	Vernal pools/wetlands.	November-April	Absent. No suitable habitat within the Study Area.
Fish						
Lost River sucker (*Deltistes luxatus*)	FE	CE	CFP	This species occupies a few waterbodies in the upper Klamath Basin: Upper Klamath Lake, Tule Lake Sump 1A, Lake Ewauna, and Clear Lake Reservoir.	N/A	Absent. No suitable habitat within Study Area.
Shortnose sucker (*Chasmistes brevirostris*)	FE	CE	CFP	This species occupies a few waterbodies in the upper Klamath Basin: Upper Klamath Lake, Tule Lake Sump 1A, Gerber Reservoir, Lake Ewauna, and Clear Lake Reservoir.	N/A	Absent. No suitable habitat within Study Area.
Lower Klamath marbled sculpin (*Cottus klamathensis polyporus*)	-	-	SSC	Found in the lower Klamath River downstream of Klamath Falls, in some its larger tributaries, and possible the Trinity River system.	N/A	Absent. No suitable habitat within Study Area.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential To Occur Onsite
	ESA	CESA/ NPPA	Other			
Coho salmon (Southern Oregon/Northern California coasts Environmentally Significant Unit) (*Oncorhynchus kisutch*)	FT	CT	-	Coastal streams from the Elk River near Cape Blanco, Oregon through and including the Mattole River near Punta Gorda, California. Spanning Oregon and California, SONCC Coho salmon can be found in 13 counties: Coos, Douglas, Curry, Josephine, Jackson, Klamath, Del Norte, Siskiyou, Humboldt, Trinity, Mendocino, Lake, and Glen.	N/A	Absent. No suitable habitat within Study Area.
Amphibians						
Foothill yellow-legged frog (Northwest/North Coast Clade) (*Rana boylii*)	-	-	SSC	Foothill yellow-legged frogs can be active all year in warmer locations but may become inactive or hibernate in colder climates. At lower elevations, foothill yellow-legged frogs likely spend most of the year in or near streams. Adult frogs, primarily males, will gather along main-stem rivers during spring to breed. Colusa, Del Norte, Glenn, Humboldt, Lake, Marin, Mendocino, Napa, Shasta, Solano, Sonoma, Tehama, Trinity, and Yolo counties. Portions of Butte, Lassen, Modoc, and Siskiyou counties. Applegate, Big-Chico Creek-Sacramento, Lower Klamath, Lower Pit, McCloud, Sacramento Headwaters, Salmon, Scott, Shasta, and Upper Klamath watershed sub-basins.	May-October	Absent. No suitable habitat within Study Area.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential To Occur Onsite
	ESA	CESA/ NPPA	Other			
Oregon spotted frog *(Rana pretiosa)*	FT	-	SSC	They are associated with freshwater marshes and lakes where they breed in early spring in warm emergent vegetated shallows. The Oregon spotted frog is highly aquatic and reliant on connected seasonal habitats for breeding, summer foraging, and overwintering.	Spring Visual Encounter Surveys (VES), generally February-June; summer VES, generally June-September.	Absent. No suitable habitat within Study Area.
Reptiles						
Northwestern pond turtle (*Actinemys marmorata*)	-	-	SSC	Requires basking sites and upland habitats up to 0.5 km from water for egg laying. Uses ponds, streams, detention basins, and irrigation ditches.	April-September	Absent. No suitable habitat within Study Area.
Birds						
Yellow-billed cuckoo (*Coccyzus americanus*)	FT	CE	BCC	Breeds in California, Arizona, Utah, Colorado, and Wyoming. In California, they nest along the upper Sacramento River and the South Fork Kern River from Isabella Reservoir to Canebrake Ecological Reserve. Other known nesting locations include Feather River (Butte, Yuba, Sutter counties), Prado Flood Control Basin (San Bernardino and Riverside County), Amargosa River and Owens Valley (Inyo County), Santa Clara River (Los Angeles County), Mojave River and Colorado River (San Bernardino County). Nests in riparian woodland. Winters in South America.	June 15-August 15	Absent. No suitable habitat within Study Area.

Table 1. Potentially Occurring Special-Status Species						
Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential To Occur Onsite
	ESA	CESA/ NPPA	Other			
Rufous hummingbird *(Selasphorus rufus)*	-	-	BCC	Breeds in British Columbia and Alaska (does not breed in California). Winters in coastal Southern California south into Mexico. Common migrant during March-April in Sierra Nevada foothills and June-August in Lower Conifer to Alpine zone of Sierra Nevada. Nesting habitat includes secondary succession communities and openings, mature forests, parks and residential area.	April-July	Absent. No suitable habitat within Study Area.
Greater sandhill crane *(Antigone canadensis tabida)*	-	CT	CFP	Breeds in NE California, Nevada, Oregon, Washington, and BC, Canada; winters from CA to Florida. In winter, they forage in burned grasslands, pastures, and feed on waste grain in a variety of agricultural settings (corn, wheat, milo, rice, oats, and barley), tilled fields, recently planted fields, alfalfa fields, row crops and burned rice fields.	March-August (breeding); September-March (wintering)	Absent. No suitable habitat within Study Area.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential To Occur Onsite
	ESA	CESA/ NPPA	Other			
Long-billed curlew (*Numenius americanus*)	-	-	BCC	Breeds east of the Cascades in Washington, Oregon, northeastern California (Siskiyou, Modoc, Lassen counties), east-central California (Inyo County), through Great Basin region into Great Plains. Winters in California, Texas, and Louisiana. Wintering habitat includes tidal mudflats and estuaries, wet pastures, sandy beaches, salt marsh, managed wetlands, evaporation ponds, sewage ponds, and grasslands.	September-March (wintering)	Absent. No suitable habitat within Study Area.
Great blue heron (*Ardea herodias*)	-	-	CNDDB *	Colonial nester; prefers to nest in vegetation on islands or in swamps but may also be found in upland habitats in trees, bushes, on the ground and on artificial structures. Foraging habitat is widely diverse and includes swamps, coastlines, estuaries, beaches, pastures, cultivated fields, and riparian areas.	February-July	Absent. No suitable habitat within Study Area.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential To Occur Onsite
	ESA	CESA/ NPPA	Other			
Golden eagle (*Aquila chrysaetos*)	-	-	BCC, CFP	Nesting habitat includes mountainous canyon land, rimrock terrain of open desert and grasslands, riparian, oak woodland/ savannah, and chaparral. Nesting occurs on cliff ledges, river banks, trees, and human-made structures (e.g. windmills, platforms, and transmission towers). Breeding occurs throughout California, except the immediate coast, Central Valley floor, Salton Sea region, and the Colorado River region, where they can be found during Winter.	Nest (February-August); winter CV (October-February)	Absent. No suitable habitat within Study Area.
Northern goshawk *(Accipiter gentilis)*	-	-	SSC	Nesting occurs in mature to old-growth forests composed primarily of large trees with high canopy closure. In California, nests are built primarily in conifer trees in the Sierra Nevada, Cascade and northwestern coastal Ranges.	March-August	Absent. No suitable habitat within Study Area.
Bald eagle (*Haliaeetus leucocephalus*)	De-listed	CE	CFP, BCC	Typically nests in forested areas near large bodies of water in the northern half of California; nest in trees and rarely on cliffs; wintering habitat includes forest and woodland communities near water bodies (e.g. rivers, lakes), wetlands, flooded agricultural fields, open grasslands	February – September (nesting); October-March (wintering)	Absent. No suitable habitat within Study Area.

Table 1. Potentially Occurring Special-Status Species

Common Name (Scientific Name)	Status			Habitat Description	Survey Period	Potential To Occur Onsite
	ESA	CESA/ NPPA	Other			
Northern spotted owl *(Strix occidentalis caurina)*	FT	CC	SSC	Found from Marin County through coastal ranges north to British Columbia; breeds in old growth mature forest. They use forests with greater complexity and structure.	March-June	Absent. No suitable habitat within Study Area.
Olive-sided flycatcher *(Contopus cooperi)*	-	-	SSC, BCC	Nests in montane and northern coniferous forests, in forest openings, forest edges, semi-open forest stands. In California, nests in coastal forests, Cascade and Sierra Nevada region. Winters in Central to South America.	May-August	Absent. No suitable habitat within Study Area.
Mammals						
Fisher- West Coast DPS *(Pekania pennanti)*	FPT	CT	SSC	Northern coniferous and mixed forests of Canada and northern U.S.	Any season	Absent. No suitable habitat within Study Area.

Status Codes:

FESA	Federal Endangered Species Act
CESA	California Endangered Species Act
FE	FESA listed, Endangered.
FPE	Formally Proposed for FESA listing as Endangered.
FPT	Formally Proposed for FESA listing as Threatened.
FT	FESA listed, Threatened.
BCC	USFWS Bird of Conservation Concern (USFWS 2002).
CT	CESA- or NPPA-listed, Threatened.
CC	Candidate for CESA listing as Endangered or Threatened.
CE	CESA or NPPA listed, Endangered.
CFP	California Fish and Game Code Fully Protected Species (§ 3511-birds, § 4700-mammals, §5 050-reptiles/amphibians).
NPPA	California Native Plant Protection Act
SSC	CDFW Species of Special Concern (CDFW, updated July 2017).
CNDDB	Species that is tracked by CDFG's CNDDB but does not have any of the above special-status designations otherwise.
1B	CRPR/Rare or Endangered in California and elsewhere.
2B	Plants rare, threatened, or endangered in California but more common elsewhere.
3	CRPR/Plants About Which More Information is Needed – A Review List.
4	CRPR/Plants of Limited Distribution – A Watch List.
0.1	Threat Rank/Seriously threatened in California (over 80 percent of occurrences threatened / high degree and immediacy of threat)
0.2	Threat Rank/Moderately threatened in California (20 to 80 percent occurrences threatened / moderate degree and immediacy of threat)
0.3	Threat Rank/Not very threatened in California (less than 20 percent of occurrences threatened / low degree and immediacy of threat or no current threats known)
Delisted	Formally Delisted (delisted species are monitored for five years)

4.6.1 Plants

Thirty-five special-status plant species were identified by the literature review as having the potential to occur within the vicinity of the Study Area. All but three of these special-status plant species were determined to be absent from the Study Area due to the lack of suitable habitat and/or the species is not known to occur at the elevation of the Study Area (Table 1). No further discussion of those species is provided in this assessment. A brief discussion of the three special-status plants with potential to occur onsite follows.

California Androsace

California androsace (*Androsace elongata* ssp. *acuta*) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 4.2 species. This species is an herbaceous annual that occurs in chaparral, cismontane woodland, coastal scrub, meadows and seeps, pinyon and juniper woodland, and valley and foothill grassland (CNPS 2021). California androsace blooms from March through June and is known to occur at elevations ranging from 492 to 4,281 feet above MSL (CNPS 2021). The current range of this species in California includes Alameda, Contra Costa, Colusa, Fresno, Glenn, Kern, Los Angeles, Merced, Riverside, San Bernardino, San Benito, Santa Clara, San Diego, Siskiyou, San Joaquin, San Luis Obispo, San Mateo, Stanislaus, and Tehama counties (CNPS 2021).

There are no CNDDB occurrences of this species within five miles of the Study Area (CDFW 2021). The disturbed grassland habitat onsite represents marginally suitable habitat for this species.

Ashland Thistle

Ashland thistle (*Cirsium ciliolatum*) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 2B.1 species. This species is an herbaceous perennial that occurs in cismontane woodlands, valley and foothill grassland (CNPS 2021). Ashland thistle blooms from June through August and is known to occur at elevations ranging from 2,625 to 4,593 feet above MSL (CNPS 2021). Big-scale balsamroot is a near-endemic to Oregon, and in California, it has only been found in Siskiyou County (CNPS 2021).

There are no CNDDB occurrences of this species within five miles of the Study Area (CDFW 2021). The disturbed grassland habitat onsite represents suitable habitat for this species.

Shasta Orthocarpus

Shasta orthocarpus (*Orthocarpus pachystachyus*) is not listed pursuant to either the federal or California ESAs, but is designated as a CRPR 1B.1 species. This species is an herbaceous annual that occurs in Great Basin scrub, meadows and seeps, and valley and foothill grassland (CNPS 2021). Shasta orthocarpus blooms in May and is known to occur at elevations ranging from 2,756 to 2,789 feet above MSL (CNPS 2021). Its current range only includes Siskiyou County (CNPS 2021).

There is one occurrence of this species documented in the CNDDB reportedly from the "north end of Yreka" (CDFW 2021). The disturbed grassland onsite represents marginally suitable habitat for this species.

4.6.2 Invertebrates

Five special-status invertebrate species were identified as having potential to occur in the Study Area based on the literature review (Table 1). However, upon further analysis and after the site visit, all of these species were considered to be absent from the site due to the lack of suitable habitat. No further discussion of these species is provided within this assessment.

4.6.3 Fish

Four special-status fish were identified as having potential to occur in the Study Area based on the literature review (Table 1). However, upon further analysis and after the site visit, all of these special-status species were considered absent from the site due to the lack of suitable habitat. No further discussion of these species is provided within this assessment.

Essential Fish Habitat

Coho salmon (*Oncorhynchus kisutch*) and Chinook salmon (*Oncorhynchus tshawytscha*) EFH were identified for the Yreka, California and Montague, California 7.5-minute quadrangles. There is no EFH within the Study Area.

4.6.4 Amphibians

Two special-status amphibians were identified as having potential to occur in the Study Area based on the literature review (Table 1). However, upon further analysis and after the site visit, both of these special-status species were considered absent from the site due to the lack of suitable habitat. No further discussion of these species is provided within this assessment.

4.6.5 Reptiles

One special-status reptile was identified as having the potential to occur in the Study Area based on the literature review (Table 1). However, upon further analysis and after the site visit, this special-status species was considered absent from the site due to the lack of suitable habitat. No further discussion of this species is provided within this assessment.

4.6.6 Birds

Ten special-status bird species were identified as having the potential to occur within the Study Area based on the literature review (Table 1). However, upon further analysis and after the site visit, all of these species were considered absent from the site due to the lack of suitable habitat and/or the Study Area is outside the known breeding range of the species. No further discussion of these species is provided in this analysis.

Migratory Bird Treaty Act Birds

The disturbed grasslands and scattered shrubs within the Study Area support potential nesting habitat for a variety of common birds protected under the MBTA and California Fish and Game Code § 3503, among others.

4.6.7 Mammals

One special-status mammal species was identified as having the potential to occur within the Study Area based on the literature review (Table 1). However, upon further analysis and after the site visit this species was considered to be absent from the site due to the lack of suitable habitat. No further discussion of this species is provided within this assessment.

4.7 Sensitive Natural Communities

The Study Area is comprised of a previously graded and disturbed grassland community. There are no sensitive natural communities onsite.

5.0 IMPACTS AND RECOMMENDATIONS

5.1 Waters of the U.S./State

No aquatic resources were found onsite during the initial site assessment.

5.2 Special-Status Species

There is potentially suitable habitat within the Study Area for three special-status plants. In addition, while not considered special-status as defined, the site supports habitat for birds protected under the MBTA. A brief discussion of recommended avoidance and minimization measures is presented below for each group.

5.2.1 Plants

Three special-status plant species have potential to occur with the site including California androsace, Ashland thistle, and Shasta orthocarpus. The following measures are recommended to minimize potential impacts to special-status plant species:

- Perform the focused plant surveys according to USFWS, CDFW, and CNPS protocol. Surveys will be timed according to the blooming period for target species and known reference populations, if available, and/or local herbaria will be visited prior to surveys to confirm the appropriate phenological state of the target species.
- If special-status plant species are found, avoidance zones may be established around plants to clearly demarcate areas for avoidance. Avoidance measures and buffer distances may vary between species and the specific avoidance zone distance will be determined in coordination with appropriate resource agencies (CDFW and USFWS).

- If special-status plant species are found within the Project and avoidance of the species is not possible, then additional measures such as seed collection and/or translocation may be developed in consultation with the appropriate agencies.
- If no special-status plants are found, no further measures pertaining to special-status plants are necessary.

5.2.2 Migratory Bird Treaty Act Birds

For construction and other ground-disturbing activities with potential to affect birds and active nests protected under the MBTA, the following measures are recommended to prevent potential impacts to active bird nests.

- To the extent feasible, vegetation removal shall occur prior to the nesting season, September 16 through January 31.
- For Project activities that begin between February 1 and September 15, including vegetation removal, qualified biologists shall conduct preconstruction nesting bird surveys onsite and accessible areas within 100 feet of the Project site. The surveys shall be conducted within 14 days before the beginning of any construction activities between February 1 and September 15.
- Impacts to special-status bird and MBTA bird nests shall be avoided by establishing appropriate buffers around active raptor nests identified during preconstruction surveys; buffers shall be determined by a qualified biologist in consultation with CDFW. Project activity shall not commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not result in nest abandonment. The size of the buffer may be adjusted if a qualified biologist and the applicant, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during construction activities may be necessary.
- If no active nests are found during preconstruction surveys, no further measures relating to protected birds is necessary.

5.3 Wildlife Movement Corridors/Nursery Sites

The Study Area is comprised of disturbed, previously graded grassland comprised of largely weedy plants. It is surrounded by and in close proximity to developed lands. No wildlife nursery sites were found, and no wildlife movements corridors are expected to occur onsite.

6.0 REFERENCES

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LIST OF ATTACHMENTS

Attachment A – Results of Database Queries

Attachment B – Representative Site Photos

ATTACHMENT A

Results of Database Queries

CNPS California Native Plant Society

*The database used to provide updates to the Online Inventory is under construction. View updates and changes made since May 2019 here.

Plant List

29 matches found. *Click on scientific name for details*

Search Criteria

Found in Quads 4112276, 4112275, 4112274, 4112266, 4112265, 4112264, 4112256 4112255 and 4112254;

Modify Search Criteria | Export to Excel | Modify Columns | Modify Sort | Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Allium siskiyouense	Siskiyou onion	Alliaceae	perennial bulbiferous herb	(Apr)May-Jul	4.3	S4	G4
Androsace elongata ssp. acuta	California androsace	Primulaceae	annual herb	Mar-Jun	4.2	S3S4	G5? T3T4
Balsamorhiza lanata	woolly balsamroot	Asteraceae	perennial herb	Apr-Jun	1B.2	S3	G3
Calochortus greenei	Greene's mariposa lily	Liliaceae	perennial bulbiferous herb	Jun-Aug	1B.2	S2S3	G3
Calochortus monanthus	single-flowered mariposa lily	Liliaceae	perennial bulbiferous herb	Jun	1A	SH	GH
Calochortus persistens	Siskiyou mariposa lily	Liliaceae	perennial bulbiferous herb	Jun-Jul	1B.2	S1	G1
Carex geyeri	Geyer's sedge	Cyperaceae	perennial rhizomatous herb	May-Aug	4.2	S4	G5
Chaenactis suffrutescens	Shasta chaenactis	Asteraceae	perennial herb	May-Sep	1B.3	S2S3	G2G3
Cirsium ciliolatum	Ashland thistle	Asteraceae	perennial herb	Jun-Aug	2B.1	S1	G3
Cypripedium montanum	mountain lady's-slipper	Orchidaceae	perennial rhizomatous herb	Mar-Aug	4.2	S4	G4
Eriogonum siskiyouense	Siskiyou buckwheat	Polygonaceae	perennial herb	(Jun)Jul-Sep	4.3	S3	G3
Eriogonum ursinum var. erubescens	blushing wild buckwheat	Polygonaceae	perennial herb	Jun-Sep	1B.3	S3	G3G4T3
Galium serpenticum ssp. scotticum	Scott Mountain bedstraw	Rubiaceae	perennial herb	May-Aug	1B.2	S2	G4G5T2
Hesperocyparis bakeri	Baker cypress	Cupressaceae	perennial evergreen tree		4.2	S3	G3
Hymenoxys lemmonii	alkali hymenoxys	Asteraceae	perennial herb	Jun-Aug(Sep)	2B.2	S2S3	G4
Lewisia cotyledon var. howellii	Howell's lewisia	Montiaceae	perennial herb	Apr-Jul	3.2	S2	G4T4Q
	woolly meadowfoam	Limnanthaceae	annual herb	Mar-	4.2	S3	G4T4

Limnanthes floccosa ssp. floccosa				May(Jun)			
Lomatium peckianum	Peck's lomatium	Apiaceae	perennial herb	Apr-May(Jun)	2B.2	S1	G4
Opuntia fragilis	brittle prickly-pear	Cactaceae	perennial stem succulent	Apr-Jul	2B.1	S1	G4G5
Orthocarpus pachystachyus	Shasta orthocarpus	Orobanchaceae	annual herb	May	1B.1	S1	G1
Phacelia cookei	Cooke's phacelia	Hydrophyllaceae	annual herb	Jun-Jul	1B.1	S1	G1
Phacelia greenei	Scott Valley phacelia	Hydrophyllaceae	annual herb	Apr-Jun	1B.2	S2	G2
Phlox hirsuta	Yreka phlox	Polemoniaceae	perennial herb	Apr-Jun	1B.2	S1	G1
Polemonium carneum	Oregon polemonium	Polemoniaceae	perennial herb	Apr-Sep	2B.2	S2	G3G4
Scirpus pendulus	pendulous bulrush	Cyperaceae	perennial rhizomatous herb	Jun,Aug	2B.2	S1	G5
Sedum laxum ssp. flavidum	pale yellow stonecrop	Crassulaceae	perennial herb	May-Jul	4.3	S3	G5T3Q
Stachys pilosa	hairy marsh hedge-nettle	Lamiaceae	perennial rhizomatous herb	Jun-Aug	2B.3	S3	G5
Trifolium siskiyouense	Siskiyou clover	Fabaceae	perennial herb	Jun-Jul	1B.1	SH	GH
Triteleia crocea var. crocea	yellow triteleia	Themidaceae	perennial bulbiferous herb	May-Jun	4.3	S3S4	G4T4

Suggested Citation

California Native Plant Society, Rare Plant Program. 2021. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website http://www.rareplants.cnps.org [accessed 14 January 2021].

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CNPS California Native Plant Society

*The database used to provide updates to the Online Inventory is under construction. View updates and changes made since May 2019 here.

Plant List

31 matches found. *Click on scientific name for details*

Search Criteria

Found in Quads 4112277, 4112276, 4112275, 4112267, 4112266, 4112265, 4112257 4112256 and 4112255;

Modify Search Criteria | Export to Excel | Modify Columns | Modify Sort | Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Allium siskiyouense	Siskiyou onion	Alliaceae	perennial bulbiferous herb	(Apr)May-Jul	4.3	S4	G4
Androsace elongata ssp. acuta	California androsace	Primulaceae	annual herb	Mar-Jun	4.2	S3S4	G5? T3T4
Arabis oregana	Oregon rockcress	Brassicaceae	perennial herb	May	4.3	S3	G3G4Q
Balsamorhiza lanata	woolly balsamroot	Asteraceae	perennial herb	Apr-Jun	1B.2	S3	G3
Calochortus greenei	Greene's mariposa lily	Liliaceae	perennial bulbiferous herb	Jun-Aug	1B.2	S2S3	G3
Calochortus monanthus	single-flowered mariposa lily	Liliaceae	perennial bulbiferous herb	Jun	1A	SH	GH
Calochortus persistens	Siskiyou mariposa lily	Liliaceae	perennial bulbiferous herb	Jun-Jul	1B.2	S1	G1
Carex geyeri	Geyer's sedge	Cyperaceae	perennial rhizomatous herb	May-Aug	4.2	S4	G5
Chaenactis suffrutescens	Shasta chaenactis	Asteraceae	perennial herb	May-Sep	1B.3	S2S3	G2G3
Cirsium ciliolatum	Ashland thistle	Asteraceae	perennial herb	Jun-Aug	2B.1	S1	G3
Cypripedium fasciculatum	clustered lady's-slipper	Orchidaceae	perennial rhizomatous herb	Mar-Aug	4.2	S4	G4
Cypripedium montanum	mountain lady's-slipper	Orchidaceae	perennial rhizomatous herb	Mar-Aug	4.2	S4	G4
Darlingtonia californica	California pitcherplant	Sarraceniaceae	perennial rhizomatous herb (carnivorous)	Apr-Aug	4.2	S4	G4
Eriogonum siskiyouense	Siskiyou buckwheat	Polygonaceae	perennial herb	(Jun)Jul-Sep	4.3	S3	G3
Eriogonum umbellatum var. lautum	Scott Valley buckwheat	Polygonaceae	perennial herb	Jul-Sep	1B.1	S1	G5T1
Eriogonum ursinum var. erubescens	blushing wild buckwheat	Polygonaceae	perennial herb	Jun-Sep	1B.3	S3	G3G4T3
	Scott Mountain	Rubiaceae	perennial herb	May-Aug	1B.2	S2	G4G5T2

Galium serpenticum ssp. scotticum	bedstraw						
Horkelia hendersonii	Henderson's horkelia	Rosaceae	perennial herb	Jun-Aug	1B.1	S1	G1
Hymenoxys lemmonii	alkali hymenoxys	Asteraceae	perennial herb	Jun-Aug(Sep)	2B.2	S2S3	G4
Lewisia cotyledon var. howellii	Howell's lewisia	Montiaceae	perennial herb	Apr-Jul	3.2	S2	G4T4Q
Limnanthes floccosa ssp. floccosa	woolly meadowfoam	Limnanthaceae	annual herb	Mar-May(Jun)	4.2	S3	G4T4
Lomatium peckianum	Peck's lomatium	Apiaceae	perennial herb	Apr-May(Jun)	2B.2	S1	G4
Orthocarpus pachystachyus	Shasta orthocarpus	Orobanchaceae	annual herb	May	1B.1	S1	G1
Phacelia greenei	Scott Valley phacelia	Hydrophyllaceae	annual herb	Apr-Jun	1B.2	S2	G2
Phlox hirsuta	Yreka phlox	Polemoniaceae	perennial herb	Apr-Jun	1B.2	S1	G1
Polemonium carneum	Oregon polemonium	Polemoniaceae	perennial herb	Apr-Sep	2B.2	S2	G3G4
Sabulina howellii	Howell's sandwort	Caryophyllaceae	annual herb	Apr-Jul	1B.3	S3	G4
Scirpus pendulus	pendulous bulrush	Cyperaceae	perennial rhizomatous herb	Jun,Aug	2B.2	S1	G5
Sedum laxum ssp. flavidum	pale yellow stonecrop	Crassulaceae	perennial herb	May-Jul	4.3	S3	G5T3Q
Trifolium siskiyouense	Siskiyou clover	Fabaceae	perennial herb	Jun-Jul	1B.1	SH	GH
Triteleia crocea var. crocea	yellow triteleia	Themidaceae	perennial bulbiferous herb	May-Jun	4.3	S3S4	G4T4

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Selected Elements by Element Code

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Yreka (4112266) OR Montague (4112265))

Element Code	Species	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
AAABH01050	***Rana boylii*** foothill yellow-legged frog	None	Endangered	G3	S3	SSC
ABNKC12060	***Accipiter gentilis*** northern goshawk	None	None	G5	S3	SSC
ABNMK01014	***Antigone canadensis tabida*** greater sandhill crane	None	Threatened	G5T4	S2	FP
AFC4E02153	***Cottus klamathensis polyporus*** Lower Klamath marbled sculpin	None	None	G4T2T4	S2S4	SSC
AMAFJ01010	***Erethizon dorsatum*** North American porcupine	None	None	G5	S3	
AMAJF01020	***Pekania pennanti*** Fisher	None	None	G5	S2S3	SSC
ARAAD02030	***Emys marmorata*** western pond turtle	None	None	G3G4	S3	SSC
IICOL55040	***Hydroporus leechi*** Leech's skyline diving beetle	None	None	G1?	S1?	
IIHYM24010	***Bombus franklini*** Franklin's bumble bee	Proposed Endangered	Candidate Endangered	G1	S1	
IIHYM24460	***Bombus morrisoni*** Morrison bumble bee	None	None	G4G5	S1S2	
IIHYM24480	***Bombus crotchii*** Crotch bumble bee	None	Candidate Endangered	G3G4	S1S2	
PDAPI1B1G0	***Lomatium peckianum*** Peck's lomatium	None	None	G4	S1	2B.2
PDAST11047	***Balsamorhiza lanata*** woolly balsamroot	None	None	G3	S3	1B.2
PDAST530C0	***Hymenoxys lemmonii*** alkali hymenoxys	None	None	G4	S2S3	2B.2
PDBOR0A0H2	***Cryptantha dissita*** serpentine cryptantha	None	None	G3	S3	1B.2
PDFAB402S0	***Trifolium siskiyouense*** Siskiyou clover	None	None	GH	SH	1B.1
PDHYD0C1V0	***Phacelia greenei*** Scott Valley phacelia	None	None	G2	S2	1B.2
PDLIM02043	***Limnanthes floccosa ssp. floccosa*** woolly meadowfoam	None	None	G4T4	S3	4.2
PDPGN08632	***Eriogonum ursinum var. erubescens*** blushing wild buckwheat	None	None	G3G4T3	S3	1B.3
PDPLM0D100	***Phlox hirsuta*** Yreka phlox	Endangered	Endangered	G1	S1	1B.2

Selected Elements by Element Code

California Department of Fish and Wildlife

California Natural Diversity Database

Element Code	Species	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
PDPLM0E050	***Polemonium carneum*** Oregon polemonium	None	None	G3G4	S2	2B.2
PDRUB0N1Y6	***Galium serpenticum ssp. scotticum*** Scott Mountain bedstraw	None	None	G4G5T2	S2	1B.2
PDSCR1H0L0	***Orthocarpus pachystachyus*** Shasta orthocarpus	None	None	G1	S1	1B.1
PMCYP0Q160	***Scirpus pendulus*** pendulous bulrush	None	None	G5	S1	2B.2
PMLIL0D0W0	***Calochortus monanthus*** single-flowered mariposa-lily	None	None	GX	SX	1A
PMLIL0D140	***Calochortus persistens*** Siskiyou mariposa-lily	None	Rare	G1	S1	1B.2

Record Count: 26

IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

NOT FOR CONSULTATION

Location

Siskiyou County, California



Local office

Yreka Fish And Wildlife Office

(530) 842-5763
(530) 842-4517

1829 South Oregon Street
Yreka, CA 96097-3446

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

NOT FOR CONSULTATION

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS

Northern Spotted Owl Strix occidentalis caurina — Threatened
Wherever found
There is **final** critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/1123

Yellow-billed Cuckoo Coccyzus americanus — Threatened
There is **proposed** critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/3911

Amphibians

NAME	STATUS

Oregon Spotted Frog Rana pretiosa — Threatened
Wherever found
There is **final** critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/6633

Fishes

NAME	STATUS

Lost River Sucker Deltistes luxatus — Endangered
Wherever found
There is **final** critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/5604

Shortnose Sucker Chasmistes brevirostris — Endangered
Wherever found
There is **final** critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/7160

Crustaceans

NAME	STATUS

Conservancy Fairy Shrimp Branchinecta conservatio — Endangered
Wherever found
There is **final** critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/8246

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Vernal Pool Fairy Shrimp Branchinecta lynchi — Threatened
Wherever found
There is **final** critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/498

Vernal Pool Tadpole Shrimp Lepidurus packardi — Endangered
Wherever found
There is **final** critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/2246

Flowering Plants

NAME	STATUS

Gentner's Fritillary Fritillaria gentneri — Endangered
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/8120

Yreka Phlox Phlox hirsuta — Endangered
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/8243

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

NOT FOR CONSULTATION

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NOT FOR CONSULTATION

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Jan 1 to Sep 30

Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Great Blue Heron Ardea herodias fannini This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 15 to Aug 15
Long-billed Curlew Numenius americanus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5511	Breeds elsewhere
Olive-sided Flycatcher Contopus cooperi This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Rufous Hummingbird selasphorus rufus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds Apr 15 to Jul 15

NOT FOR CONSULTATION

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

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Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

NOT FOR CONSULTATION

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

NOT FOR CONSULTATION

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

WETLAND INFORMATION IS NOT AVAILABLE AT THIS TIME

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

National Marine Fisheries Service Species List

Available online: https://archive.fisheries.noaa.gov/wcr/maps_data/california_species_list_tools.html (accessed January 2021).

Quad Name: **Yreka**

Quad Number: 41122-F6

ESA Anadromous Fish

SONCC Coho ESU (T)

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat

Essential Fish Habitat

Coho EFH

Chinook Salmon EFH

Quad Name: **Montague**

Quad Number: 41122-F5

ESA Anadromous Fish

SONCC Coho ESU (T)

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat

Essential Fish Habitat

Coho EFH

Chinook Salmon EFH

ATTACHMENT B

Representative Site Photos



Photo 1. Central portion of site showing terrace slope, facing NE, January 19, 2021

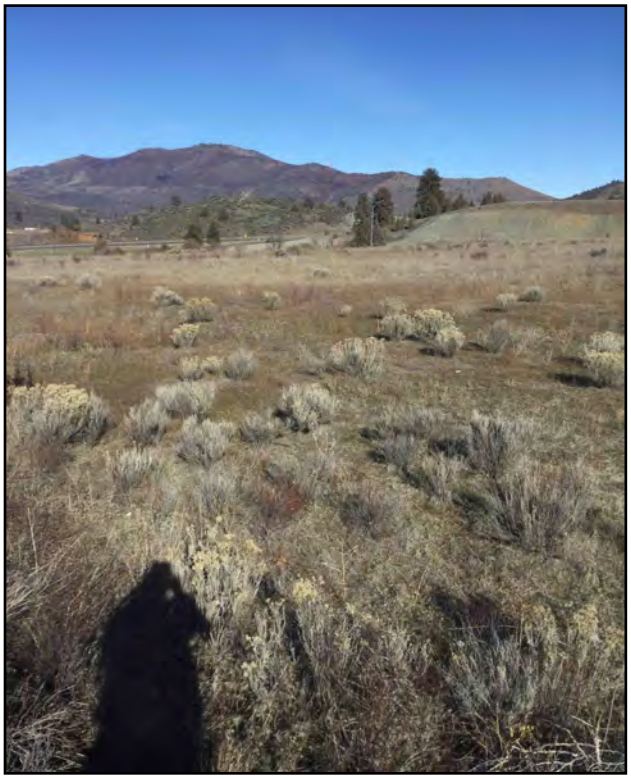


Photo 2. Southern corner of site, facing N, January 19, 2021



Photo 3. Northern boundary adjacent to Montague Road, facing NW, January 19, 2021



Photo 4 Southern boundary, facing NW, January 19, 2021

Appendix C

Proposed Project
Total Construction-Related
and Operational
Gasoline Usage

Action	Carbon Dioxide Equivalents (CO_2e) in Metric Tons[1]	Conversion of Metric Tons to Kilograms[2]	Construction Equipment Emission Factor[2]	Total Gallons of Fuel Consumed
Project Construction	626.31	626310	10.15	61,705
	Per CalEEMod Output Files.	Per Climate Registry Equation 13e	Per Climate Registry Equation 13e	

Total Gallons Consumed During Project Construction: 61,705

Notes:
Fuel used by all construction equipment, including vehicle hauling trucks, assumed to be diesel.

Sources:
[1]ECORP Consulting, 2021.

[2]Climate Registry. 2016. *General Reporting Protocol for the Voluntary Reporting Program version 2.1.* January 2016.
http://www.theclimateregistry.org/wp-content/uploads/2014/11/General-Reporting-Protocol-Version-2.1.pdf

Action	Carbon Dioxide Equivalents (CO_2e) in Metric Tons[1]	Conversion of Metric Tons to Kilograms[2]	Construction Equipment Emission Factor[2]	Total Gallons of Fuel Consumed
Project Construction	**134.15**	**134150**	**10.15**	**13,217**
	Per CalEEMod Output Files.	Per Climate Registry Equation 13e	Per Climate Registry Equation 13e	

Total Gallons Consumed During Project Construction: 13,217

Notes:
Fuel used by all construction equipment, including vehicle hauling trucks, assumed to be diesel.

Sources:
[1]ECORP Consulting, 2021.

[2]Climate Registry. 2016. *General Reporting Protocol for the Voluntary Reporting Program version 2.1.* January 2016.
http://www.theclimateregistry.org/wp-content/uploads/2014/11/General-Reporting-Protocol-Version-2.1.pdf

Total Gallons During Project Operations [3]

Area	Sub-Area	Cal. Year	Season	Veh_tech	EMFAC 2011 Category	Fuel_GAS Output	Daily Total	ANNUAL TOTAL
Sub-Areas	Siskiyou County	2022	Annual	All Vehicles	All Vehicles [4]	0.1840125	184.0125	**67,164.6**

Sources:
[3]Californai Air Resource Board. 2017. EMFAC2017 Mobile Emissions Model.

Notes:
[4]Excluding Heavy-Duty Highway Trucks, T6 Agricultural Truck, T6 Instate Construction (heavy and small), T7 Agricultural Truck, T7 CAIRP Construction, T7 Single Construction, T7 Tractor Truck, and T7 Tractor Construction

Appendix D

TRAFFIC NOISE LEVELS

Project Number: 2017-121
Project Name: Refresh Truck Stop

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s): **Existing**
Source of Traffic Volumes: GHD Transportation Engineers & Caltrans Traffic Census (2020)
Community Noise Descriptor: L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition / Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hou dB(A) L_{eq}	24-Hour dB(A) CNEL	Traffic Volumes 24-Hour: Day	Eve	Night
Analysis Condition																
State Route 3/ Montague Road																
Between I-5 and the Project Site	Commercial and Open Space	2	0	0	3,450	35	100	0	0	1.8%	0.7%	0.0	57.1	2,681	438	331
Interstate 5																
Between I-5 and the Project Site	Residential	4	50	0	17,200	65	580	0	0	1.8%	0.7%	0.0	63.4	13,364	2,184	1,651

[1] Distance is from the centerline of the roadway segment to the receptor location.

TRAFFIC NOISE LEVELS

Project Number: 2017-121
Project Name: Refresh Truck Stop

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	**Existing Plus Project**
Source of Traffic Volumes:	GHD Transportation Engineers
Community Noise Descriptor:	L_{dn}: CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition / Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hou dB(A) L_{eq}	24-Hour dB(A) CNEL	Traffic Volumes 24-Hour: Day	Eve	Night
Analysis Condition																
State Route 3/ Montague Road																
Between 1-5 and the Project Site	Commercial and Open Space	2	0	857	7,711	35	100	0	0	1.8%	0.7%	61.8	60.6	5,991	979	740

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/5/2021
Case Description: Demolition

Description	**Affected Land Use**
Demolition	Residential

Description	**Impact Device**	**Usage(%)**	**Equipment Spec Lmax (dBA)**	**Actual Lmax (dBA)**	**Receptor Distance (feet)**
Concrete Saw	No	20		89.6	890
Excavator	No	40		80.7	890
Excavator	No	40		80.7	890
Excavator	No	40		80.7	890
Rubber Tired Dozer	No	40		81.7	890
Rubber Tired Dozer	No	40		81.7	890

Calculated (dBA)

Equipment	***Lmax**	**Leq**
Concrete Saw	64.6	57.6
Excavator	55.7	51.7
Excavator	55.7	51.7
Excavator	55.7	51.7
Rubber Tired Dozer	56.7	52.7
Rubber Tired Dozer	56.7	52.7
Total	**64.6**	**61.4**

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/5/2021
Case Description: Site Preparation

Description	**Affected Land Use**
Site Preparation	Residential

Description	**Impact Device**	**Usage(%)**	**Equipment Spec Lmax (dBA)**	**Actual Lmax (dBA)**	**Receptor Distance (feet)**
Tractor/Loader/Backhoe	No	40	84		890
Tractor/Loader/Backhoe	No	40	84		890
Tractor/Loader/Backhoe	No	40	84		890
Rubber Tired Dozer	No	40		81.7	890
Rubber Tired Dozer	No	40		81.7	890
Rubber Tired Dozer	No	40		81.7	890
Tractor/Loader/Backhoe	No	40	84		890

Calculated (dBA)

Equipment		***Lmax**	**Leq**
Tractor/Loader/Backhoe		59	55
Tractor/Loader/Backhoe		59	55
Tractor/Loader/Backhoe		59	55
Rubber Tired Dozer		56.7	52.7
Rubber Tired Dozer		56.7	52.7
Rubber Tired Dozer		56.7	52.7
Tractor/Loader/Backhoe		59	55
	Total	**59**	**62.6**

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/5/2021
Case Description: Grading

Description	**Affected Land Use**
Grading	Residential

Description	**Impact Device**	**Usage(%)**	**Equipment Spec Lmax (dBA)**	**Actual Lmax (dBA)**	**Receptor Distance (feet)**
Tractor/Loader/Backhoe	No	40	84		890
Tractor/Loader/Backhoe	No	40	84		890
Tractor/Loader/Backhoe	No	40	84		890
Rubber Tired Dozer	No	40		81.7	890
Grader	No	40	85		890
Excavator	No	40		80.7	890

Calculated (dBA)

Equipment	***Lmax**	**Leq**
Tractor/Loader/Backhoe	59	55
Tractor/Loader/Backhoe	59	55
Tractor/Loader/Backhoe	59	55
Rubber Tired Dozer	56.7	52.7
Grader	60	56
Excavator	55.7	51.7
Total	**60**	**62.3**

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 3/5/2021
Case Description: Construction

Description	**Affected Land Use**
Construction	Residential

Description	**Impact Device**	**Usage(%)**	**Equipment Spec Lmax (dBA)**	**Actual Lmax (dBA)**	**Receptor Distance (feet)**
Tractor/Loader/Backhoe	No	40	84		890
Tractor/Loader/Backhoe	No	40	84		890
Tractor/Loader/Backhoe	No	40	84		890
Welder / Torch	No	40		74	890
Generator	No	50		80.6	890
Forklift	No	40		83.4	890
Forklift	No	40		83.4	890
Forklift	No	40		83.4	890
Crane	No	16		80.6	890
Tractor/Loader/Backhoe	No	40	84		890
Roller	No	20		80	890
Roller	No	20		80	890
Paving Equipment	No	20		89.5	890
Paving Equipment	No	20		89.5	890
Paver	No	50		77.2	890
Concrete Mixer Trucks	No	40		78.8	890
Concrete Mixer Trucks	No	40		78.8	890
Compressor (air)	No	40		77.7	890

Calculated (dBA)

Equipment	*Lmax	Leq
Tractor/Loader/Backhoe	59	55
Tractor/Loader/Backhoe	59	55
Tractor/Loader/Backhoe	59	55
Welder / Torch	49	45
Generator	55.6	52.6
Forklift	58.4	54.4
Forklift	58.4	54.4
Forklift	58.4	54.4
Crane	55.5	47.6
Tractor/Loader/Backhoe	59	55
Roller	55	48
Roller	55	48
Paving Equipment	64.5	57.5
Paving Equipment	64.5	57.5
Paver	52.2	49.2
Concrete Mixer Trucks	53.8	49.8
Concrete Mixer Trucks	53.8	49.8
Compressor (air)	52.7	48.7
Total	**64.5**	**66**

*Calculated Lmax is the Loudest value.

SoundPLAN
Output Source Information

Number	Reciever Name	Floor	Level at Receiver
1	Front entrance of Hotel, corner of I-5 NB offramp and SR 3	Ground Floor	44.7 dBA
2	Rear of Hotel adjacent to Project site semi-truck parking area	Ground Floor	54.8 dBA
3	Single-family residence east of RV Park, adjacent to I-5 NB offramp	Ground Floor	34.0 dBA
4	Eighth residence from Travel Center, in first row adjacent to Project Access Roadway	Ground Floor	45.7 dBA
5	First residence from Travel Center, in first row adjacent to Project Access Roadway	Ground Floor	49.3 dBA
6	First residence from Travel Center, in second row adjacent to Project Access Roadway	Ground Floor	53.2 dBA

Number	Noise Source Information	Citation	Level at Source
1	Truck Loading Dock	City of San Jose 2014 Midpoint at 237 Loading Dock Noise Study	79.0 dBA
2	Gas Station Activity	ECORP Noise Measurements at a gas station with nine fuleing postions and a C Store	49.5 dBA
3	Diesel Truck Idling	Noise Impact Analysis Blooming Truck Terminal 2013	96.0 dBA

Appendix E

Yreka Travel Plaza Project
Traffic Impact Study

Draft Report

Prepared For

The City of Yreka



Prepared By

omni·
ENGINEERS · PLANNERS

YREKA TRAVEL PLAZA PROJECT

TRAFFIC IMPACT STUDY



Prepared For

THE CITY OF YREKA

Prepared By

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June, 1998

25-3801-01
(R215TS.001)

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INTRODUCTION

Traffic related impacts associated with the development of the proposed Yreka Travel Plaza Project in the City of Yreka have been analyzed and are summarized in this report. As illustrated in Figure 1, the site is located in the south-eastern quadrant of Interstate 5/Montague Road (State Route-3) interchange in the City of Yreka, Siskiyou County. The project site is bounded by Montague Road (SR-3) in the north, East Lennox Street in the south, Yreka Western Railroad in the east and Interstate 5 in the west. The project's land-uses are proposed for annually-phased development over a four-year time-line. The project's total development would consist of an Auto and Truck Refueling Center with 100 truck parking spaces (on a 7.85 acre parcel), a Recreational Vehicle (RV) park with 105 RV sites (on a 9.71 acre parcel), a full-service restaurant (on a 2.26 acre parcel), a California State Visitors Information Center (on a 2.74 acre parcel) and a 80-room motel (on a 8.83 acre parcel). The roadway system that would be most impacted by this development consists of Interstate 5/Montague Road (SR-3) interchange and Montague Road (SR-3) section between the I-5 interchange and Juniper Drive.

EXECUTIVE SUMMARY

The study area contains three intersections considered as critical to traffic flow and requiring analysis. All study intersections are operating at acceptable levels of service under existing conditions for both AM and PM peak hour periods. The study segment on Montague Road (SR-3) has sufficient capacity to accommodate existing levels of daily traffic. The freeway main-line segment on Interstate 5 both north and south of the I-5/Montague Road (SR-3) interchange and all the ramp merge/diverge junctions of the Interstate-5/Montague Road (SR-3) interchange are also currently operating at acceptable levels of service for both AM and PM peak hour periods.

The development of the proposed Asphalt Plant on Montague Road to the east of the project site was assumed in the analysis of existing plus project conditions presented in this report. Analysis of project build-out conditions (completion of all phases of the project's proposed development) shows that the AM and PM peak hour levels of service at the study intersections under existing plus full project development conditions, are also acceptable. Under exiting plus project conditions, the project driveway's intersection with Montague Road (SR-3) should be constructed with exclusive turn lanes for all approaches during Phase-1 development of the project. This would include a 150 foot northbound left-turn lane, a 100 foot westbound left-turn lane, and a 150 foot eastbound right-turn lane. An acceleration lane of 400 feet length is recommended on westbound Montague Road (SR-3) for outbound vehicles from the project site. The study segment on Montague Road has sufficient capacity to accommodate project-generated daily traffic. The freeway main-line segment on Interstate 5 both north and south of the I-5/Montague Road (SR-3) interchange and all the ramp merge/diverge junctions of the Interstate-5/Montague Road (SR-3) interchange are also projected to operate at acceptable levels of service for both AM and PM peak hour periods, with the full development of the project.

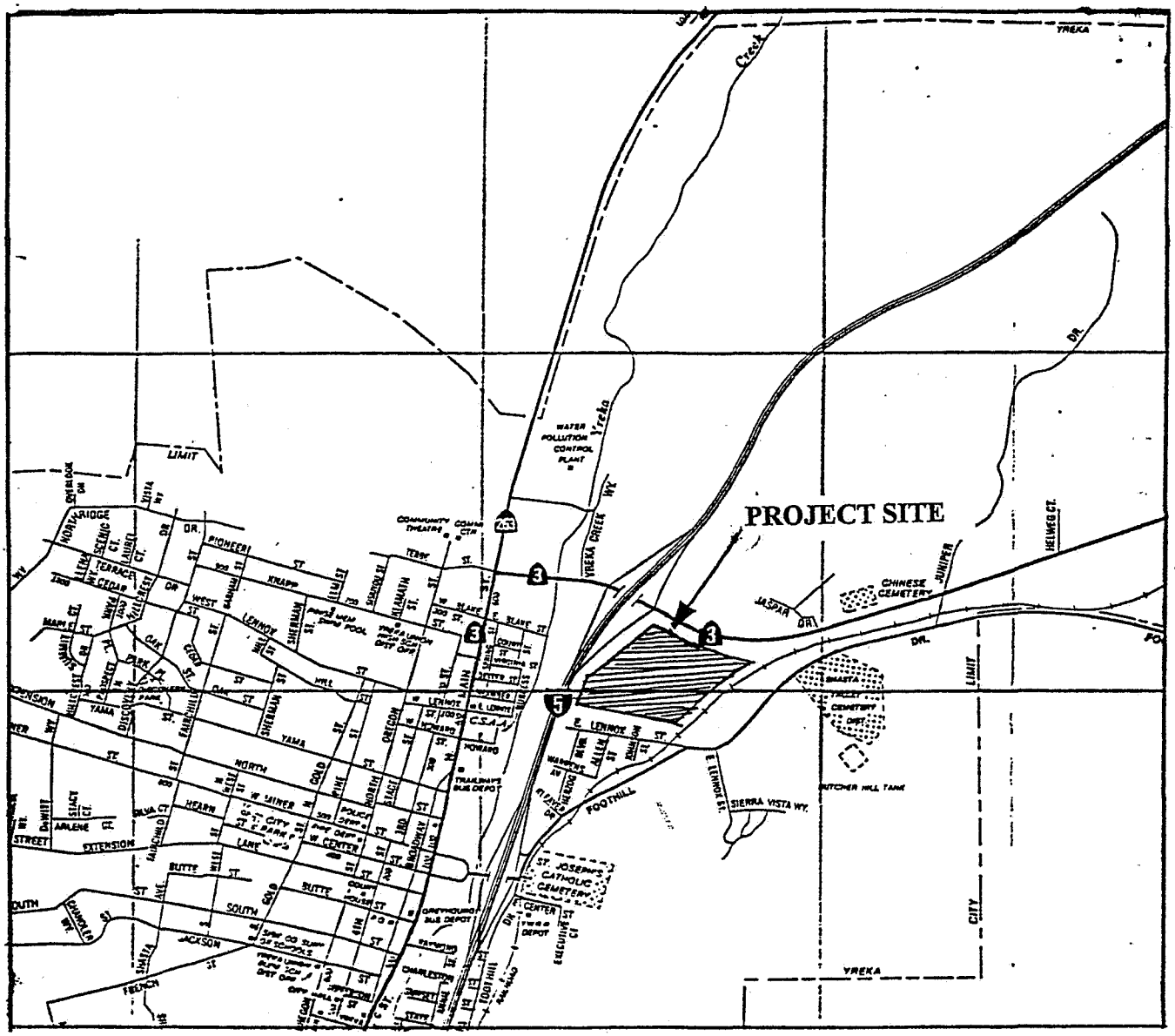
Under existing plus project Phase-2 conditions, a Caltrans Peak-Hour-Volume (Rural Areas) Warrant (Warrant 11) analysis indicates that the intersections of Montague Road (SR-3)/Interstate 5 southbound ramps, Montague Road (SR-3)/Interstate 5 northbound ramps and Montague Road (SR-3)/Project Driveway warrant traffic signals based upon expected AM and PM peak hour traffic loading.

Cumulative base traffic conditions were forecasted for the study area based upon a 2.5% annual growth rate over existing conditions, compounded over a twenty-year forecast period. The development of the proposed Asphalt Plant on Montague Road to the east of the project site was also included in establishing the cumulative base conditions. All study intersections are projected to operate at acceptable levels of

service under cumulative base conditions for both AM and PM peak hour periods. The study segment on Montague Road (SR-3) has sufficient capacity to accommodate cumulative base levels of daily traffic. The freeway main-line segment on Interstate 5 both north and south of the I-5/Montague Road (SR-3) interchange and all the ramp merge/diverge junctions of the Interstate-5/Montague Road (SR-3) interchange are also projected to operate at acceptable levels of service for both AM and PM peak hour periods.

The analysis of cumulative plus project build-out conditions shows that the AM and PM peak hour levels of service at the study intersections under cumulative plus project conditions are also acceptable. The study segment on Montague Road has sufficient capacity to accommodate project-generated daily traffic under cumulative plus project conditions. The freeway main-line segment on Interstate 5 both north and south of the I-5/Montague Road (SR-3) interchange and all the ramp merge/diverge junctions of the Interstate-5/Montague Road (SR-3) interchange are also projected to operate at acceptable levels of service for both AM and PM peak hour periods, under cumulative plus project conditions.

Under cumulative plus project build-out conditions, a Caltrans Peak-Hour-Volume (Rural Areas) Warrant (Warrant 11) analysis indicates that the intersections of Montague Road (SR-3)/Interstate 5 southbound ramps, Montague Road (SR-3)/Interstate 5 northbound ramps and Montague Road (SR-3)/Project Driveway warrant traffic signals based upon expected AM and PM peak hour traffic loading.

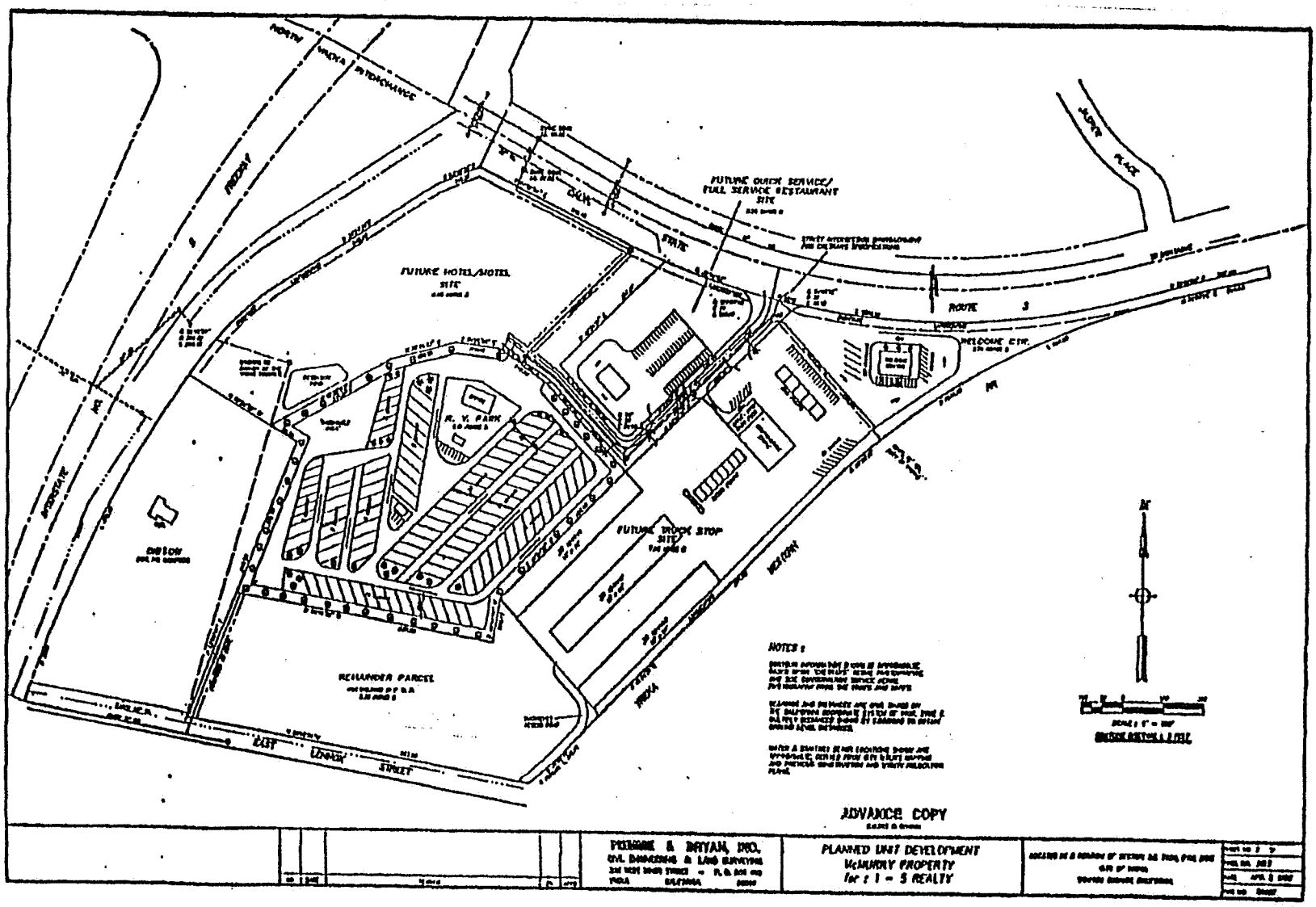


Yreka Travel Plaza Traffic Study

Figure 1

Study Area

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Yreka Travel Plaza Traffic Study

Figure 2

Tentative Site Plan

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EXISTING SETTING

Montague Road (State Route-3) within the study area, is a two-lane roadway facility that provides major east-west circulation between the cities of Yreka and Montague in Siskiyou County. Along the proposed project site's frontage, Montague Road is currently striped with a center double-yellow line providing one travel lane per direction, with wide shoulders.

East of the project site, Montague Road forms a stop-sign controlled intersection with Juniper Drive. Just west of the project site, Montague Road forms an interchange with Interstate 5. The intersection of Montague Road (SR-3) and the Interstate 5 southbound ramps and the intersection of Montague Road (SR-3) and the Interstate 5 northbound ramps are stop-sign controlled. Further west, Montague Road forms meets with State Route 263.

Interstate 5 within the study area is a major four-lane freeway facility that carries approximately 17,000 vehicles per day. Interstate 5 connects the City of Redding with the portions of California north of Redding. Interstate 5 forms an interchange with Montague Road (SR-3) within Yreka's city limits. The approximate percentage of truck traffic on Interstate 5 within the study area is 36%.

Juniper Drive is a two-lane minor roadway that intersects with Montague Road (SR-3) east of the project site. The Juniper Drive approaches at the intersection with Montague Road are stop-sign controlled.

EXISTING TRAFFIC VOLUMES

Existing intersection turning movement traffic volume counts were conducted by OMNI-MEANS in May, 1998. The AM peak hour volume represents one-hour of peak traffic occurring between 7:00 A.M. and 9:00 A.M. on a weekday, and the PM peak hour volume represents one-hour of peak traffic occurring between 4:00 P.M. and 6:00 P.M on a weekday. Figure 2 illustrates the AM and PM peak hour turning movement traffic volumes (in 'Passenger Car Equivalent'- PCE Units) at the study intersections. (Note: A PCE factor of 2.0 was applied for trucks for all analyses presented in this report.)

LEVEL OF SERVICE METHODOLOGY

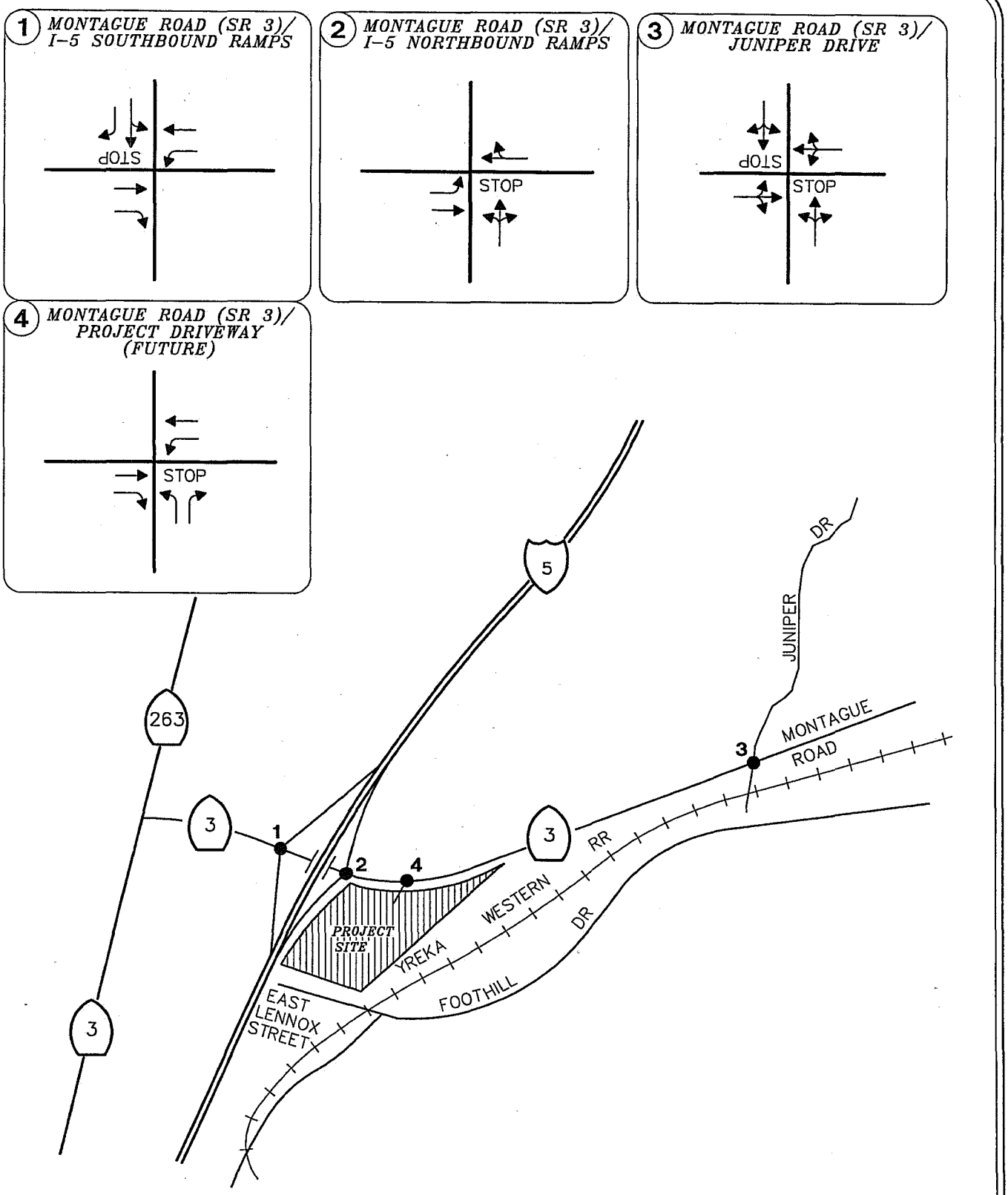
Traffic operations are quantified through the determination of "Level of Service". Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment representing progressively worsening traffic conditions. Level of Service definitions for roadways and intersections are outlined in Table 1. For the study area, the Route Concept Reports for Interstate 5 and State Route 3 define peak hour traffic operations that exceed Level of Service "D" as unacceptable.

Levels of Service were calculated for different intersection control types using the methods documented in the 1994 Highway Capacity Manual.

TABLE 1
LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED, UNSIGNALIZED AND ALL-WAY STOP CONTROLLED INTERSECTIONS

LEVEL OF SERVICE	TYPE OF FLOW	DELAY	MANEUVERABILITY	STOPPED DELAY/VEHICLE (SEC)		
				SIGNALIZED	UNSIGNALIZED	ALL-WAY STOP
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase and not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	$\leq$ 5.0		
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	5.1 - 15.0	5.1 - 10.0	5.1 - 10.0
C	Stable Flow	Higher delays resulting 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, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	15.1 - 25.0	10.1 - 20.0	11.0 - 20.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	25.1 - 40.0	21.0 - 30.0	21.0 - 30.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	40.1 - 60.0	31.0 - 45.0	31.0 - 45.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 60.0	> 45.0	> 45.0

References: Highway Capacity Manual, Special Report No. 209, Transportation Research Board, 1985.
Highway Capacity Manual, Special Report No. 87, Highway Research Board, 1965.



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Figure 3

Existing Conditions: Intersection Geometrics & Control

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The intersection LOS tables contained in this report indicate the average overall intersection delay expressed in seconds per vehicle. Level of Service values for unsignalized intersections indicate the worst case LOS by movement. All intersection turning movement volumes and Level of Service worksheets are contained in Appendix. For all Level of Service computations presented in this report, traffic volumes in Passenger Car Equivalent (PCE) units were applied in the analysis.

Intersection signal warrant analysis was based upon the methodologies contained in the Caltrans Traffic Manual, Chapter 9, Signal Warrant 11 – Peak Hour Volume.

EXISTING INTERSECTION LEVELS OF SERVICE

Using the existing traffic volumes, and capacity analysis procedures described above, traffic conditions currently existing within the study area have been quantified. The intersection lane geometrics used for this analysis are illustrated in Figure 3.

The Level of Service values for existing conditions is presented in Table 2.

TABLE 2
EXISTING CONDITIONS
INTERSECTION LEVELS OF SERVICE

	AM Peak Hour		PM Peak Hour	
Intersection	**Average Delay (sec/veh)**	**LOS**	**Average Delay (sec/veh)**	**LOS**
Montague Road (SR-3)/Interstate 5 SB Ramps	0.3	B	0.6	B
Montague Road (SR-3)/Interstate 5 NB Ramps	1.2	B	1.4	A
Montague Road (SR-3)/Juniper Drive	0.8	A	0.8	A
Montague Road (SR-3)/Project Driveway	n/a	n/a	n/a	n/a

Table 2 shows that all study intersections are currently operating at acceptable levels of service for both AM and PM peak hour periods.

A Caltrans Peak Hour Volume Warrant (Rural Areas) analysis indicates that traffic signals are not warranted at any of the study intersections under existing conditions, based upon AM and PM peak hour traffic demand. The signal warrant analysis chart is shown in Appendix Figure A-1.

PROJECT IMPACTS

PROJECT DESCRIPTION

The proposed project site is bounded by Montague Road (SR-3) in the north, East Lennox Street in the south, Yreka Western Railroad in the east and Interstate 5 in the west. Figure 2 illustrates the tentative Site Plan.

The project's land-uses are proposed for development in annual phases over a four-year time period. Based upon the regional location of the project site, existing traffic/travel patterns, travel opportunities in the vicinity of the project site etc., the project's land-uses are expected to reach their full or "typical" trip generation potential in an incremental manner, as travelers gain knowledge of the project. The full trip generation potential for all of the project's proposed land-uses is anticipated after the four-year project development period. The phased project development plan and the expected percentage trip generation are outlined in Table 3.

TABLE 3
PHASED PROJECT DEVELOPMENT PLAN

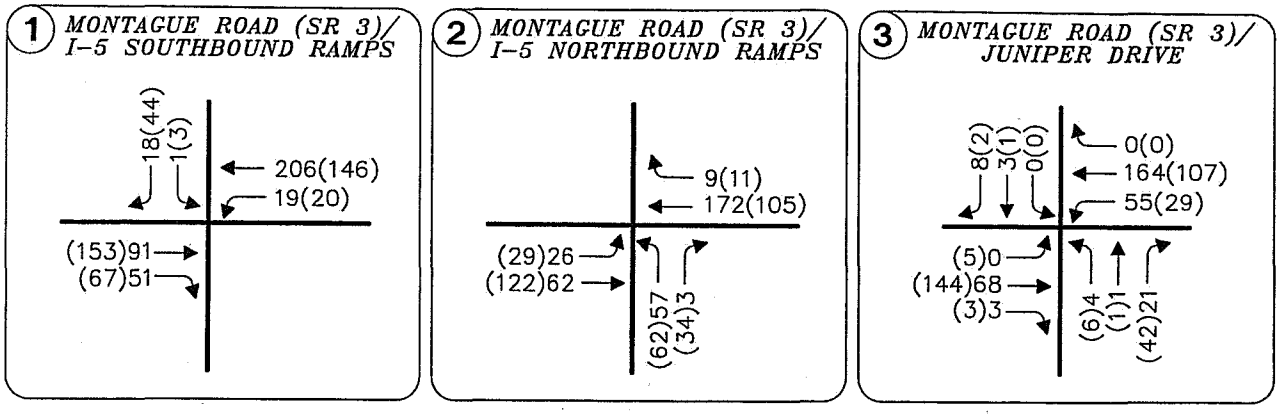
Phase No.	Target Year	Total Parcel Area (Acres)	Land Use Description	Quantity	Maximum Expected Percentage of Full Trip Generation
1	1999	7.85	Auto and Truck Refueling Center (with Truck Stop/Parking Facility)	15 pumps (50 spaces)	60%
		9.71	Recreational Vehicle (RV) Park	60 sites	50%
2	2000	2.26	Full Service Restaurant	3,000 sq.ft.	50%
		2.74	California State Visitors Information Center	1,000 sq.ft.	50%
		7.85	Auto and Truck Refueling Center (with Truck Stop/Parking Facility)	15 pumps (50 spaces)	80%
		9.71	Recreational Vehicle (RV) Park	60 sites	90%
3	2001	7.85	Auto and Truck Refueling Center (with Truck Stop/Parking Facility)	15 pumps (100 spaces)	90%
		9.71	Recreational Vehicle (RV) Park	105 sites	90%
		2.26	Full Service Restaurant	3,000 sq.ft.	80%
		2.74	California State Visitors Information Center	1,000 sq.ft.	100%
4	2002	7.85	Auto and Truck Refueling Center (with Truck Stop/Parking Facility)	15 pumps (100 spaces)	100%
		9.71	Recreational Vehicle (RV) Park	60 sites	100%
		2.26	Full Service Restaurant	3,000 sq.ft.	100%
		2.74	California State Visitors Information Center	1,000 sq.ft.	100%
		8.83	Motel	80 rooms	60%
-	Post 2002	7.85	Auto and Truck Refueling Center (with Truck Stop/Parking Facility)	15 pumps (100 spaces)	100%
		9.71	Recreational Vehicle (RV) Park	105 sites	100%
		2.26	Full Service Restaurant	3,000 sq.ft.	100%
		2.74	California State Visitors Information Center	1,000 sq.ft.	100%
		8.83	Motel	80 rooms	100%

PROJECT ACCESS AND CIRCULATION

Figure 2 illustrates the tentative Site Plan. Project access is proposed through a single driveway from Montague Road (SR-3). An emergency access is provided to East Lennox Street. The project driveway's intersection with Montague Road (SR-3) has been analyzed as a stop-sign controlled intersection. Based upon an inspection of the site plan, the on-site truck and auto traffic circulation patterns are found to be acceptable.

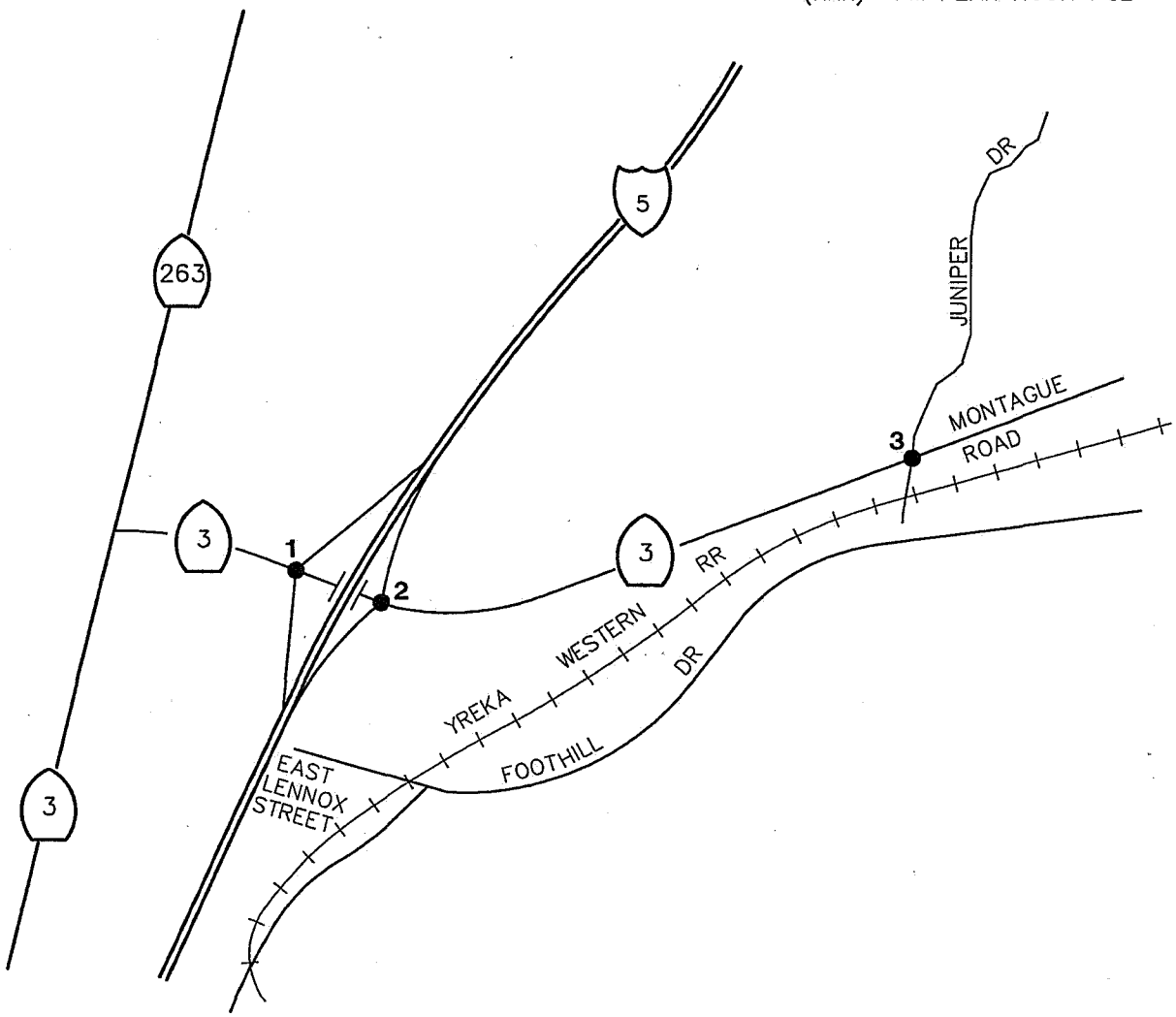
TRIP GENERATION

A forecast of the traffic volumes expected to be generated from the project's land-uses were calculated based upon information presented in the Institute of Transportation Engineers (ITE) publication Trip Generation 6th Edition, and other sources. Table 4 summarizes the trip generation rates for the projects proposed land uses. Table 5A contains the expected project trip generation volumes for both the daily and peak hour (A.M. and P.M.) conditions, applying the trip generation rates and assuming complete development of the proposed land-use quantities. Table 5B summarizes the expected trip generation for the proposed Asphalt Plant on Montague Road to the east of the project site.



LEGEND

XXX AM PEAK HOUR PCE
(XXX) PM PEAK HOUR PCE



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Figure 4

Existing Conditions: Peak Hour Traffic Volumes

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TABLE 4
STUDY PROJECT TRIP GENERATION RATES

Land Use Description	ITE Land-Use Code	Descriptor	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Recreational Vehicle (RV) Park	416	per site	6.85	0.13	0.13	0.26	0.20	0.20	0.40
Gas Station with Convenience Market	845	per fueling position	162.50	5.05	5.05	10.10	6.73	6.73	13.46
Fast Food Restaurant with Drive-through	834	per KSF	496.50	25.66	24.33	50.00	17.33	16.00	33.33
Motel	320	per room	8.87	0.22	0.40	0.62	0.32	0.28	0.61
Full-Service Restaurant	832	per KSF	130	5.00	4.33	9.33	6.67	4.33	11.00
CA State Visitors Information Center	-	per Center	1,400	56.00	56.00	112.00	70.00	70.00	140.00

Sources: ITE Trip Generation, Sixth Edition.
City of Anderson, CA.

TABLE 5A
STUDY PROJECT TRIP GENERATION VOLUMES
(IN VEHICLE TRIPS PER HOUR)

Land Use	Quantity	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Recreational Vehicle (RV) Park	105 Sites	720	14	14	28	21	21	42
Gas Station with Convenience Market	15 fueling positions	2,440	76	76	152	101	101	202
Fast Food Restaurant with Drive-through	3,000 sq.ft.	1,490	77	73	150	52	48	100
Motel	80 rooms	710	18	32	50	26	23	49
Full-Service Restaurant	3,000 sq.ft.	390	15	13	28	20	13	33
CA State Visitors Information Center[1]	1,000 sq.ft.	1,400	56	56	112	70	70	140
TOTAL		**7,150**	**256**	**264**	**520**	**290**	**276**	**566**

1. The trip generation for the Information Center was estimated based upon trips generated by similar land-uses from different states across the U.S., obtained from the City of Anderson, CA.

TABLE 5B
TRIP GENERATION VOLUMES FOR OTHER APPROVED/PENDING PROJECTS
(IN VEHICLE TRIPS PER HOUR)

Land Use	Quantity	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Asphalt Plant – Industrial[2]	-	388	17	17	34	17	17	34
Asphalt Plant – Office	-	100	20	5	25	5	20	25
TOTAL		**488**	**37**	**22**	**59**	**22**	**37**	**59**

2. Assumes peak HMA production and peak demand for raw aggregate.

TRIP DISTRIBUTION AND ASSIGNMENT

The assignment of project related traffic to the adjacent roadway system was based upon existing travel patterns, the geographical location of the proposed project (in relation to the existing roadway system) and travel opportunities in the vicinity of the proposed project. Figure 5 illustrates the directional distribution for the project land uses for AM and PM peak hour periods. The occurrence of "pass-by" traffic is assumed to be limited to vehicles passing by the site on Interstate 5 and therefore have been treated as "new" trips on all non-freeway facilities (including freeway ramps).

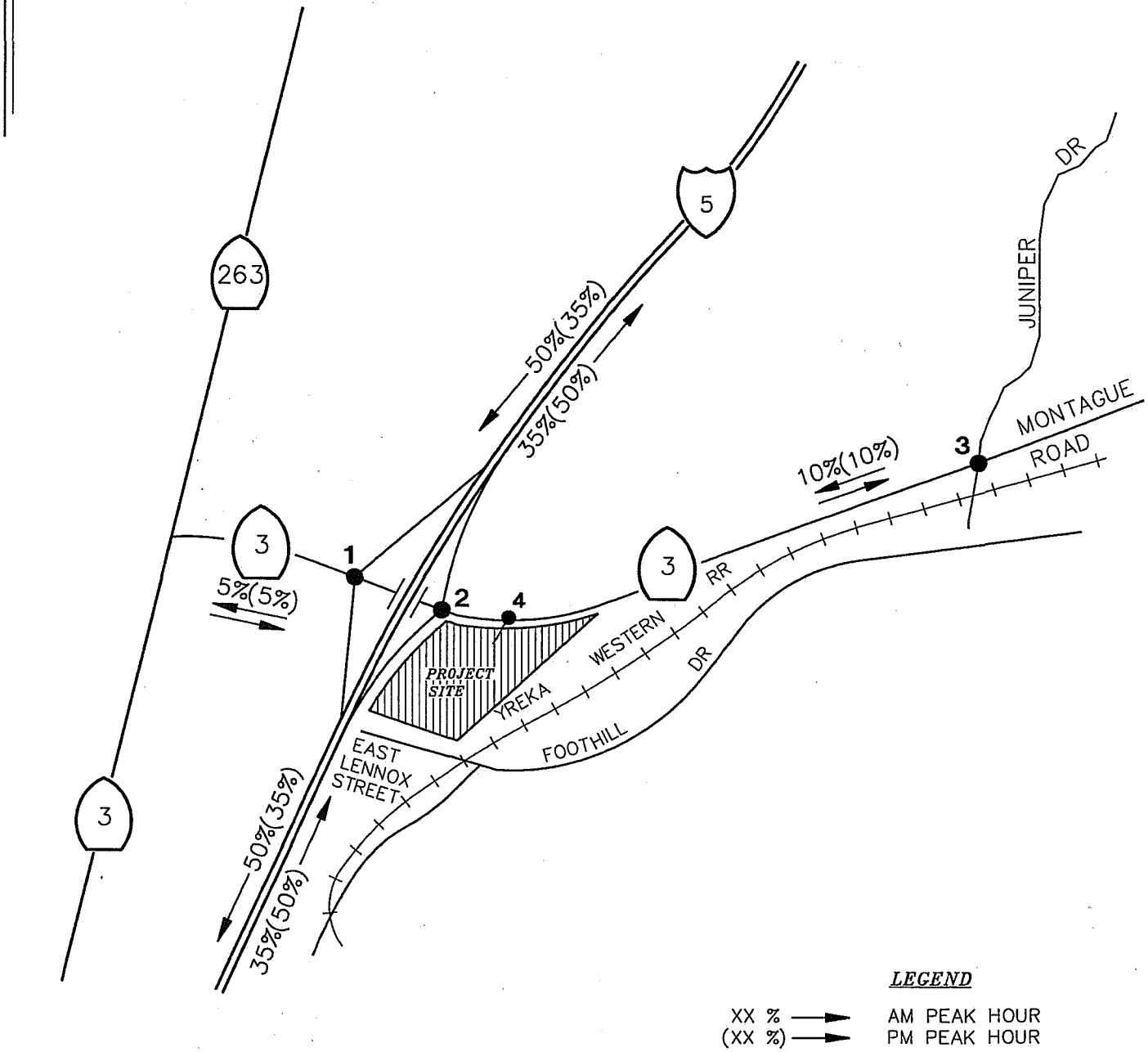
EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Using the existing plus project traffic volumes calculated as described above, traffic conditions with the full development of the proposed project (within the study area) have been quantified. The existing plus project scenario assumes the development of the Asphalt Plant project on Montague Road, to the east of the project site. The Asphalt Plant was projected to generate 17 inbound truck trips and 17 outbound truck trips during both the AM and PM peak hour. In addition, 25 employee auto trips (80% inbound and 20% outbound split during the AM peak hour and 20% inbound and 80% outbound split during the PM peak hour) was assumed for the Asphalt Plant in this analysis. The intersection lane geometrics used for this analysis are illustrated in Figure 3. Under exiting plus project conditions, the project driveway's intersection with Montague Road (SR-3) should be constructed with exclusive turn lanes for all approaches during Phase-1 development of the project. This would include a 150 foot northbound left-turn lane, a 100 foot westbound left-turn lane, and a 150 foot eastbound right-turn lane. An acceleration lane of 400 feet length is recommended on westbound Montague Road (SR-3) for outbound vehicles from the project site. The resulting intersection turning movement volumes (in PCE) are illustrated in Figure 6. The resulting Level of Service values are presented in Table 6.

TABLE 6
EXISTING PLUS PROJECT CONDITIONS
(FULL PROJECT DEVELOPMENT SCENARIO)
INTERSECTION LEVELS OF SERVICE

	AM Peak Hour		PM Peak Hour	
Intersection	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
Montague Road (SR-3)/Interstate 5 SB Ramps	3.9	C	3.2	C
Montague Road (SR-3)/Interstate 5 NB Ramps	1.3	B	1.7	B
Montague Road (SR-3)/Juniper Drive	0.6	A	0.6	A
Montague Road (SR-3)/Project Driveway	3.3	C	3.9	C

Table 6 shows that all study intersections will operate at acceptable peak hour levels of service with the full development of the project. The existing plus project level of service remains above the level of service threshold "D", for all study intersections with the complete development of the project and 'full' trip generation. Consequently, the existing plus project peak hour levels of service for individual phases during the four-year development of the project are also expected to be acceptable.

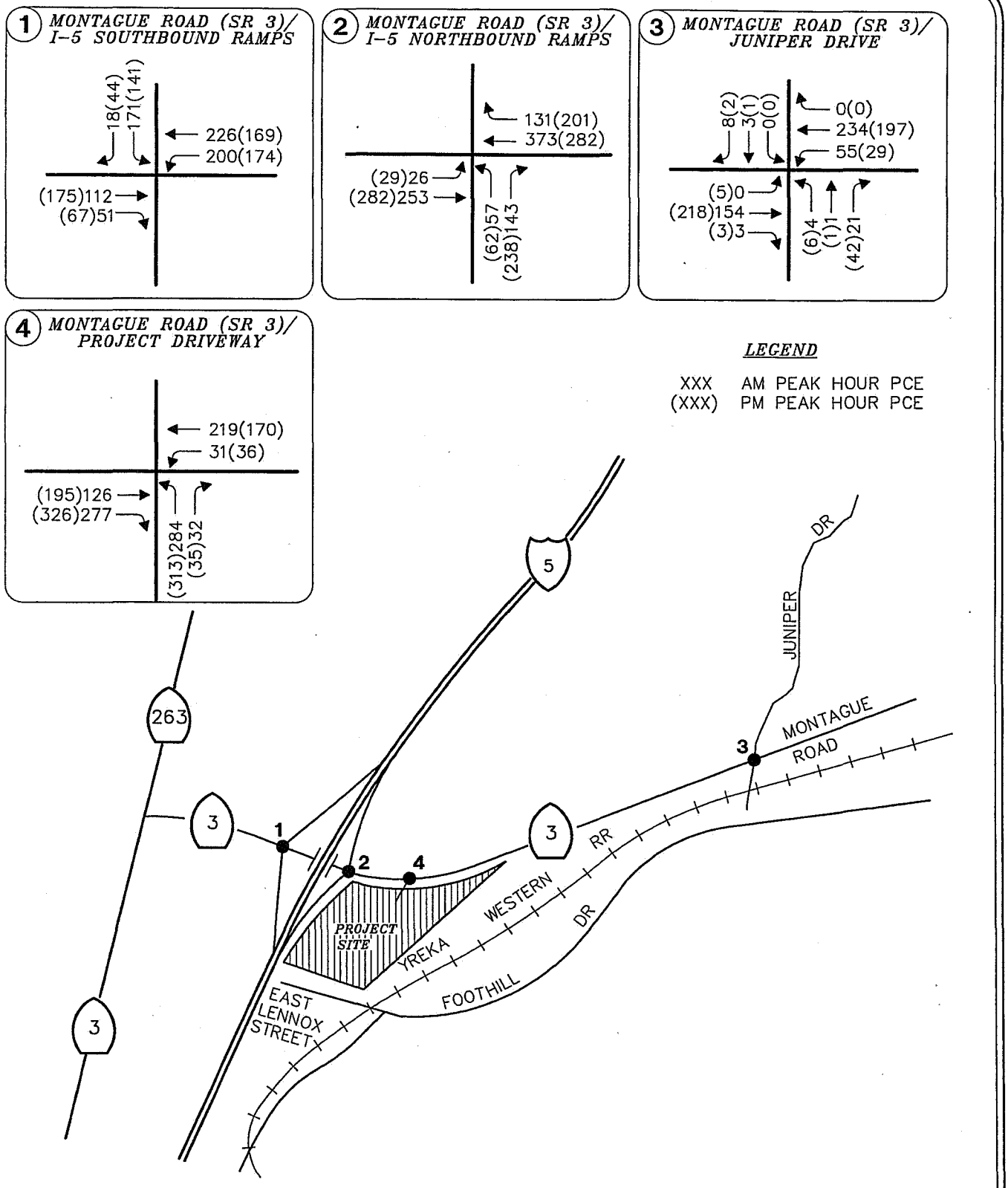


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Figure 5

Directional Distribution

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Figure 6

Existing Plus Project Conditions: Peak Hour Traffic Volumes

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A Caltrans Peak-Hour-Volume Warrant (Rural Areas) analysis was performed for all study intersections under existing plus project conditions (including the development of the Asphalt Plant Project). This analysis indicates that with completion of all phases of project development, the Montague Road (SR-3)/Interstate 5 northbound ramps intersection and the Montague Road (SR-3)/Project Driveway intersection would warrant a traffic signal for expected AM and PM peak hour traffic loadings. A phasing analysis was also performed to determine the project's critical development phase for which these study intersections would warrant traffic signals. This analysis indicates that with the development of proposed Phase-2 (Year 2) land-uses, the Montague Road (SR-3)/Interstate 5 northbound ramps intersection and the Montague Road (SR-3)/Project Driveway intersection would warrant traffic signals under existing plus phase-2 project conditions. This analysis assumed full trip generation for the proposed land-use developments. The signal warrant analysis chart is shown in Appendix Figure A1.

PROJECT DRIVEWAY ANALYSIS

The project's driveway intersection with Montague Road (SR-3) has been analyzed assuming exclusive turn lanes for all approaches. Storage shall be provided for northbound left-turn movement out of the project site and westbound left-turn movement into the project site. A queuing analysis was performed to determine the maximum expected queue lengths for the critical approaches at the project driveway/Montague Road (SR-3) intersection. The analysis worksheet is presented in the Appendix. The maximum expected queue length (at 95% confidence level) for the critical approaches are summarized in Table 7.

TABLE 7
QUEUING ANALYSIS
EXISTING PLUS PROJECT CONDITIONS

		AM Peak Hour				PM Peak Hour			
Location	Movement	Capacity (PCE/hr)	Arrival Rate (PCE/hr)	Max. Queue (PCEs)	Max. Queue Length (Feet)	Capacity (PCE/hr)	Arrival Rate (PCE/hr)	Max. Queue (PCEs)	Max. Queue Length (Feet)
Montague Road/Project Driveway	NB Left	624	284	3	75	597	313	4	100
Montague Road/Project Driveway	NB Right	1195	32	1	25	1103	35	1	25
Montague Road/Project Driveway	WB Left	1101	31	1	25	968	36	1	25

FREEWAY MAIN-LINE AND RAMP JUNCTION ANALYSIS

The AM and PM peak hour levels of service on main-line Interstate 5 segments just south and just north of the Interstate 5/State Route 3 interchange are found to be acceptable for existing conditions and existing plus project build-out conditions. All four merge/diverge ramp junctions (I-5 northbound off-ramp, I-5 northbound on-ramp, I-5 southbound off-ramp, and I-5 southbound on-ramp) also operate at acceptable AM and PM peak hour levels of service for existing conditions and existing plus project build-out conditions. The existing level of service values are presented in Table 8. The existing plus project level of service values are presented in Table 9. This analysis assumes all project trips are "new" trips on the freeway and ramp facilities. The level of service worksheets are presented in the Appendix.

TABLE 8
INTERSTATE 5 MAINLINE AND RAMP JUNCTION - LOS ANALYSIS
EXISTING CONDITIONS

Freeway Segment	AM Peak VOL	AM Peak LOS	PM Peak VOL	PM Peak LOS
Northbound Interstate 5 (South of I-5/Montague Road Interchange)	723	A	661	A
Southbound Interstate 5 (South of I-5/Montague Road Interchange)	696	A	846	A
Northbound Interstate 5 (North of I-5/Montague Road Interchange)	700	A	610	A
Southbound Interstate 5 (North of I-5/Montague Road Interchange)	650	A	810	A

Ramp Junctions	AM Peak Hour Speed (mph)	AM Peak Hour Density (pc/mi/ln)	AM Peak Hour LOS	PM Peak Hour Speed (mph)	PM Peak Hour Density (pc/mi/ln)	PM Peak Hour LOS
Northbound Off-Ramp	55	10	A	55	9	A
Northbound On-Ramp	58	10	B	58	10	A
Southbound Off-Ramp	55	9	A	55	10	B
Southbound On-Ramp	58	10	B	58	12	B

TABLE 9
INTERSTATE 5 MAINLINE AND RAMP JUNCTION - LOS ANALYSIS
EXISTING PLUS PROJECT CONDITIONS

Freeway Segment	AM Peak VOL	AM Peak LOS	PM Peak VOL	PM Peak LOS
Northbound Interstate 5 (South of I-5/Montague Road Interchange)	822	A	805	A
Southbound Interstate 5 (South of I-5/Montague Road Interchange)	823	A	958	A
Northbound Interstate 5 (North of I-5/Montague Road Interchange)	802	A	751	A
Southbound Interstate 5 (North of I-5/Montague Road Interchange)	778	A	927	A

Ramp Junctions	AM Peak Hour Speed (mph)	AM Peak Hour Density (pc/mi/ln)	AM Peak Hour LOS	PM Peak Hour Speed (mph)	PM Peak Hour Density (pc/mi/ln)	PM Peak Hour LOS
Northbound Off-Ramp	55	11	B	55	10	B
Northbound On-Ramp	58	11	B	58	11	B
Southbound Off-Ramp	55	10	B	55	12	B
Southbound On-Ramp	58	11	B	58	13	B

CUMULATIVE TRAFFIC CONDITIONS

TRAFFIC VOLUME FORECASTS

Cumulative Year 2020 intersection turning movement traffic volumes were forecasted by applying a 2.5% annual traffic growth rate over existing levels, compounded over a twenty-year forecast period. The development of the proposed Asphalt Plant on Montague Road, to the east of the project site was also included in establishing the cumulative base conditions.

CUMULATIVE BASE CONDITIONS

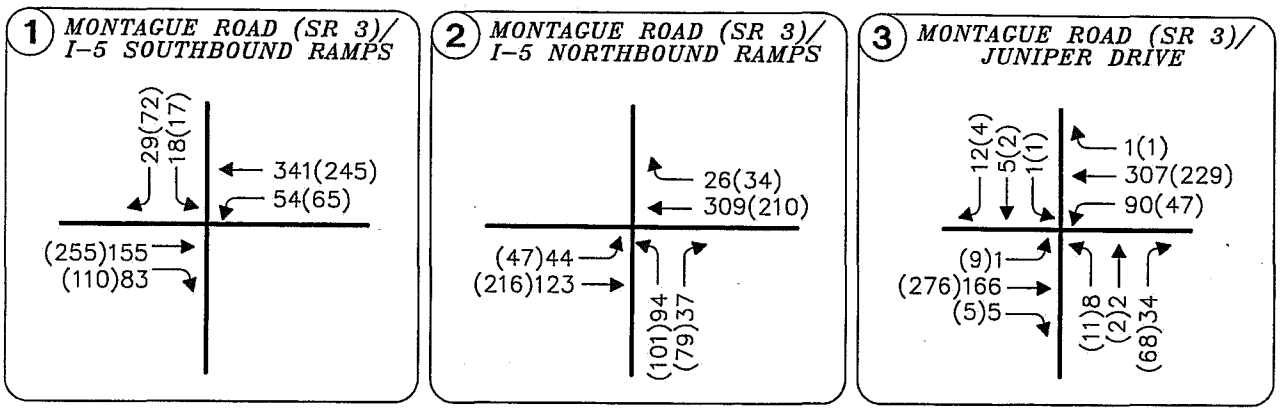
Using the cumulative projections forecasted as above, the traffic conditions expected to exist within the study area by the year 2020 without the proposed project were determined. This analysis assumes no improvements would occur on study area roadways, over existing conditions. Figure 7 illustrates the intersection turning movement volumes (in PCE units). The resulting Level of Service values are presented in Table 10.

TABLE 10
CUMULATIVE BASE CONDITIONS
INTERSECTION LEVELS OF SERVICE

	AM Peak Hour		PM Peak Hour	
Intersection	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
Montague Road (SR-3)/Interstate 5 SB Ramps	0.7	B	0.9	B
Montague Road (SR-3)/Interstate 5 NB Ramps	1.6	B	1.8	B
Montague Road (SR-3)/Juniper Drive	0.8	B	0.9	B
Montague Road (SR-3)/Project Driveway	n/a	n/a	n/a	n/a

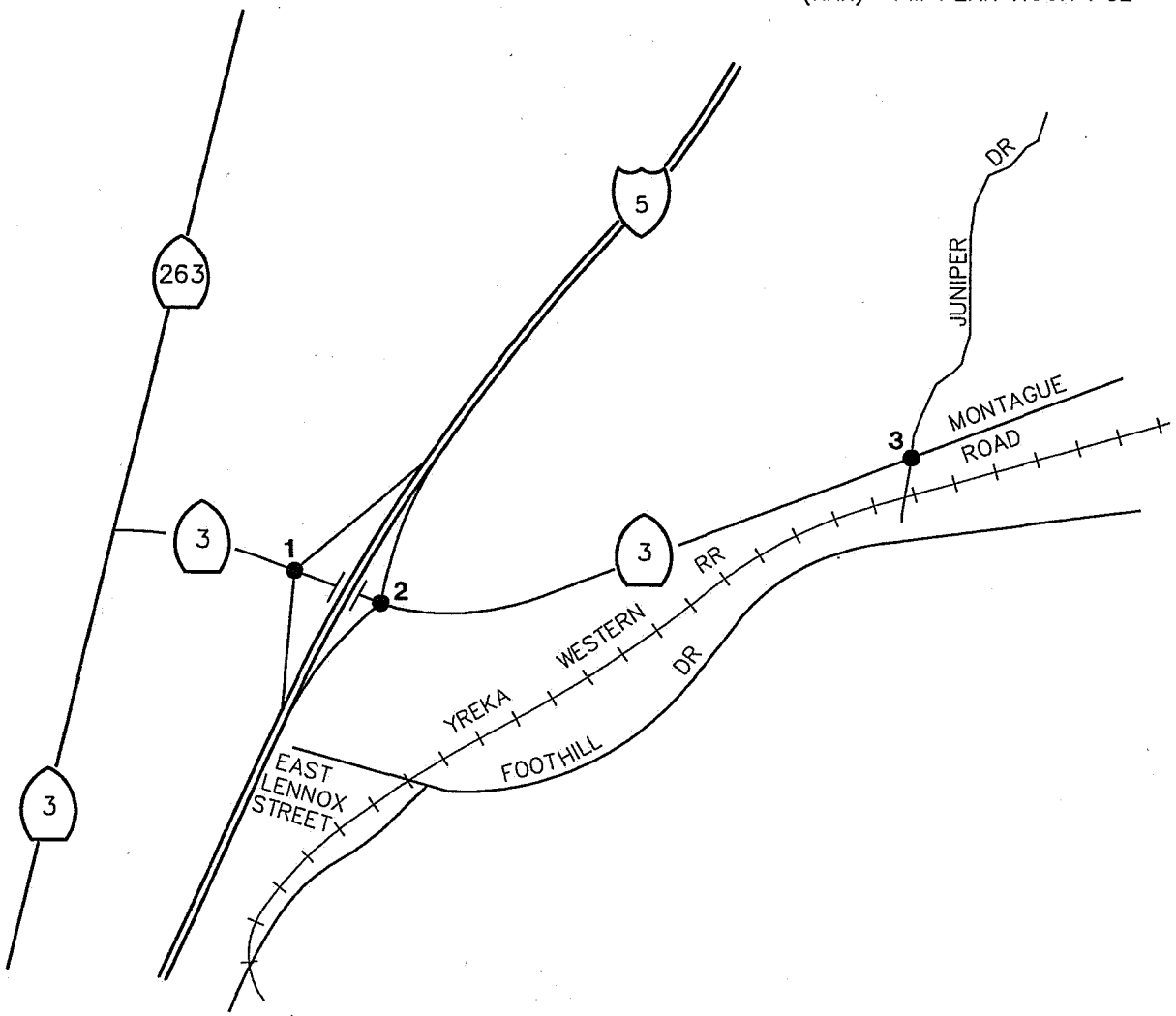
Table 10 shows that all study intersections operate at acceptable AM and PM peak hour levels of service under cumulative base conditions.

A Caltrans Peak-Hour-Volume Warrant (Rural Areas) analysis indicates that traffic signals are not warranted at any of the study intersections under cumulative base conditions, based upon expected AM and PM peak hour traffic demand. The signal warrant analysis chart is shown in Appendix figure A-1.



LEGEND

XXX AM PEAK HOUR PCE
(XXX) PM PEAK HOUR PCE



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Figure 7

Cumulative Base Conditions: Peak Hour Traffic Volumes

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CUMULATIVE PLUS PROJECT CONDITIONS

Project generated traffic volumes were added to the Year 2020 traffic volume forecasts to simulate cumulative conditions with the development of the proposed project. This analysis assumes no improvements would occur on study area roadways over existing conditions. Figure 8 illustrates the intersection turning movement volumes (in PCE units) for cumulative plus project build-out conditions. The resulting Level of Service values are presented in Table 11.

TABLE 11
CUMULATIVE PLUS PROJECT CONDITIONS
INTERSECTION LEVELS OF SERVICE

	AM Peak Hour		PM Peak Hour	
Intersection	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
Montague Road (SR-3)/Interstate 5 SB Ramps	4.8	D	3.7	C
Montague Road (SR-3)/Interstate 5 NB Ramps	2.0	C	2.5	C
Montague Road (SR-3)/Juniper Drive	0.8	B	0.8	B
Montague Road (SR-3)/Project Driveway	4.3	C	5.8	D

Table 11 shows that all study intersections operate at acceptable AM and PM peak hour Levels of Service for cumulative plus project conditions.

A Caltrans Peak Hour Volume Warrant (Rural Areas) analysis was performed for all study intersections under cumulative plus project conditions. This analysis assumed full development and full trip generation for the project's proposed land-uses. The analysis indicates that under cumulative plus project build-out conditions, the Montague Road (SR-3)/Interstate 5 northbound ramps intersection and the Montague Road (SR-3)/Project Driveway intersection would warrant a traffic signal for anticipated AM and PM peak hour traffic loadings.

QUEUING ANALYSIS

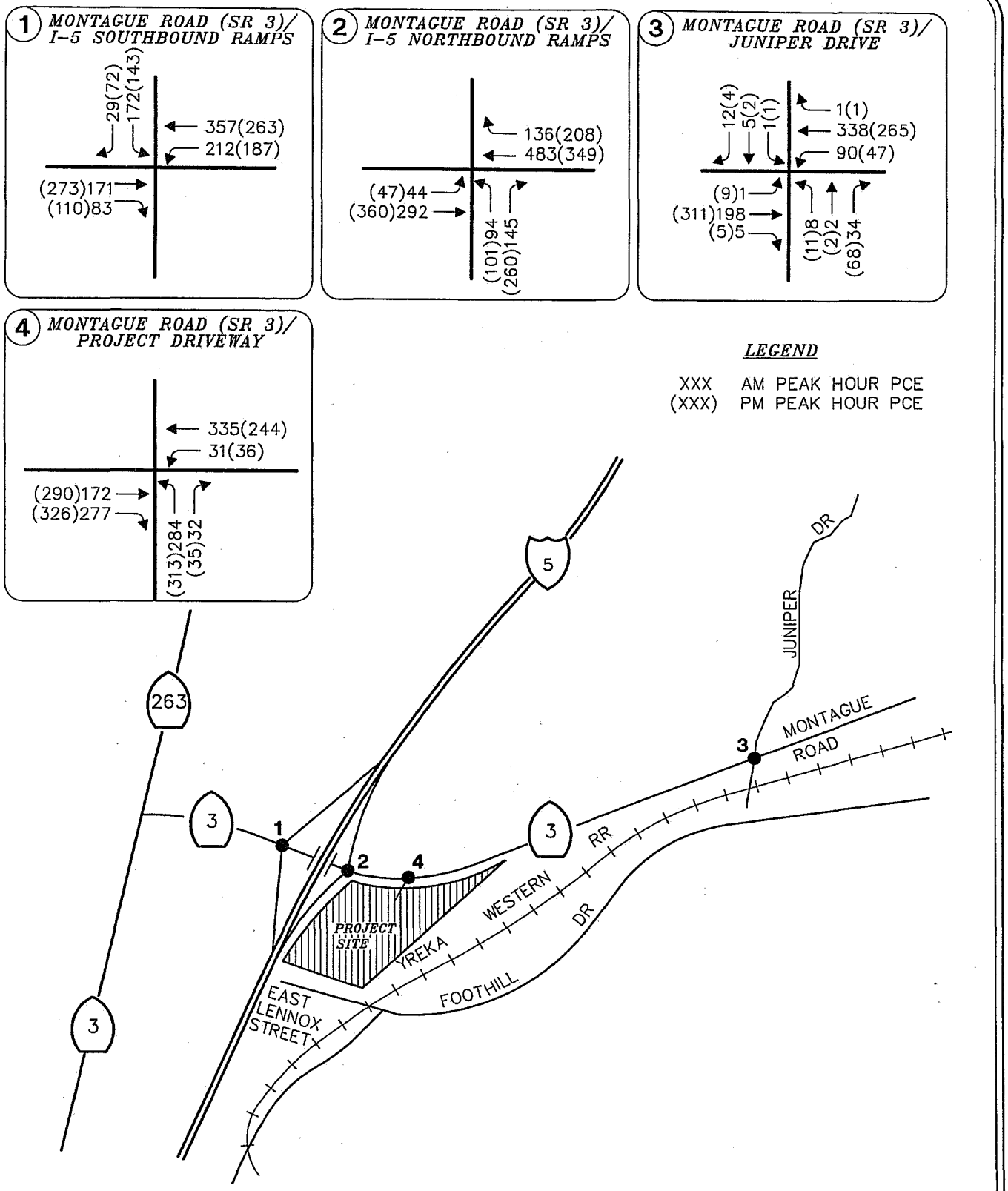
A queuing analysis was performed to determine the maximum expected queue lengths for the critical approaches at the project driveway/Montague Road (SR-3) intersection under cumulative plus project conditions. The analysis worksheet is presented in the Appendix. The maximum expected queue length (at 95% confidence level) for the critical approaches are summarized in Table 12.

TABLE 12
QUEUING ANALYSIS
CUMULATIVE PLUS PROJECT CONDITIONS

		AM Peak Hour				PM Peak Hour			
Location	**Movement**	**Capacity (PCE/hr)**	**Arrival Rate (PCE/hr)**	**Max. Queue (PCEs)**	**Max. Queue Length (Feet)**	**Capacity (PCE/hr)**	**Arrival Rate (PCE/hr)**	**Max. Queue (PCEs)**	**Max. Queue Length (Feet)**
Montague Road/Project Driveway	NB Left	502	284	5	125	474	313	6	150
Montague Road/Project Driveway	NB Right	1133	32	1	25	987	35	1	25
Montague Road/Project Driveway	WB Left	1047	31	1	25	872	36	1	25

FREEWAY MAIN-LINE AND RAMP JUNCTION ANALYSIS

The AM and PM peak hour levels of service on main-line Interstate 5 segments just south and just north of the Interstate 5/State Route 3 interchange are found acceptable for cumulative conditions and cumulative plus project build-out conditions. All four merge/diverge ramp junctions (I-5 northbound off-ramp, I-5 northbound on-ramp, I-5 southbound off-ramp, and I-5 southbound on-ramp) also operate at acceptable AM and PM peak hour levels of service for cumulative conditions and cumulative plus project build-out conditions. The cumulative base level of service values are presented in Table 13. The cumulative plus project level of service values are presented in Table 14. This analysis assumes all project trips are "new" trips on the freeway and ramp facilities. The level of service worksheets are presented in the Appendix.



Yreka Travel Plaza Traffic Study

Figure 8

Cumulative Plus Project Conditions: Peak Hour Traffic Volumes

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TABLE 13
INTERSTATE 5 MAINLINE AND RAMP JUNCTION - LOS ANALYSIS
CUMULATIVE CONDITIONS

Freeway Segment	AM Peak VOL	AM Peak LOS	PM Peak VOL	PM Peak LOS
Northbound Interstate 5 (South of I-5/Montague Road Interchange)	973	A	890	A
Southbound Interstate 5 (South of I-5/Montague Road Interchange)	947	A	1160	B
Northbound Interstate 5 (North of I-5/Montague Road Interchange)	924	A	811	A
Southbound Interstate 5 (North of I-5/Montague Road Interchange)	875	A	1091	B

Ramp Junctions	AM Peak Hour Speed (mph)	AM Peak Hour Density (pc/mi/ln)	AM Peak Hour LOS	PM Peak Hour Speed (mph)	PM Peak Hour Density (pc/mi/ln)	PM Peak Hour LOS
Northbound Off-Ramp	55	12	B	55	11	B
Northbound On-Ramp	58	13	B	58	11	B
Southbound Off-Ramp	55	11	B	55	13	B
Southbound On-Ramp	58	13	B	58	15	B

TABLE 14
INTERSTATE 5 MAINLINE AND RAMP JUNCTION - LOS ANALYSIS
CUMULATIVE PLUS PROJECT CONDITIONS

Freeway Segment	AM Peak VOL	AM Peak LOS	PM Peak VOL	PM Peak LOS
Northbound Interstate 5 (South of I-5/Montague Road Interchange)	1060	A	1035	A
Southbound Interstate 5 (South of I-5/Montague Road Interchange)	1073	A	1258	B
Northbound Interstate 5 (North of I-5/Montague Road Interchange)	1012	A	950	A
Southbound Interstate 5 (North of I-5/Montague Road Interchange)	998	A	1192	B

Ramp Junctions	AM Peak Hour Speed (mph)	AM Peak Hour Density (pc/mi/ln)	AM Peak Hour LOS	PM Peak Hour Speed (mph)	PM Peak Hour Density (pc/mi/ln)	PM Peak Hour LOS
Northbound Off-Ramp	55	13	B	55	13	B
Northbound On-Ramp	58	13	B	58	13	B
Southbound Off-Ramp	55	12	B	55	14	B
Southbound On-Ramp	58	14	B	58	15	B

MITIGATION MEASURES

EXISTING CONDITIONS

Intersections

None of the study intersections currently warrant improvement measures under existing conditions without the project.

Under exiting plus project conditions, the project driveway's intersection with Montague Road (SR-3) should be constructed with exclusive turn lanes for all approaches during Phase-1 development of the project. This would include a 150 foot northbound left-turn lane, a 100 foot westbound left-turn lane, and a 150 foot eastbound right-turn lane. An acceleration lane of 400 feet length is recommended on westbound Montague Road (SR-3) for outbound vehicles from the project site.

Based upon a Caltrans Peak-Hour-Volume signal warrant analysis, the signalization of the Montague Road (SR-3)/I-5 northbound ramps intersection and the Montague Road/Project Driveway intersection are recommended prior to completion of Phase-2 development of the project. For maintaining progression quality on Montague Road (SR-3), the signalization of the Montague Road (SR-3)/I-5 southbound ramps intersection is also recommended under Phase-2 development of the project. A preliminary "fair-share" cost analysis was performed to estimate the project's expected fair-share for cost of control improvements at the study intersections that warrant traffic signals. Based upon the build-out project's contribution to traffic growth over existing conditions, the fair-share is found to be 44% for Montague Road (SR-3)/I-5 southbound ramps intersection, 67% for Montague Road (SR-3)/I-5 northbound ramps intersection and 75% for Montague Road (SR-3)/Project Driveway intersection.

Table 15 summarizes the existing plus project (full development scenario) peak hour levels of service with the recommended intersection control improvements. The level of service worksheets are presented in the Appendix.

TABLE 15
EXISTING PLUS PROJECT CONDITIONS
(FULL PROJECT DEVELOPMENT SCENARIO)
INTERSECTION LEVELS OF SERVICE WITH RECOMMENDED CONTROL IMPROVEMENTS

	AM Peak Hour		PM Peak Hour	
Intersection	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
Montague Road (SR-3)/Interstate 5 SB Ramps	12.7	B	13.2	B
Montague Road (SR-3)/Interstate 5 NB Ramps	9.0	B	11.9	B
Montague Road (SR-3)/Juniper Drive	0.6	A	0.6	A
Montague Road (SR-3)/Project Driveway	10.8	B	11.2	B

Roadways

None of the study segments on Montague Road (SR-3) currently warrant improvements under existing conditions without the project.

Under existing plus phase-1 project development conditions, the section of Montague Road along the project frontage should be re-striped to provide for appropriate tapers and transitions to accommodate exclusive turn lanes into the project site. The project's driveway approach at the intersection with Montague Road (SR-3) should be provided with sufficient right-of-way to accommodate three truck lanes (two incoming and one receiving lane). None of the other study segments on Montague Road warrant improvements under existing plus full project development conditions.

Freeway Main-Line Sections and Ramps

No improvements are warranted under existing and existing plus full project development conditions.

CUMULATIVE CONDITIONS

Intersections

None of the study intersections warrant improvement measures under cumulative base conditions without the project (with development of the Asphalt Plant Project).

Similar to existing plus project conditions, a Caltrans Peak Hour Volume signal warrant analysis was performed under cumulative plus project conditions. The signalization of the Montague Road (SR-3)/I-5 southbound ramps intersection, the Montague Road (SR-3)/I-5 northbound ramps intersection, and the Montague Road/Project Driveway intersection are recommended under cumulative plus project conditions, based upon anticipated cumulative plus project AM and PM peak hour traffic loading.

Table 16 summarizes the cumulative plus project peak hour levels of service with the recommended intersection control improvements. The level of service worksheets are presented in the Appendix.

TABLE 16
CUMULATIVE PLUS PROJECT CONDITIONS
INTERSECTION LEVELS OF SERVICE WITH RECOMMENDED CONTROL IMPROVEMENTS

	AM Peak Hour		PM Peak Hour	
Intersection	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
Montague Road (SR-3)/Interstate 5 SB Ramps	12.2	B	12.4	B
Montague Road (SR-3)/Interstate 5 NB Ramps	10.9	B	14.5	B
Montague Road (SR-3)/Juniper Drive	0.8	B	0.8	B
Montague Road (SR-3)/Project Driveway	10.6	B	11.0	B

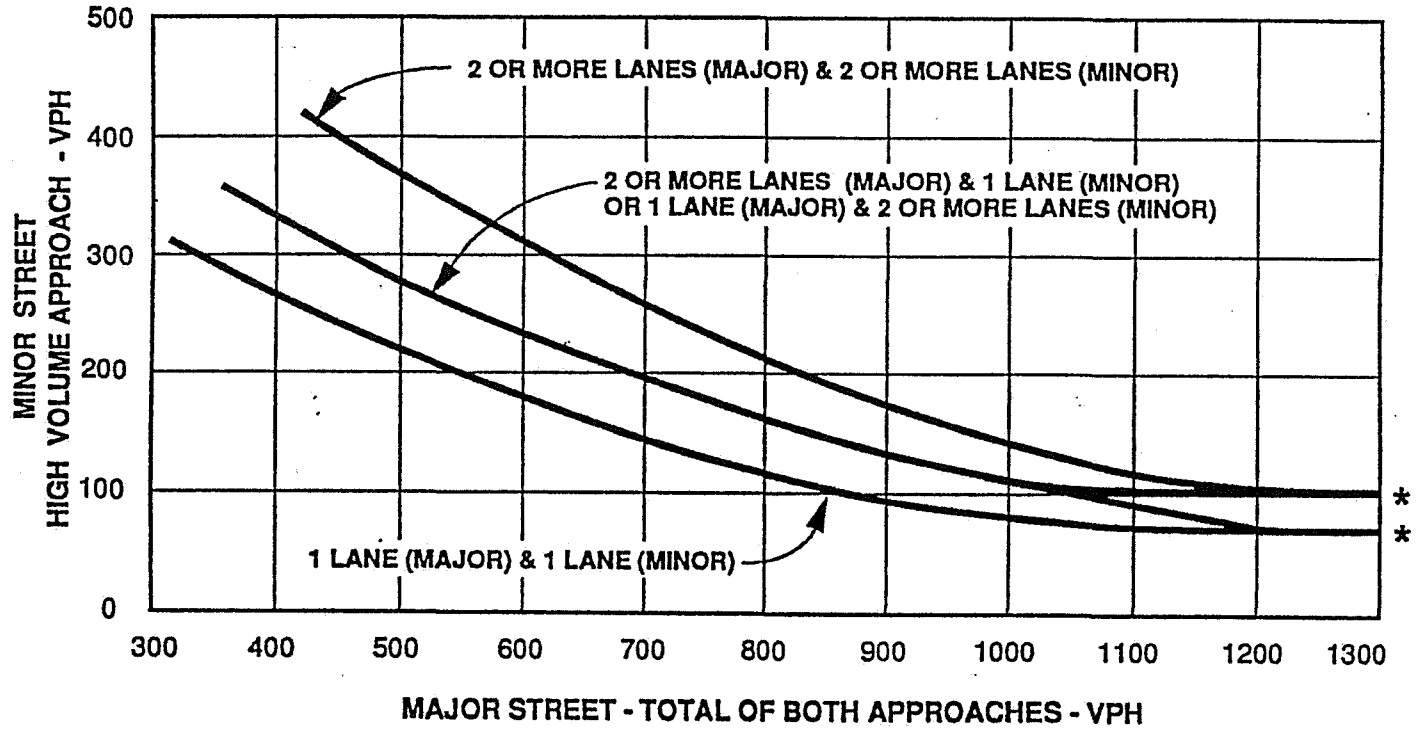
Roadways

No improvements over those recommended under existing conditions are found necessary under cumulative base and cumulative plus project conditions.

Freeway Main-Line Sections and Ramps

No improvements are warranted under cumulative base and cumulative plus project conditions.

APPENDIX



* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Yreka Travel Plaza Traffic Study

Figure A1

Caltrans Peak-Hour-Volume Warrant (Rural Areas)

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Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Project AM Pk. Hr. Conds.

Trip Generation Report
AM Peak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Truck Stop/R	228.00	Auto/Trk Refue	0.50	0.50	114	114	228	31.8
1	Truck Stop/R	150.00	Fast-fd dr-thr	0.51	0.49	77	73	150	20.9
	Zone 1 Subtotal					191	187	378	52.7
2	RV Park	56.00	AM Peak trips	0.50	0.50	28	28	56	7.8
	Zone 2 Subtotal					28	28	56	7.8
3	Full-Service	28.00	AM Peak Trips	0.54	0.46	15	13	28	3.9
	Zone 3 Subtotal					15	13	28	3.9
4	Information	112.00	AM Peak trips	0.50	0.50	56	56	112	15.6
	Zone 4 Subtotal					56	56	112	15.6
5	Motel	50.00	AM Peak Hour	0.36	0.64	18	32	50	7.0
	Zone 5 Subtotal					18	32	50	7.0
6	Asphalt Plan	68.00	Truck Trips	0.50	0.50	34	34	68	9.5
6	Asphalt Plan	25.00	Office trips	0.80	0.20	20	5	25	3.5
	Zone 6 Subtotal					54	39	93	13.0
TOTAL						362	355	717	100.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Project AM Pk. Hr. Conds.

Trip Distribution Report
AM Peak
Percent Of Trips

Zone	To Gates 1	2	3	4	5	6	7
1	35.0	50.0	35.0	50.0	10.0	2.5	2.5
2	35.0	50.0	35.0	50.0	10.0	2.5	2.5
3	35.0	50.0	35.0	50.0	10.0	2.5	2.5
4	35.0	50.0	35.0	50.0	10.0	2.5	2.5
5	35.0	50.0	35.0	50.0	10.0	2.5	2.5
6	60.0	60.0	30.0	30.0	0.0	5.0	5.0

Traffix 6.8.1511 (c) 1995 Dowling Assoc. Licensed to Omni.Means, Roseville

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Project AM Pk. Hr. Conds.

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS													
Base	0	0	0	1	0	18	0	91	51	19	206	0	386
Added	0	0	0	170	0	0	0	21	0	181	20	0	392
Total	0	0	0	171	0	18	0	112	51	200	226	0	778
#2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS													
Base	57	0	3	0	0	0	26	62	0	0	172	9	329
Added	0	0	140	0	0	0	0	191	0	0	201	122	655
Total	57	0	143	0	0	0	26	253	0	0	373	131	984
#3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE													
Base	4	1	21	0	3	8	0	68	3	55	164	0	327
Added	0	0	0	0	0	0	0	86	0	0	70	0	155
Total	4	1	21	0	3	8	0	154	3	55	234	0	482
#4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY													
Base	0	0	0	0	0	0	0	72	0	0	180	0	252
Added	284	0	32	0	0	0	0	54	277	31	39	0	717
Total	284	0	32	0	0	0	0	126	277	31	219	0	969

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Project AM Pk. Hr. Conds.

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 V/C
# 1 MONTAGUE RD.(SR-3)/I-5 SOUTHBO	B	0.3	0.000	C	3.9	0.000	+ 0.000
# 2 MONTAGUE RD.(SR-3)/I-5 NORTHBO	B	1.2	0.000	B	1.3	0.000	+ 0.000
# 3 MONTAGUE RD.(SR-3)/JUNIPER DRI	A	0.8	0.000	A	0.6	0.000	+ 0.000
# 4 MONTAGUE RD.(SR-3)/PROJECT DRI	A	0.0	0.000	C	3.3	0.000	+ 0.000

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

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

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				Ignore				Include			
Lanes:	0	0	0	0 0	0	1	0	0 1	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		1	0	18		0	91		51	19	206		0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00		1.00
Initial Bse:	0	0	0		1	0	18		0	91		0	19	206		0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00		1.00
PHF Volume:	0	0	0		1	0	18		0	91		0	19	206		0
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Final Vol.:	0	0	0		1	0	18		0	91		0	19	206		0
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00		1.00	xxxx	1.00		1.00
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		1	0	18		0	91		0	19	206		0
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		3.4	xxxx	2.6		xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	xxxxx	xxxx	xxxxx		6.5	xxxx	5.5		xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		316	xxxx	206		xxxx	xxxx	xxxxx		91	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		695	xxxx	1089		xxxx	xxxx	xxxxx		1551	xxxx	xxxxx	
Adj Cap:	xxxx	xxxx	xxxxx		0.99	xxxx	1.00		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		686	xxxx	1089		xxxx	xxxx	xxxxx		1551	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		5.3	xxxx	3.4		xxxxx	xxxx	xxxxx		2.3	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		686	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		5.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		B	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				3.5				0.0				0.2			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: C

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				Ignore				Include			
Lanes:	0	0	0	0 0	0	1	0	0 1	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		1	0	18		0	91		51	19	206		0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00		1.00
Initial Bse:	0	0	0		1	0	18		0	91		0	19	206		0
Added Vol:	0	0	0		170	0	0		0	21		0	181	20		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	0	0	0		171	0	18		0	112		0	200	226		0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		0.00	1.00	1.00		1.00
PHF Volume:	0	0	0		171	0	18		0	112		0	200	226		0
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Final Vol.:	0	0	0		171	0	18		0	112		0	200	226		0
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00		1.00	xxxx	1.00		1.00
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		171	0	18		0	112		0	200	226		0
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		3.4	xxxx	2.6		xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	xxxxx	xxxx	xxxxx		6.5	xxxx	5.5		xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		538	xxxx	226		xxxx	xxxx	xxxxx		112	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		517	xxxx	1064		xxxx	xxxx	xxxxx		1516	xxxx	xxxxx	
Adj Cap:	xxxx	xxxx	xxxxx		0.87	xxxx	1.00		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		449	xxxx	1064		xxxx	xxxx	xxxxx		1516	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		13.0	xxxx	3.4		xxxxx	xxxx	xxxxx		2.7	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		449	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		13.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		C	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				12.1				0.0				1.3			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B

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 0 0 0			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	57	0	3	0	0	0	26	62	0	0	172	9
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:	57	0	3	0	0	0	26	62	0	0	172	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	3	0	0	0	26	62	0	0	172	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	57	0	3	0	0	0	26	62	0	0	172	9
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	57	0	3	0	0	0	26	62	0	0	172	9
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	265	xxxx	62	xxxx	xxxx	xxxxx	181	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	744	xxxx	1288	xxxx	xxxx	xxxxx	1406	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	0.98	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	730	xxxx	1288	xxxx	xxxx	xxxxx	1406	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	5.3	xxxx	2.8	xxxxx	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	747	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	5.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		5.2			0.0			0.8			0.0	

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B

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 0 0 0			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	57	0	3	0	0	0	26	62	0	0	172	9
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:	57	0	3	0	0	0	26	62	0	0	172	9
Added Vol:	0	0	140	0	0	0	0	191	0	0	201	122
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	0	143	0	0	0	26	253	0	0	373	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	143	0	0	0	26	253	0	0	373	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	57	0	143	0	0	0	26	253	0	0	373	131
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	57	0	143	0	0	0	26	253	0	0	373	131
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	718	xxxx	253	xxxx	xxxx	xxxxx	504	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	407	xxxx	1031	xxxx	xxxx	xxxxx	986	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	0.97	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	396	xxxx	1031	xxxx	xxxx	xxxxx	986	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	10.6	xxxx	4.1	xxxxx	xxxx	xxxxx	3.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	708	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	7.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		5.9			0.0			0.3			0.0	

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A

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	0	1 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	4	1	21		0	3	8		0	68	3		55	164	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:	4	1	21		0	3	8		0	68	3		55	164	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	1	21		0	3	8		0	68	3		55	164	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	4	1	21		0	3	8		0	68	3		55	164	0	
Adjusted Volume Module:																
Grade:		0%				0%				0%				0%		
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	4	1	21		0	3	8		0	68	3		55	164	0	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		xxxxx	3.3	2.6		xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		xxxxx	6.0	5.5		xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	294	289	70		xxxx	290	164		xxxx	xxxx	xxxxx		71	xxxx	xxxxx	
Potent Cap.:	715	770	1277		xxxx	768	1143		xxxx	xxxx	xxxxx		1586	xxxx	xxxxx	
Adj Cap:	0.96	0.96	1.00		xxxx	0.96	1.00		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	687	740	1277		xxxx	739	1143		xxxx	xxxx	xxxxx		1586	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	5.3	4.9	2.9		xxxxx	4.9	3.2		xxxxx	xxxx	xxxxx		2.4	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	1101	xxxxx		xxxx	xxxx	995		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	3.3	xxxxx		xxxxx	xxxx	3.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	*	A		*	*	*		*	*	*	
ApproachDel:		3.3				3.6				0.0				0.6		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A

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	0	1 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	4	1	21		0	3	8		0	68	3		55	164	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:	4	1	21		0	3	8		0	68	3		55	164	0	
Added Vol:	0	0	0		0	0	0		0	86	0		0	70	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	1	21		0	3	8		0	154	3		55	234	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	1	21		0	3	8		0	154	3		55	234	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	4	1	21		0	3	8		0	154	3		55	234	0	
Adjusted Volume Module:																
Grade:		0%				0%				0%				0%		
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	4	1	21		0	3	8		0	154	3		55	234	0	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		xxxxx	3.3	2.6		xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		xxxxx	6.0	5.5		xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	449	444	155		xxxx	445	234		xxxx	xxxx	xxxxx		157	xxxx	xxxxx	
Potent Cap.:	582	638	1155		xxxx	637	1054		xxxx	xxxx	xxxxx		1444	xxxx	xxxxx	
Adj Cap:	0.96	0.96	1.00		xxxx	0.96	1.00		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	556	610	1155		xxxx	609	1054		xxxx	xxxx	xxxxx		1444	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	6.5	5.9	3.2		xxxxx	5.9	3.4		xxxxx	xxxx	xxxxx		2.6	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	962	xxxxx		xxxx	xxxx	879		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	3.8	xxxxx		xxxxx	xxxx	4.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	*	A		*	*	*		*	*	*	
ApproachDel:		3.8				4.1				0.0				0.5		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

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

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:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	72	0		0	180	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	72	0		0	180	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	72	0		0	180	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	0		0	72	0		0	180	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		0	0	0		0	72	0		0	180	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	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	
Adj 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	
Level Of Service Module:																
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	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				0.0				0.0				0.0			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C

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:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	72	0		0	180	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	72	0		0	180	0	
Added Vol:	284	0	32		0	0	0		0	54	277		31	39	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	284	0	32		0	0	0		0	126	277		31	219	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	284	0	32		0	0	0		0	126	277		31	219	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	284	0	32		0	0	0		0	126	277		31	219	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	284	0	32		0	0	0		0	126	277		31	219	0	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	2.6		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	xxxx	5.5		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	376	xxxx	126		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		403	xxxx	xxxxx	
Potent Cap.:	642	xxxx	1195		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1101	xxxx	xxxxx	
Adj Cap:	0.97	xxxx	1.00		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	624	xxxx	1195		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1101	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	10.6	xxxx	3.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.4	xxxx	xxxxx	
LOS by Move:	C	*	A		*	*	*		*	*	*		A	*	*	
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	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	9.8				0.0				0.0				0.4			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project PM Pk. Hr. Conds.

Trip Generation Report
PM Peak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Truck Stop/R	304.00	Auto/Trk Refue	0.50	0.50	152	152	304	37.9
1	Truck Stop/R	100.00	Fast-fd dr-thr	0.52	0.48	52	48	100	12.5
	Zone 1 Subtotal					204	200	404	50.3
2	RV Park	84.00	PM Peak trips	0.50	0.50	42	42	84	10.5
	Zone 2 Subtotal					42	42	84	10.5
3	Full-Service	33.00	PM Peak Trips	0.61	0.39	20	13	33	4.1
	Zone 3 Subtotal					20	13	33	4.1
4	Information	140.00	PM Peak trips	0.50	0.50	70	70	140	17.4
	Zone 4 Subtotal					70	70	140	17.4
5	Motel	49.00	PM Peak Hour	0.53	0.47	26	23	49	6.1
	Zone 5 Subtotal					26	23	49	6.1
6	Asphalt Plan	68.00	Truck Trips	0.50	0.50	34	34	68	8.5
6	Asphalt Plan	25.00	Office Trips	0.20	0.80	5	20	25	3.1
	Zone 6 Subtotal					39	54	93	11.6
TOTAL						401	402	803	100.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project PM Pk. Hr. Conds.

Trip Distribution Report
PM Peak
Percent Of Trips

	To Gates						
Zone	1	2	3	4	5	6	7
1	50.0	35.0	50.0	35.0	10.0	2.5	2.5
2	50.0	35.0	50.0	35.0	10.0	2.5	2.5
3	50.0	35.0	50.0	35.0	10.0	2.5	2.5
4	50.0	35.0	50.0	35.0	10.0	2.5	2.5
5	50.0	35.0	50.0	35.0	10.0	2.5	2.5
6	60.0	60.0	30.0	30.0	0.0	5.0	5.0

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Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project PM Pk. Hr. Conds.

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS													
Base	0	0	0	3	0	44	0	153	67	20	146	0	433
Added	0	0	0	138	0	0	0	22	0	154	23	0	337
Total	0	0	0	141	0	44	0	175	67	174	169	0	770
#2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS													
Base	62	0	34	0	0	0	29	122	0	0	105	11	363
Added	0	0	204	0	0	0	0	160	0	0	177	190	732
Total	62	0	238	0	0	0	29	282	0	0	282	201	1095
#3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE													
Base	6	1	42	0	1	2	5	144	3	29	107	0	340
Added	0	0	0	0	0	0	0	74	0	0	90	0	164
Total	6	1	42	0	1	2	5	218	3	29	197	0	504
#4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY													
Base	0	0	0	0	0	0	0	156	0	0	116	0	272
Added	313	0	35	0	0	0	0	39	326	36	54	0	803
Total	313	0	35	0	0	0	0	195	326	36	170	0	1075

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project PM Pk. Hr. Conds.

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 MONTAGUE RD.(SR-3)/I-5 SOUTHBO	B	0.6	0.000	C	3.2	0.000	+ 0.000 V/C
# 2 MONTAGUE RD.(SR-3)/I-5 NORTHBO	A	1.4	0.000	B	1.7	0.000	+ 0.000 V/C
# 3 MONTAGUE RD.(SR-3)/JUNIPER DRI	A	0.8	0.000	A	0.6	0.000	+ 0.000 V/C
# 4 MONTAGUE RD.(SR-3)/PROJECT DRI	A	0.0	0.000	C	3.9	0.000	+ 0.000 V/C

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B

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			Ignore			Include		
Lanes:	0 0 0		0	0 1 0		0 1	0 0 1	0	1	1 0 1	0	0
Volume Module:												
Base Vol:	0	0	0	3	0	44	0	153	67	20	146	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	44	0	153	0	20	146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	44	0	153	0	20	146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	3	0	44	0	153	0	20	146	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	0	0	0	3	0	44	0	153	0	20	146	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx		2.6	xxxxx	xxxx	xxxxx	2.1	xxxx xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx		5.5	xxxxx	xxxx	xxxxx	5.0	xxxx xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	319	xxxx	146	xxxx	xxxx	xxxxx	153	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	692	xxxx	1168	xxxx	xxxx	xxxxx	1449	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	682	xxxx	1168	xxxx	xxxx	xxxxx	1449	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.3	xxxx	3.2	xxxxx	xxxx	xxxxx	2.5	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	682	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	5.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	0.0			3.3			0.0			0.3		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: C

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			Ignore			Include		
Lanes:	0 0 0		0	0 1 0		0 1	0 0 1	0	1	1 0 1	0	0
Volume Module:												
Base Vol:	0	0	0	3	0	44	0	153	67	20	146	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	44	0	153	0	20	146	0
Added Vol:	0	0	0	138	0	0	0	22	0	154	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	141	0	44	0	175	0	174	169	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	141	0	44	0	175	0	174	169	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	141	0	44	0	175	0	174	169	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	0	0	0	141	0	44	0	175	0	174	169	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	518	xxxx	169	xxxx	xxxx	xxxxx	175	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	531	xxxx	1137	xxxx	xxxx	xxxxx	1415	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.88	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	465	xxxx	1137	xxxx	xxxx	xxxxx	1415	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	11.1	xxxx	3.3	xxxxx	xxxx	xxxxx	2.9	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	465	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*
ApproachDel:	0.0			9.2			0.0			1.5		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A

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	0	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	62	0	34		0	0	0		29	122	0		0	105	11	
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:	62	0	34		0	0	0		29	122	0		0	105	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	62	0	34		0	0	0		29	122	0		0	105	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	62	0	34		0	0	0		29	122	0		0	105	11	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	62	0	34		0	0	0		29	122	0		0	105	11	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	2.6	xxxxx xxxx xxxxx					2.1	xxxx	xxxxx	xxxxx xxxx xxxxx				
Critical Gp:	6.5	xxxx	5.5	xxxxx xxxx xxxxx					5.0	xxxx	xxxxx	xxxxx xxxx xxxxx				
Capacity Module:																
Cnflict Vol:	262	xxxx	122	xxxx xxxx xxxxx					116	xxxx	xxxxx	xxxx xxxx xxxxx				
Potent Cap.:	747	xxxx	1201	xxxx xxxx xxxxx					1509	xxxx	xxxxx	xxxx xxxx xxxxx				
Adj Cap:	0.98	xxxx	1.00	xxxx xxxx xxxxx					1.00	xxxx	xxxxx	xxxx xxxx xxxxx				
Move Cap.:	733	xxxx	1201	xxxx xxxx xxxxx					1509	xxxx	xxxxx	xxxx xxxx xxxxx				
Level Of Service Module:																
Stopped Del:	5.4	xxxx	3.1	xxxxx xxxx xxxxx					2.4	xxxx	xxxxx	xxxxx xxxx xxxxx				
LOS by Move:	*	*	*	* * *					A	*	*	* * *				
Movement:	LT - LTR - RT								LT - LTR - RT							
Shared Cap.:	xxxx	850	xxxxx	xxxx xxxx xxxxx					xxxx	xxxx	xxxxx	xxxx xxxx xxxxx				
Shrd StpDel:	xxxxx	4.8	xxxxx	xxxx xxxx xxxxx					xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx				
Shared LOS:	*	A	*	* * *					*	*	*	* * *				
ApproachDel:	4.6			0.0				0.5				0.0				

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: B

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	0	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	62	0	34		0	0	0		29	122	0		0	105	11	
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:	62	0	34		0	0	0		29	122	0		0	105	11	
Added Vol:	0	0	204		0	0	0		0	160	0		0	177	190	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	62	0	238		0	0	0		29	282	0		0	282	201	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	62	0	238		0	0	0		29	282	0		0	282	201	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	62	0	238		0	0	0		29	282	0		0	282	201	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	62	0	238		0	0	0		29	282	0		0	282	201	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	2.6	xxxxx xxxx xxxxx					2.1	xxxx	xxxxx	xxxxx xxxx xxxxx				
Critical Gp:	6.5	xxxx	5.5	xxxxx xxxx xxxxx					5.0	xxxx	xxxxx	xxxxx xxxx xxxxx				
Capacity Module:																
Cnflict Vol:	694	xxxx	282	xxxx xxxx xxxxx					483	xxxx	xxxxx	xxxx xxxx xxxxx				
Potent Cap.:	420	xxxx	996	xxxx xxxx xxxxx					1009	xxxx	xxxxx	xxxx xxxx xxxxx				
Adj Cap:	0.97	xxxx	1.00	xxxx xxxx xxxxx					1.00	xxxx	xxxxx	xxxx xxxx xxxxx				
Move Cap.:	408	xxxx	996	xxxx xxxx xxxxx					1009	xxxx	xxxxx	xxxx xxxx xxxxx				
Level Of Service Module:																
Stopped Del:	10.4	xxxx	4.8	xxxxx xxxx xxxxx					3.7	xxxx	xxxxx	xxxxx xxxx xxxxx				
LOS by Move:	*	*	*	* * *					A	*	*	* * *				
Movement:	LT - LTR - RT								LT - LTR - RT							
Shared Cap.:	xxxx	767	xxxxx	xxxx xxxx xxxxx					xxxx	xxxx	xxxxx	xxxx xxxx xxxxx				
Shrd StpDel:	xxxxx	7.7	xxxxx	xxxxx xxxx xxxxx					xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx				
Shared LOS:	*	B	*	* * *					*	*	*	* * *				
ApproachDel:	5.9			0.0				0.3				0.0				

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A

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 0 1 0			0 0 1! 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	6	1	42	0	1	2	5	144	3	29	107	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:	6	1	42	0	1	2	5	144	3	29	107	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	42	0	1	2	5	144	3	29	107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	6	1	42	0	1	2	5	144	3	29	107	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	6	1	42	0	1	2	5	144	3	29	107	0
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	xxxxx	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	xxxxx	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	288	287	146	xxxx	288	107	107	xxxx	xxxxx	147	xxxx	xxxxx
Potent Cap.:	721	772	1168	xxxx	770	1222	1524	xxxx	xxxxx	1459	xxxx	xxxxx
Adj Cap:	0.98	0.98	1.00	xxxx	0.98	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	706	753	1168	xxxx	751	1222	1524	xxxx	xxxxx	1459	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	5.1	4.8	3.2	xxxxx	4.8	3.0	2.4	xxxx	xxxxx	2.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	1070	xxxxx	xxxx	xxxx	1011	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	3.5	xxxxx	xxxxx	xxxx	3.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	A	*	*	*	*	*	*
ApproachDel:		3.5			3.6			0.1			0.5	

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A

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 0 1 0			0 0 1! 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	6	1	42	0	1	2	5	144	3	29	107	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:	6	1	42	0	1	2	5	144	3	29	107	0
Added Vol:	0	0	0	0	0	0	0	74	0	0	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1	42	0	1	2	5	218	3	29	197	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	42	0	1	2	5	218	3	29	197	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	6	1	42	0	1	2	5	218	3	29	197	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	6	1	42	0	1	2	5	218	3	29	197	0
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	xxxxx	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	xxxxx	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	452	451	219	xxxx	452	197	197	xxxx	xxxxx	221	xxxx	xxxxx
Potent Cap.:	580	633	1072	xxxx	632	1100	1381	xxxx	xxxxx	1345	xxxx	xxxxx
Adj Cap:	0.98	0.97	1.00	xxxx	0.97	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	565	615	1072	xxxx	614	1100	1381	xxxx	xxxxx	1345	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	6.4	5.9	3.5	xxxxx	5.9	3.3	2.6	xxxx	xxxxx	2.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	953	xxxxx	xxxx	xxxx	870	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	4.0	xxxxx	xxxxx	xxxx	4.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	A	*	*	*	*	*	*
ApproachDel:		3.9			4.1			0.1			0.4	

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

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

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:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	156	0		0	116	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	156	0		0	116	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	156	0		0	116	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	0		0	156	0		0	116	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		0	0	0		0	156	0		0	116	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	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	
Adj 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	
Level Of Service Module:																
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	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				0.0				0.0				0.0			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: C

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:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	156	0		0	116	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	156	0		0	116	0	
Added Vol:	313	0	35		0	0	0		0	39	326		36	54	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	313	0	35		0	0	0		0	195	326		36	170	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	313	0	35		0	0	0		0	195	326		36	170	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	313	0	35		0	0	0		0	195	326		36	170	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	313	0	35		0	0	0		0	195	326		36	170	0	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	2.6		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	xxxx	5.5		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	401	xxxx	195		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		521	xxxx	xxxxx	
Potent Cap.:	620	xxxx	1103		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		968	xxxx	xxxxx	
Adj Cap:	0.96	xxxx	1.00		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	597	xxxx	1103		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		968	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	12.6	xxxx	3.4		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.9	xxxx	xxxxx	
LOS by Move:	C	*	A		*	*	*		*	*	*		A	*	*	
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	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	11.7				0.0				0.0				0.7			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-1 Project AM Pk. Hr. Conds.

Trip Generation Report
AM Peak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Truck Stop/R	228.00	Auto/Trk Refue	0.50	0.50	114	114	228	45.3
1	Truck Stop/R	150.00	Fast-fd dr-thr	0.51	0.49	77	73	150	29.8
	Zone 1 Subtotal					191	187	378	75.1
2	RV Park	32.00	AM Peak trips	0.50	0.50	16	16	32	6.4
	Zone 2 Subtotal					16	16	32	6.4
6	Asphalt Plan	68.00	Truck Trips	0.50	0.50	34	34	68	13.5
6	Asphalt Plan	25.00	Office trips	0.80	0.20	20	5	25	5.0
	Zone 6 Subtotal					54	39	93	18.5
TOTAL						261	242	503	100.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-1 Project AM Pk. Hr. Conds.

Trip Distribution Report
AM Peak
Percent Of Trips

	To Gates						
Zone	1	2	3	4	5	6	7
1	35.0	50.0	35.0	50.0	10.0	2.5	2.5
2	35.0	50.0	35.0	50.0	10.0	2.5	2.5
6	60.0	60.0	30.0	30.0	0.0	5.0	5.0

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Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-1 Project AM Pk. Hr. Conds.

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS													
Base	0	0	0	1	0	18	0	91	51	19	206	0	386
Added	0	0	0	120	0	0	0	16	0	125	14	0	274
Total	0	0	0	121	0	18	0	107	51	144	220	0	660
#2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS													
Base	57	0	3	0	0	0	26	62	0	0	172	9	329
Added	0	0	105	0	0	0	0	135	0	0	139	83	462
Total	57	0	108	0	0	0	26	197	0	0	311	92	791
#3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE													
Base	4	1	21	0	3	8	0	68	3	55	164	0	327
Added	0	0	0	0	0	0	0	74	0	0	60	0	134
Total	4	1	21	0	3	8	0	142	3	55	224	0	461
#4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY													
Base	0	0	0	0	0	0	0	72	0	0	180	0	252
Added	183	0	20	0	0	0	0	54	186	21	39	0	503
Total	183	0	20	0	0	0	0	126	186	21	219	0	755

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-1 Project AM Pk. Hr. Conds.

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 V/C
# 1 MONTAGUE RD.(SR-3)/I-5 SOUTHBO	B	0.3	0.000	B	2.5	0.000	+ 0.000
# 2 MONTAGUE RD.(SR-3)/I-5 NORTHBO	B	1.2	0.000	B	1.2	0.000	+ 0.000
# 3 MONTAGUE RD.(SR-3)/JUNIPER DRI	A	0.8	0.000	A	0.6	0.000	+ 0.000
# 4 MONTAGUE RD.(SR-3)/PROJECT DRI	A	0.0	0.000	B	2.1	0.000	+ 0.000

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-1 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

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

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			Ignore			Include		
Lanes:	0 0 0	0 0		0 1 0	0 1		0 0 1	0 1		1 0 1	0 0	
Volume Module:												
Base Vol:	0	0	0	1	0	18	0	91	51	19	206	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	18	0	91	0	19	206	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	18	0	91	0	19	206	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	1	0	18	0	91	0	19	206	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	0	0	0	1	0	18	0	91	0	19	206	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	316	xxxx	206	xxxx	xxxx	xxxxx	91	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	695	xxxx	1089	xxxx	xxxx	xxxxx	1551	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	686	xxxx	1089	xxxx	xxxx	xxxxx	1551	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.3	xxxx	3.4	xxxxx	xxxx	xxxxx	2.3	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	686	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	5.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	0.0			3.5			0.0			0.2		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-1 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B

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			Ignore			Include		
Lanes:	0 0 0	0 0		0 1 0	0 1		0 0 1	0 1		1 0 1	0 0	
Volume Module:												
Base Vol:	0	0	0	1	0	18	0	91	51	19	206	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	18	0	91	0	19	206	0
Added Vol:	0	0	0	120	0	0	0	16	0	125	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	121	0	18	0	107	0	144	220	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	121	0	18	0	107	0	144	220	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	121	0	18	0	107	0	144	220	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	0	0	0	121	0	18	0	107	0	144	220	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	471	xxxx	220	xxxx	xxxx	xxxxx	107	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	565	xxxx	1071	xxxx	xxxx	xxxxx	1525	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.91	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	512	xxxx	1071	xxxx	xxxx	xxxxx	1525	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	3.4	xxxxx	xxxx	xxxxx	2.6	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	512	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	0.0			8.4			0.0			1.0		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-1 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B

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 0 0 0			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	57	0	3	0	0	0	26	62	0	0	172	9
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:	57	0	3	0	0	0	26	62	0	0	172	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	3	0	0	0	26	62	0	0	172	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	57	0	3	0	0	0	26	62	0	0	172	9
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	57	0	3	0	0	0	26	62	0	0	172	9
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	265	xxxx	62	xxxx	xxxx	xxxxx	181	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	744	xxxx	1288	xxxx	xxxx	xxxxx	1406	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	0.98	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	730	xxxx	1288	xxxx	xxxx	xxxxx	1406	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	5.3	xxxx	2.8	xxxxx	xxxx	xxxxx	2.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	747	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	5.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	5.2			0.0			0.8			0.0		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-1 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B

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 0 0 0			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	57	0	3	0	0	0	26	62	0	0	172	9
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:	57	0	3	0	0	0	26	62	0	0	172	9
Added Vol:	0	0	105	0	0	0	0	135	0	0	139	83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	0	108	0	0	0	26	197	0	0	311	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	108	0	0	0	26	197	0	0	311	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	57	0	108	0	0	0	26	197	0	0	311	92
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	57	0	108	0	0	0	26	197	0	0	311	92
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	580	xxxx	197	xxxx	xxxx	xxxxx	403	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	488	xxxx	1100	xxxx	xxxx	xxxxx	1102	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	0.98	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	477	xxxx	1100	xxxx	xxxx	xxxxx	1102	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	8.6	xxxx	3.6	xxxxx	xxxx	xxxxx	3.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	758	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	6.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	5.3			0.0			0.4			0.0		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-1 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A

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	0	1 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	4	1	21		0	3	8		0	68	3		55	164	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:	4	1	21		0	3	8		0	68	3		55	164	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	1	21		0	3	8		0	68	3		55	164	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	4	1	21		0	3	8		0	68	3		55	164	0	
Adjusted Volume Module:																
Grade:		0%				0%				0%				0%		
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	4	1	21		0	3	8		0	68	3		55	164	0	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		xxxxx	3.3	2.6		xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		xxxxx	6.0	5.5		xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	294	289	70		xxxx	290	164		xxxx	xxxx	xxxxx		71	xxxx	xxxxx	
Potent Cap.:	715	770	1277		xxxx	768	1143		xxxx	xxxx	xxxxx		1586	xxxx	xxxxx	
Adj Cap:	0.96	0.96	1.00		xxxx	0.96	1.00		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	687	740	1277		xxxx	739	1143		xxxx	xxxx	xxxxx		1586	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	5.3	4.9	2.9		xxxxx	4.9	3.2		xxxxx	xxxx	xxxxx		2.4	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	1101	xxxxx		xxxx	xxxx	995		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	3.3	xxxxx		xxxxx	xxxx	3.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	*	A		*	*	*		*	*	*	
ApproachDel:		3.3				3.6				0.0				0.6		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-1 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A

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	0	1 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	4	1	21		0	3	8		0	68	3		55	164	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:	4	1	21		0	3	8		0	68	3		55	164	0	
Added Vol:	0	0	0		0	0	0		0	74	0		0	60	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	1	21		0	3	8		0	142	3		55	224	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	1	21		0	3	8		0	142	3		55	224	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	4	1	21		0	3	8		0	142	3		55	224	0	
Adjusted Volume Module:																
Grade:		0%				0%				0%				0%		
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	4	1	21		0	3	8		0	142	3		55	224	0	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		xxxxx	3.3	2.6		xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		xxxxx	6.0	5.5		xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	428	423	144		xxxx	424	224		xxxx	xxxx	xxxxx		145	xxxx	xxxxx	
Potent Cap.:	598	655	1171		xxxx	654	1067		xxxx	xxxx	xxxxx		1462	xxxx	xxxxx	
Adj Cap:	0.96	0.96	1.00		xxxx	0.96	1.00		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	572	626	1171		xxxx	625	1067		xxxx	xxxx	xxxxx		1462	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	6.3	5.8	3.1		xxxxx	5.8	3.4		xxxxx	xxxx	xxxxx		2.6	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		*	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	980	xxxxx		xxxx	xxxx	894		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	3.8	xxxxx		xxxxx	xxxx	4.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	*	A		*	*	*		*	*	*	
ApproachDel:		3.7				4.1				0.0				0.5		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-1 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

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

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:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	72	0			0	180	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	72	0			0	180	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	0			0	0	0			0	72	0			0	180	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	0	0	0			0	0	0			0	72	0			0	180	0		
Adjusted Volume Module:																				
Grade:	0%					0%					0%					0%				
% Cycle/Cars:	0.00	1.00				0.00	1.00				0.00	1.00				0.00	1.00			
% Truck/Comb:	0.00	0.00				0.00	0.00				0.00	0.00				0.00	0.00			
PCE Adj:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	1.00	1.00			xxxx	1.00	1.00		
Cycl/Car PCE:	0.50	1.00				0.50	1.00				0.50	1.00				0.50	1.00			
Trck/Cmb PCE:	1.50	2.00				1.50	2.00				1.50	2.00				1.50	2.00			
Adj Vol.:	0	0	0			0	0	0			0	72	0			0	180	0		
Critical Gap Module:																				
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Critical Gp:	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								
Adj 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								
Level Of Service Module:																				
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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	0.0					0.0					0.0					0.0				

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-1 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B

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:	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:																				
Base Vol:	0	0	0			0	0	0			0	72	0			0	180	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	72	0			0	180	0		
Added Vol:	183	0	20			0	0	0			0	54	186			21	39	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	183	0	20			0	0	0			0	126	186			21	219	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	183	0	20			0	0	0			0	126	186			21	219	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	183	0	20			0	0	0			0	126	186			21	219	0		
Adjusted Volume Module:																				
Grade:	0%					0%					0%					0%				
% Cycle/Cars:	0.00	1.00				0.00	1.00				0.00	1.00				0.00	1.00			
% Truck/Comb:	0.00	0.00				0.00	0.00				0.00	0.00				0.00	0.00			
PCE Adj:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	1.00	1.00			xxxx	1.00	1.00		
Cycl/Car PCE:	0.50	1.00				0.50	1.00				0.50	1.00				0.50	1.00			
Trck/Cmb PCE:	1.50	2.00				1.50	2.00				1.50	2.00				1.50	2.00			
Adj Vol.:	183	0	20			0	0	0			0	126	186			21	219	0		
Critical Gap Module:																				
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx							
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	366	xxxx	126	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		312	xxxx	xxxxx							
Potent Cap.:	650	xxxx	1195	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1217	xxxx	xxxxx							
Adj Cap:	0.98	xxxx	1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx							
Move Cap.:	639	xxxx	1195	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1217	xxxx	xxxxx							
Level Of Service Module:																				
Stopped Del:	7.9	xxxx	3.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.0	xxxx	xxxxx							
LOS by Move:	B	*	A	*	*	*	*	*	*		A	*	*							
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							
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	7.4			0.0			0.0				0.3									

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-1 PM Pk. Hr. Conds.

Trip Generation Report
PM Peak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Truck Stop/R	304.00	Auto/Trk Refue	0.50	0.50	152	152	304	55.8
1	Truck Stop/R	100.00	Fast-fd dr-thr	0.52	0.48	52	48	100	18.3
	Zone 1 Subtotal					204	200	404	74.1
2	RV Park	48.00	PM Peak trips	0.50	0.50	24	24	48	8.8
	Zone 2 Subtotal					24	24	48	8.8
6	Asphalt Plan	68.00	Truck Trips	0.50	0.50	34	34	68	12.5
6	Asphalt Plan	25.00	Office Trips	0.20	0.80	5	20	25	4.6
	Zone 6 Subtotal					39	54	93	17.1
TOTAL						267	278	545	100.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-1 PM Pk. Hr. Conds.

Trip Distribution Report
PM Peak
Percent Of Trips

Zone	To Gates 1	2	3	4	5	6	7
1	50.0	35.0	50.0	35.0	10.0	2.5	2.5
2	50.0	35.0	50.0	35.0	10.0	2.5	2.5
6	60.0	60.0	30.0	30.0	0.0	5.0	5.0

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Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-1 PM Pk. Hr. Conds.

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS													
Base	0	0	0	3	0	44	0	153	67	20	146	0	433
Added	0	0	0	92	0	0	0	15	0	111	17	0	234
Total	0	0	0	95	0	44	0	168	67	131	163	0	667
#2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS													
Base	62	0	34	0	0	0	29	122	0	0	105	11	363
Added	0	0	137	0	0	0	0	107	0	0	127	128	500
Total	62	0	171	0	0	0	29	229	0	0	232	139	863
#3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE													
Base	6	1	42	0	1	2	5	144	3	29	107	0	340
Added	0	0	0	0	0	0	0	61	0	0	77	0	138
Total	6	1	42	0	1	2	5	205	3	29	184	0	478
#4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY													
Base	0	0	0	0	0	0	0	156	0	0	116	0	272
Added	202	0	22	0	0	0	0	39	205	23	54	0	545
Total	202	0	22	0	0	0	0	195	205	23	170	0	817

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-1 PM Pk. Hr. Conds.

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 MONTAGUE RD.(SR-3)/I-5 SOUTHBO	B	0.6	0.000	B	2.2	0.000	+ 0.000 V/C
# 2 MONTAGUE RD.(SR-3)/I-5 NORTHBO	A	1.4	0.000	B	1.5	0.000	+ 0.000 V/C
# 3 MONTAGUE RD.(SR-3)/JUNIPER DRI	A	0.8	0.000	A	0.6	0.000	+ 0.000 V/C
# 4 MONTAGUE RD.(SR-3)/PROJECT DRI	A	0.0	0.000	B	2.3	0.000	+ 0.000 V/C

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-1 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B

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				Ignore				Include			
Lanes:	0	0	0	0 0	0	1	0	0 1	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		3	0	44		0	153	67		20	146	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		3	0	44		0	153	0		20	146	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		3	0	44		0	153	0		20	146	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		3	0	44		0	153	0		20	146	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		3	0	44		0	153	0		20	146	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		3.4	xxxx			2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	
Critical Gp:	xxxxx	xxxx	xxxxx		6.5	xxxx			5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		319	xxxx			146	xxxx	xxxx	xxxxx	153	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		692	xxxx			1168	xxxx	xxxx	xxxxx	1449	xxxx	xxxxx	
Adj Cap:	xxxx	xxxx	xxxxx		0.99	xxxx			1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		682	xxxx			1168	xxxx	xxxx	xxxxx	1449	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		5.3	xxxx			3.2	xxxxx	xxxx	xxxxx	2.5	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		682	xxxx		xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		5.3	xxxx		xxxxx	xxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		B	*		*	*	*	*		*	*	*	
ApproachDel:	0.0				3.3				0.0				0.3			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-1 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B

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				Ignore				Include			
Lanes:	0	0	0	0 0	0	1	0	0 1	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		3	0	44		0	153	67		20	146	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		3	0	44		0	153	0		20	146	0	
Added Vol:	0	0	0		92	0	0		0	15	0		111	17	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		95	0	44		0	168	0		131	163	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		95	0	44		0	168	0		131	163	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		95	0	44		0	168	0		131	163	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		95	0	44		0	168	0		131	163	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		3.4	xxxx			2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	
Critical Gp:	xxxxx	xxxx	xxxxx		6.5	xxxx			5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		462	xxxx			163	xxxx	xxxx	xxxxx	168	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		572	xxxx			1145	xxxx	xxxx	xxxxx	1425	xxxx	xxxxx	
Adj Cap:	xxxx	xxxx	xxxxx		0.91	xxxx			1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		520	xxxx			1145	xxxx	xxxx	xxxxx	1425	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		8.5	xxxx			3.3	xxxxx	xxxx	xxxxx	2.8	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		520	xxxx		xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		8.5	xxxx		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		B	*		*	*	*	*		*	*	*	
ApproachDel:	0.0				6.8				0.0				1.2			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-1 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A

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	0	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	62	0	34		0	0	0		29	122	0		0	105	11	
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:	62	0	34		0	0	0		29	122	0		0	105	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	62	0	34		0	0	0		29	122	0		0	105	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	62	0	34		0	0	0		29	122	0		0	105	11	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	62	0	34		0	0	0		29	122	0		0	105	11	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	2.6	xxxxx xxxx xxxxx					2.1	xxxx	xxxxx	xxxxx xxxx xxxxx				
Critical Gp:	6.5	xxxx	5.5	xxxxx xxxx xxxxx					5.0	xxxx	xxxxx	xxxxx xxxx xxxxx				
Capacity Module:																
Cnflict Vol:	262	xxxx	122	xxxx xxxx xxxxx					116	xxxx	xxxxx	xxxx xxxx xxxxx				
Potent Cap.:	747	xxxx	1201	xxxx xxxx xxxxx					1509	xxxx	xxxxx	xxxx xxxx xxxxx				
Adj Cap:	0.98	xxxx	1.00	xxxx xxxx xxxxx					1.00	xxxx	xxxxx	xxxx xxxx xxxxx				
Move Cap.:	733	xxxx	1201	xxxx xxxx xxxxx					1509	xxxx	xxxxx	xxxx xxxx xxxxx				
Level Of Service Module:																
Stopped Del:	5.4	xxxx	3.1	xxxxx xxxx xxxxx					2.4	xxxx	xxxxx	xxxxx xxxx xxxxx				
LOS by Move:	*	*	*	* * *					A	*	*	* * *				
Movement:	LT - LTR - RT								LT - LTR - RT							
Shared Cap.:	xxxx	850	xxxxx	xxxx xxxx xxxxx					xxxx	xxxx	xxxxx	xxxx xxxx xxxxx				
Shrd StpDel:	xxxxx	4.8	xxxxx	xxxxx xxxx xxxxx					xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx				
Shared LOS:	*	A	*	* * *					*	*	*	* * *				
ApproachDel:	4.6				0.0				0.5				0.0			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-1 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B

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	0	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	62	0	34		0	0	0		29	122	0		0	105	11	
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:	62	0	34		0	0	0		29	122	0		0	105	11	
Added Vol:	0	0	137		0	0	0		0	107	0		0	127	128	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	62	0	171		0	0	0		29	229	0		0	232	139	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	62	0	171		0	0	0		29	229	0		0	232	139	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	62	0	171		0	0	0		29	229	0		0	232	139	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	62	0	171		0	0	0		29	229	0		0	232	139	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	2.6	xxxxx xxxx xxxxx					2.1	xxxx	xxxxx	xxxxx xxxx xxxxx				
Critical Gp:	6.5	xxxx	5.5	xxxxx xxxx xxxxx					5.0	xxxx	xxxxx	xxxxx xxxx xxxxx				
Capacity Module:																
Cnflict Vol:	560	xxxx	229	xxxx xxxx xxxxx					372	xxxx	xxxxx	xxxx xxxx xxxxx				
Potent Cap.:	502	xxxx	1060	xxxx xxxx xxxxx					1140	xxxx	xxxxx	xxxx xxxx xxxxx				
Adj Cap:	0.97	xxxx	1.00	xxxx xxxx xxxxx					1.00	xxxx	xxxxx	xxxx xxxx xxxxx				
Move Cap.:	489	xxxx	1060	xxxx xxxx xxxxx					1140	xxxx	xxxxx	xxxx xxxx xxxxx				
Level Of Service Module:																
Stopped Del:	8.4	xxxx	4.0	xxxxx xxxx xxxxx					3.2	xxxx	xxxxx	xxxxx xxxx xxxxx				
LOS by Move:	*	*	*	* * *					A	*	*	* * *				
Movement:	LT - LTR - RT								LT - LTR - RT							
Shared Cap.:	xxxx	809	xxxxx	xxxx xxxx xxxxx					xxxx	xxxx	xxxxx	xxxx xxxx xxxxx				
Shrd StpDel:	xxxxx	6.2	xxxxx	xxxxx xxxx xxxxx					xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx				
Shared LOS:	*	B	*	* * *					*	*	*	* * *				
ApproachDel:	5.2				0.0				0.4				0.0			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-1 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A

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	0	1 0	0	0	1!	0 0	0	1	0	0 0
Volume Module:																
Base Vol:	6	1	42		0	1	2		5	144	3		29	107	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:	6	1	42		0	1	2		5	144	3		29	107	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	1	42		0	1	2		5	144	3		29	107	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	6	1	42		0	1	2		5	144	3		29	107	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	6	1	42		0	1	2		5	144	3		29	107	0	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		xxxxx	3.3	2.6		2.1	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		xxxxx	6.0	5.5		5.0	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	288	287	146		xxxx	288	107		107	xxxx	xxxxx		147	xxxx	xxxxx	
Potent Cap.:	721	772	1168		xxxx	770	1222		1524	xxxx	xxxxx		1459	xxxx	xxxxx	
Adj Cap:	0.98	0.98	1.00		xxxx	0.98	1.00		1.00	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	706	753	1168		xxxx	751	1222		1524	xxxx	xxxxx		1459	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	5.1	4.8	3.2		xxxxx	4.8	3.0		2.4	xxxx	xxxxx		2.5	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	1070	xxxxx		xxxx	xxxx	1011		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	3.5	xxxxx		xxxxx	xxxx	3.6		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	*	A		*	*	*		*	*	*	
ApproachDel:		3.5				3.6				0.1				0.5		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-1 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A

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	0	1 0	0	0	1!	0 0	0	1	0	0 0
Volume Module:																
Base Vol:	6	1	42		0	1	2		5	144	3		29	107	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:	6	1	42		0	1	2		5	144	3		29	107	0	
Added Vol:	0	0	0		0	0	0		0	61	0		0	77	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	1	42		0	1	2		5	205	3		29	184	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	1	42		0	1	2		5	205	3		29	184	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	6	1	42		0	1	2		5	205	3		29	184	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	6	1	42		0	1	2		5	205	3		29	184	0	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		xxxxx	3.3	2.6		2.1	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		xxxxx	6.0	5.5		5.0	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	426	425	207		xxxx	426	184		184	xxxx	xxxxx		208	xxxx	xxxxx	
Potent Cap.:	600	653	1088		xxxx	652	1117		1401	xxxx	xxxxx		1364	xxxx	xxxxx	
Adj Cap:	0.98	0.97	1.00		xxxx	0.97	1.00		1.00	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	585	635	1088		xxxx	634	1117		1401	xxxx	xxxxx		1364	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	6.2	5.7	3.4		xxxxx	5.7	3.2		2.6	xxxx	xxxxx		2.7	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	971	xxxxx		xxxx	xxxx	891		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	3.9	xxxxx		xxxxx	xxxx	4.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	*	A		*	*	*		*	*	*	
ApproachDel:		3.8				4.0				0.1				0.4		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-1 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

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

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:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	0		0		0		0		0		0		0		156		0		0		116		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		156		0		0		116		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		0		0		0		0		0		156		0		0		116		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		0		0		0		0		0		0		156		0		0		116		0	
Adjusted Volume Module:																								
Grade:			0%						0%						0%						0%			
% Cycle/Cars:	0.00		1.00				0.00		1.00				0.00		1.00				0.00		1.00			
% Truck/Comb:	0.00		0.00				0.00		0.00				0.00		0.00				0.00		0.00			
PCE Adj:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	1.00		1.00			xxxx	1.00		1.00		
Cycl/Car PCE:	0.50		1.00				0.50		1.00				0.50		1.00				0.50		1.00			
Trck/Cmb PCE:	1.50		2.00				1.50		2.00				1.50		2.00				1.50		2.00			
Adj Vol.:	0		0		0		0		0		0		0		156		0		0		116		0	
Critical Gap Module:																								
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Critical Gp:	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												
Adj 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												
Level Of Service Module:																								
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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*		*	*		*	*		*	*		*												
ApproachDel:			0.0						0.0						0.0						0.0			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-1 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B

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:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	0		0		0		0		0		0		0		156		0		0		116		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		156		0		0		116		0	
Added Vol:	202		0		22		0		0		0		0		39		205		23		54		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	202		0		22		0		0		0		0		195		205		23		170		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	202		0		22		0		0		0		0		195		205		23		170		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	202		0		22		0		0		0		0		195		205		23		170		0	
Adjusted Volume Module:																								
Grade:			0%						0%						0%						0%			
% Cycle/Cars:	0.00		1.00				0.00		1.00				0.00		1.00				0.00		1.00			
% Truck/Comb:	0.00		0.00				0.00		0.00				0.00		0.00				0.00		0.00			
PCE Adj:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	1.00		1.00			xxxx	1.00		1.00		
Cycl/Car PCE:	0.50		1.00				0.50		1.00				0.50		1.00				0.50		1.00			
Trck/Cmb PCE:	1.50		2.00				1.50		2.00				1.50		2.00				1.50		2.00			
Adj Vol.:	202		0		22		0		0		0		0		195		205		23		170		0	
Critical Gap Module:																								
MoveUp Time:	3.4	xxxx		2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			2.1	xxxx	xxxxx									
Critical Gp:	6.5	xxxx		5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			5.0	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	388	xxxx		195	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			400	xxxx	xxxxx									
Potent Cap.:	631	xxxx		1103	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1105	xxxx	xxxxx									
Adj Cap:	0.98	xxxx		1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1.00	xxxx	xxxxx									
Move Cap.:	618	xxxx		1103	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1105	xxxx	xxxxx									
Level Of Service Module:																								
Stopped Del:	8.6	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.3	xxxx	xxxxx									
LOS by Move:	B	*		A	*	*	*	*	*	*			A	*	*									
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	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*		*	*		*	*		*	*		*	*		*	*		*	*		*	*		*
ApproachDel:			8.1						0.0						0.0						0.4			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-2 Project AM Pk. Hr. Conds.

Trip Generation Report
AM Peak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Truck Stop/R	228.00	Auto/Trk Refue	0.50	0.50	114	114	228	35.5
1	Truck Stop/R	150.00	Fast-fd dr-thr	0.51	0.49	77	73	150	23.3
	Zone 1 Subtotal					191	187	378	58.8
2	RV Park	32.00	AM Peak trips	0.50	0.50	16	16	32	5.0
	Zone 2 Subtotal					16	16	32	5.0
3	Full-Service	28.00	AM Peak Trips	0.54	0.46	15	13	28	4.4
	Zone 3 Subtotal					15	13	28	4.4
4	Information	112.00	AM Peak trips	0.50	0.50	56	56	112	17.4
	Zone 4 Subtotal					56	56	112	17.4
6	Asphalt Plan	68.00	Truck Trips	0.50	0.50	34	34	68	10.6
6	Asphalt Plan	25.00	Office trips	0.80	0.20	20	5	25	3.9
	Zone 6 Subtotal					54	39	93	14.5
TOTAL						332	311	643	100.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-2 Project AM Pk. Hr. Conds.

Trip Distribution Report
AM Peak
Percent Of Trips

	To Gates						
Zone	1	2	3	4	5	6	7
1	35.0	50.0	35.0	50.0	10.0	2.5	2.5
2	35.0	50.0	35.0	50.0	10.0	2.5	2.5
3	35.0	50.0	35.0	50.0	10.0	2.5	2.5
4	35.0	50.0	35.0	50.0	10.0	2.5	2.5
6	60.0	60.0	30.0	30.0	0.0	5.0	5.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-2 Project AM Pk. Hr. Conds.

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS													
Base	0	0	0	1	0	18	0	91	51	19	206	0	386
Added	0	0	0	155	0	0	0	19	0	159	18	0	351
Total	0	0	0	156	0	18	0	110	51	178	224	0	737
#2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS													
Base	57	0	3	0	0	0	26	62	0	0	172	9	329
Added	0	0	130	0	0	0	0	175	0	0	177	107	588
Total	57	0	133	0	0	0	26	237	0	0	349	116	917
#3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE													
Base	4	1	21	0	3	8	0	68	3	55	164	0	327
Added	0	0	0	0	0	0	0	81	0	0	67	0	148
Total	4	1	21	0	3	8	0	149	3	55	231	0	475
#4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY													
Base	0	0	0	0	0	0	0	72	0	0	180	0	252
Added	245	0	27	0	0	0	0	54	250	28	39	0	643
Total	245	0	27	0	0	0	0	126	250	28	219	0	895

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-2 Project AM Pk. Hr. Conds.

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 MONTAGUE RD.(SR-3)/I-5 SOUTHBO	B	0.3	0.000	C	3.4	0.000	+ 0.000 V/C
# 2 MONTAGUE RD.(SR-3)/I-5 NORTHBO	B	1.2	0.000	B	1.3	0.000	+ 0.000 V/C
# 3 MONTAGUE RD.(SR-3)/JUNIPER DRI	A	0.8	0.000	A	0.6	0.000	+ 0.000 V/C
# 4 MONTAGUE RD.(SR-3)/PROJECT DRI	A	0.0	0.000	B	2.8	0.000	+ 0.000 V/C

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-2 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

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

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			Ignore			Include		
Lanes:	0 0 0		0	0 1	0	0 1	0 0	1	0 1	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	1	0	18	0	91	51	19	206	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	18	0	91	0	19	206	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	18	0	91	0	19	206	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	1	0	18	0	91	0	19	206	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	0	0	0	1	0	18	0	91	0	19	206	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	316	xxxx	206	xxxx	xxxx	xxxxx	91	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	695	xxxx	1089	xxxx	xxxx	xxxxx	1551	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	686	xxxx	1089	xxxx	xxxx	xxxxx	1551	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.3	xxxx	3.4	xxxxx	xxxx	xxxxx	2.3	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	686	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	5.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	0.0			3.5			0.0			0.2		

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Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-2 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C

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			Ignore			Include		
Lanes:	0 0 0		0	0 1	0	0 1	0 0	1	0 1	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	1	0	18	0	91	51	19	206	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	18	0	91	0	19	206	0
Added Vol:	0	0	0	155	0	0	0	19	0	159	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	156	0	18	0	110	0	178	224	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	156	0	18	0	110	0	178	224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	156	0	18	0	110	0	178	224	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	0	0	0	156	0	18	0	110	0	178	224	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	512	xxxx	224	xxxx	xxxx	xxxxx	110	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	535	xxxx	1067	xxxx	xxxx	xxxxx	1519	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.88	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	472	xxxx	1067	xxxx	xxxx	xxxxx	1519	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	11.4	xxxx	3.4	xxxxx	xxxx	xxxxx	2.7	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	472	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*
ApproachDel:	0.0			10.6			0.0			1.2		

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Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-2 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B

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	0	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	57	0	3		0	0	0		26	62	0		0	172		9
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:	57	0	3		0	0	0		26	62	0		0	172		9
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	57	0	3		0	0	0		26	62	0		0	172		9
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Final Vol.:	57	0	3		0	0	0		26	62	0		0	172		9
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	57	0	3		0	0	0		26	62	0		0	172		9
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	2.6	xxxxx xxxx xxxxx					2.1	xxxx	xxxxx	xxxxx xxxx xxxxx				
Critical Gp:	6.5	xxxx	5.5	xxxxx xxxx xxxxx					5.0	xxxx	xxxxx	xxxxx xxxx xxxxx				
Capacity Module:																
Cnflict Vol:	265	xxxx	62	xxxx xxxx xxxxx					181	xxxx	xxxxx	xxxx xxxx xxxxx				
Potent Cap.:	744	xxxx	1288	xxxx xxxx xxxxx					1406	xxxx	xxxxx	xxxx xxxx xxxxx				
Adj Cap:	0.98	xxxx	1.00	xxxx xxxx xxxxx					1.00	xxxx	xxxxx	xxxx xxxx xxxxx				
Move Cap.:	730	xxxx	1288	xxxx xxxx xxxxx					1406	xxxx	xxxxx	xxxx xxxx xxxxx				
Level Of Service Module:																
Stopped Del:	5.3	xxxx	2.8	xxxxx xxxx xxxxx					2.6	xxxx	xxxxx	xxxxx xxxx xxxxx				
LOS by Move:	*	*	*	* * *					A	*	*	* * *				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	747	xxxxx	xxxx xxxx xxxxx					xxxx	xxxx	xxxxx	xxxx xxxx xxxxx				
Shrd StpDel:	xxxxx	5.2	xxxxx	xxxxx xxxx xxxxx					xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx				
Shared LOS:	*	B	*	* * *					*	*	*	* * *				
ApproachDel:	5.2			0.0				0.8				0.0				

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-2 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B

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	0	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	57	0	3		0	0	0		26	62	0		0	172		9
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:	57	0	3		0	0	0		26	62	0		0	172		9
Added Vol:	0	0	130		0	0	0		0	175	0		0	177		107
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0		0
Initial Fut:	57	0	133		0	0	0		26	237	0		0	349		116
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	57	0	133		0	0	0		26	237	0		0	349		116
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Final Vol.:	57	0	133		0	0	0		26	237	0		0	349		116
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	57	0	133		0	0	0		26	237	0		0	349		116
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	2.6	xxxxx xxxx xxxxx					2.1	xxxx	xxxxx	xxxxx xxxx xxxxx				
Critical Gp:	6.5	xxxx	5.5	xxxxx xxxx xxxxx					5.0	xxxx	xxxxx	xxxxx xxxx xxxxx				
Capacity Module:																
Cnflict Vol:	669	xxxx	237	xxxx xxxx xxxxx					465	xxxx	xxxxx	xxxx xxxx xxxxx				
Potent Cap.:	434	xxxx	1051	xxxx xxxx xxxxx					1029	xxxx	xxxxx	xxxx xxxx xxxxx				
Adj Cap:	0.97	xxxx	1.00	xxxx xxxx xxxxx					1.00	xxxx	xxxxx	xxxx xxxx xxxxx				
Move Cap.:	423	xxxx	1051	xxxx xxxx xxxxx					1029	xxxx	xxxxx	xxxx xxxx xxxxx				
Level Of Service Module:																
Stopped Del:	9.8	xxxx	3.9	xxxxx xxxx xxxxx					3.6	xxxx	xxxxx	xxxxx xxxx xxxxx				
LOS by Move:	*	*	*	* * *					A	*	*	* * *				
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	727	xxxxx	xxxx xxxx xxxxx					xxxx	xxxx	xxxxx	xxxx xxxx xxxxx				
Shrd StpDel:	xxxxx	6.7	xxxxx	xxxxx xxxx xxxxx					xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx				
Shared LOS:	*	B	*	* * *					*	*	*	* * *				
ApproachDel:	5.7			0.0				0.4				0.0				

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-2 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A

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	0	1 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	4	1	21		0	3	8		0	68	3		55	164	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:	4	1	21		0	3	8		0	68	3		55	164	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	1	21		0	3	8		0	68	3		55	164	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	4	1	21		0	3	8		0	68	3		55	164	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	4	1	21		0	3	8		0	68	3		55	164	0	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6	xxxxx	3.3	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx				
Critical Gp:	6.5	6.0	5.5	xxxxx	6.0	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	294	289	70	xxxx	290	164	xxxx	xxxx	xxxxx	71	xxxx	xxxxx				
Potent Cap.:	715	770	1277	xxxx	768	1143	xxxx	xxxx	xxxxx	1586	xxxx	xxxxx				
Adj Cap:	0.96	0.96	1.00	xxxx	0.96	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx				
Move Cap.:	687	740	1277	xxxx	739	1143	xxxx	xxxx	xxxxx	1586	xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	5.3	4.9	2.9	xxxxx	4.9	3.2	xxxxx	xxxx	xxxxx	2.4	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*				
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	1101	xxxxx		xxxx	xxxx	995		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	3.3	xxxxx		xxxxx	xxxx	3.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	*	A		*	*	*		*	*	*	
ApproachDel:	3.3				3.6				0.0				0.6			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-2 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A

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	0	1 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	4	1	21		0	3	8		0	68	3		55	164	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:	4	1	21		0	3	8		0	68	3		55	164	0	
Added Vol:	0	0	0		0	0	0		0	81	0		0	67	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	1	21		0	3	8		0	149	3		55	231	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	1	21		0	3	8		0	149	3		55	231	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	4	1	21		0	3	8		0	149	3		55	231	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	4	1	21		0	3	8		0	149	3		55	231	0	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6	xxxxx	3.3	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx				
Critical Gp:	6.5	6.0	5.5	xxxxx	6.0	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	442	437	151	xxxx	438	231	xxxx	xxxx	xxxxx	152	xxxx	xxxxx				
Potent Cap.:	587	644	1161	xxxx	643	1058	xxxx	xxxx	xxxxx	1451	xxxx	xxxxx				
Adj Cap:	0.96	0.96	1.00	xxxx	0.96	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx				
Move Cap.:	561	616	1161	xxxx	614	1058	xxxx	xxxx	xxxxx	1451	xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	6.5	5.9	3.2	xxxxx	5.9	3.4	xxxxx	xxxx	xxxxx	2.6	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*				
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	969	xxxxx		xxxx	xxxx	884		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	3.8	xxxxx		xxxxx	xxxx	4.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	*	A		*	*	*		*	*	*	
ApproachDel:	3.8				4.1				0.0				0.5			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-2 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

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

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:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	0		0		0		0		0		0		0		72		0		0		180		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		72		0		0		180		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		0		0		0		0		0		72		0		0		180		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		0		0		0		0		0		0		72		0		0		180		0	
Adjusted Volume Module:																								
Grade:	0%						0%						0%						0%					
% Cycle/Cars:	0.00		1.00				0.00		1.00				0.00		1.00				0.00		1.00			
% Truck/Comb:	0.00		0.00				0.00		0.00				0.00		0.00				0.00		0.00			
PCE Adj:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	1.00		1.00			xxxx	1.00		1.00		
Cycl/Car PCE:	0.50		1.00				0.50		1.00				0.50		1.00				0.50		1.00			
Trck/Cmb PCE:	1.50		2.00				1.50		2.00				1.50		2.00				1.50		2.00			
Adj Vol.:	0		0		0		0		0		0		0		72		0		0		180		0	
Critical Gap Module:																								
MoveUp Time:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Critical Gp:	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												
Adj 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												
Level Of Service Module:																								
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	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	0.0						0.0						0.0						0.0					

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Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing AM Peak Hour Conditions
Future Alternative = Existing + Phase-2 Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B

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:	1	0	0	0	1		0	0	0	0	0		0	0	1	0	1		1	0	1	0	0	
Volume Module:																								
Base Vol:	0		0		0		0		0		0		0		72		0		0		180		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		72		0		0		180		0	
Added Vol:	245		0		27		0		0		0		0		54		250		28		39		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	245		0		27		0		0		0		0		126		250		28		219		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	245		0		27		0		0		0		0		126		250		28		219		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	245		0		27		0		0		0		0		126		250		28		219		0	
Adjusted Volume Module:																								
Grade:	0%						0%						0%						0%					
% Cycle/Cars:	0.00		1.00				0.00		1.00				0.00		1.00				0.00		1.00			
% Truck/Comb:	0.00		0.00				0.00		0.00				0.00		0.00				0.00		0.00			
PCE Adj:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	1.00		1.00			xxxx	1.00		1.00		
Cycl/Car PCE:	0.50		1.00				0.50		1.00				0.50		1.00				0.50		1.00			
Trck/Cmb PCE:	1.50		2.00				1.50		2.00				1.50		2.00				1.50		2.00			
Adj Vol.:	245		0		27		0		0		0		0		126		250		28		219		0	
Critical Gap Module:																								
MoveUp Time:	3.4	xxxx		2.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			2.1	xxxx	xxxxx									
Critical Gp:	6.5	xxxx		5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			5.0	xxxx	xxxxx									
Capacity Module:																								
Cnflict Vol:	373	xxxx		126	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			376	xxxx	xxxxx									
Potent Cap.:	644	xxxx		1195	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1135	xxxx	xxxxx									
Adj Cap:	0.98	xxxx		1.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1.00	xxxx	xxxxx									
Move Cap.:	628	xxxx		1195	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			1135	xxxx	xxxxx									
Level Of Service Module:																								
Stopped Del:	9.4	xxxx		3.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.3	xxxx	xxxxx									
LOS by Move:	B	*		A	*	*	*	*	*	*			A	*	*									
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	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	8.7			0.0			0.0			0.4														

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Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-2 PM Pk. Hr. Conds.

Trip Generation Report
PM Peak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Truck Stop/R	304.00	Auto/Trk Refue	0.50	0.50	152	152	304	42.3
1	Truck Stop/R	100.00	Fast-fd dr-thr	0.52	0.48	52	48	100	13.9
	Zone 1 Subtotal					204	200	404	56.3
2	RV Park	48.00	PM Peak trips	0.50	0.50	24	24	48	6.7
	Zone 2 Subtotal					24	24	48	6.7
3	Full-Service	33.00	PM Peak Trips	0.61	0.39	20	13	33	4.6
	Zone 3 Subtotal					20	13	33	4.6
4	Information	140.00	PM Peak trips	0.50	0.50	70	70	140	19.5
	Zone 4 Subtotal					70	70	140	19.5
6	Asphalt Plan	68.00	Truck Trips	0.50	0.50	34	34	68	9.5
6	Asphalt Plan	25.00	Office Trips	0.20	0.80	5	20	25	3.5
	Zone 6 Subtotal					39	54	93	13.0
TOTAL						357	361	718	100.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-2 PM Pk. Hr. Conds.

Trip Distribution Report
PM Peak
Percent Of Trips

	To Gates						
Zone	1	2	3	4	5	6	7
1	50.0	35.0	50.0	35.0	10.0	2.5	2.5
2	50.0	35.0	50.0	35.0	10.0	2.5	2.5
3	50.0	35.0	50.0	35.0	10.0	2.5	2.5
4	50.0	35.0	50.0	35.0	10.0	2.5	2.5
6	60.0	60.0	30.0	30.0	0.0	5.0	5.0

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Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-2 PM Pk. Hr. Conds.

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS													
Base	0	0	0	3	0	44	0	153	67	20	146	0	433
Added	0	0	0	123	0	0	0	20	0	140	21	0	303
Total	0	0	0	126	0	44	0	173	67	160	167	0	736
#2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS													
Base	62	0	34	0	0	0	29	122	0	0	105	11	363
Added	0	0	182	0	0	0	0	143	0	0	161	170	655
Total	62	0	216	0	0	0	29	265	0	0	266	181	1019
#3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE													
Base	6	1	42	0	1	2	5	144	3	29	107	0	340
Added	0	0	0	0	0	0	0	70	0	0	86	0	156
Total	6	1	42	0	1	2	5	214	3	29	193	0	496
#4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY													
Base	0	0	0	0	0	0	0	156	0	0	116	0	272
Added	276	0	31	0	0	0	0	39	286	32	54	0	718
Total	276	0	31	0	0	0	0	195	286	32	170	0	990

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-2 PM Pk. Hr. Conds.

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 MONTAGUE RD.(SR-3)/I-5 SOUTHBO	B	0.6	0.000	C	2.8	0.000	+ 0.000 V/C
# 2 MONTAGUE RD.(SR-3)/I-5 NORTHBO	A	1.4	0.000	B	1.6	0.000	+ 0.000 V/C
# 3 MONTAGUE RD.(SR-3)/JUNIPER DRI	A	0.8	0.000	A	0.6	0.000	+ 0.000 V/C
# 4 MONTAGUE RD.(SR-3)/PROJECT DRI	A	0.0	0.000	C	3.3	0.000	+ 0.000 V/C

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-2 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B

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			Ignore			Include		
Lanes:	0 0	0	0 0	0	1 0	0 1	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	3	0	44	0	153	67	20	146	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	44	0	153	0	20	146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	44	0	153	0	20	146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	3	0	44	0	153	0	20	146	0
Adjusted Volume Module:												
Grade:		0%			0%			0%			0%	
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	0	0	0	3	0	44	0	153	0	20	146	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	319	xxxx	146	xxxx	xxxx	xxxxx	153	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	692	xxxx	1168	xxxx	xxxx	xxxxx	1449	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.99	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	682	xxxx	1168	xxxx	xxxx	xxxxx	1449	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	5.3	xxxx	3.2	xxxxx	xxxx	xxxxx	2.5	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	682	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	5.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:		0.0			3.3			0.0			0.3	

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-2 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C

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			Ignore			Include		
Lanes:	0 0	0	0 0	0	1 0	0 1	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	3	0	44	0	153	67	20	146	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	44	0	153	0	20	146	0
Added Vol:	0	0	0	123	0	0	0	20	0	140	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	126	0	44	0	173	0	160	167	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	126	0	44	0	173	0	160	167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	126	0	44	0	173	0	160	167	0
Adjusted Volume Module:												
Grade:		0%			0%			0%			0%	
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	0	0	0	126	0	44	0	173	0	160	167	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	499	xxxx	167	xxxx	xxxx	xxxxx	173	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	544	xxxx	1140	xxxx	xxxx	xxxxx	1418	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.89	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	483	xxxx	1140	xxxx	xxxx	xxxxx	1418	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	10.1	xxxx	3.3	xxxxx	xxxx	xxxxx	2.9	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	483	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*
ApproachDel:		0.0			8.3			0.0			1.4	

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-2 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A

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	0	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	62	0	34		0	0	0		29	122	0		0	105	11	
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:	62	0	34		0	0	0		29	122	0		0	105	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	62	0	34		0	0	0		29	122	0		0	105	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	62	0	34		0	0	0		29	122	0		0	105	11	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	62	0	34		0	0	0		29	122	0		0	105	11	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx		2.6	xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Critical Gp:	6.5	xxxx		5.5	xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	262	xxxx	122		xxxx	xxxx	xxxxx		116	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	747	xxxx	1201		xxxx	xxxx	xxxxx		1509	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Adj Cap:	0.98	xxxx	1.00		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	733	xxxx	1201		xxxx	xxxx	xxxxx		1509	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	5.4	xxxx		3.1	xxxxx	xxxx	xxxxx		2.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	*		A	*	*	*	*	*		
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	850	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	4.8	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	4.6				0.0				0.5				0.0			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-2 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B

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	0	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	62	0	34		0	0	0		29	122	0		0	105	11	
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:	62	0	34		0	0	0		29	122	0		0	105	11	
Added Vol:	0	0	182		0	0	0		0	143	0		0	161	170	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	62	0	216		0	0	0		29	265	0		0	266	181	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	62	0	216		0	0	0		29	265	0		0	266	181	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	62	0	216		0	0	0		29	265	0		0	266	181	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	62	0	216		0	0	0		29	265	0		0	266	181	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx		2.6	xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Critical Gp:	6.5	xxxx		5.5	xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	650	xxxx	265		xxxx	xxxx	xxxxx		446	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	445	xxxx	1017		xxxx	xxxx	xxxxx		1051	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Adj Cap:	0.97	xxxx	1.00		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	433	xxxx	1017		xxxx	xxxx	xxxxx		1051	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	9.7	xxxx		4.5	xxxxx	xxxx	xxxxx		3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*	*	*	*	*		A	*	*	*	*	*		
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	782	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	7.1	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	5.7				0.0				0.3				0.0			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-2 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A

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 0 1 0			0 0 1! 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	6	1	42	0	1	2	5	144	3	29	107	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:	6	1	42	0	1	2	5	144	3	29	107	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	42	0	1	2	5	144	3	29	107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	6	1	42	0	1	2	5	144	3	29	107	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	6	1	42	0	1	2	5	144	3	29	107	0
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	xxxxx	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	xxxxx	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	288	287	146	xxxx	288	107	107	xxxx	xxxxx	147	xxxx	xxxxx
Potent Cap.:	721	772	1168	xxxx	770	1222	1524	xxxx	xxxxx	1459	xxxx	xxxxx
Adj Cap:	0.98	0.98	1.00	xxxx	0.98	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	706	753	1168	xxxx	751	1222	1524	xxxx	xxxxx	1459	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	5.1	4.8	3.2	xxxxx	4.8	3.0	2.4	xxxx	xxxxx	2.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	1070	xxxxx	xxxx	xxxx	1011	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	3.5	xxxxx	xxxxx	xxxx	3.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	A	*	*	*	*	*	*
ApproachDel:	3.5			3.6			0.1			0.5		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-2 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A

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 0 1 0			0 0 1! 0 0			0 1 0 0 0		
Volume Module:												
Base Vol:	6	1	42	0	1	2	5	144	3	29	107	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:	6	1	42	0	1	2	5	144	3	29	107	0
Added Vol:	0	0	0	0	0	0	0	70	0	0	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	1	42	0	1	2	5	214	3	29	193	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	42	0	1	2	5	214	3	29	193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	6	1	42	0	1	2	5	214	3	29	193	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	6	1	42	0	1	2	5	214	3	29	193	0
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	xxxxx	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	xxxxx	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	444	442	215	xxxx	444	193	193	xxxx	xxxxx	217	xxxx	xxxxx
Potent Cap.:	586	639	1077	xxxx	638	1106	1387	xxxx	xxxxx	1352	xxxx	xxxxx
Adj Cap:	0.98	0.97	1.00	xxxx	0.97	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	572	621	1077	xxxx	620	1106	1387	xxxx	xxxxx	1352	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	6.4	5.8	3.5	xxxxx	5.8	3.3	2.6	xxxx	xxxxx	2.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	959	xxxxx	xxxx	xxxx	877	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	4.0	xxxxx	xxxxx	xxxx	4.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	A	*	*	*	*	*	*
ApproachDel:	3.9			4.1			0.1			0.4		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-2 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

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

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:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	156	0		0	116	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	156	0		0	116	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	156	0		0	116	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	0		0	156	0		0	116	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		0	0	0		0	156	0		0	116	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	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	
Adj 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	
Level Of Service Module:																
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	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				0.0				0.0				0.0			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Existing PM Peak Hour Conditions
Future Alternative = Existing + Project Phase-2 PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C

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:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	156	0		0	116	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	156	0		0	116	0	
Added Vol:	276	0	31		0	0	0		0	39	286		32	54	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	276	0	31		0	0	0		0	195	286		32	170	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	276	0	31		0	0	0		0	195	286		32	170	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	276	0	31		0	0	0		0	195	286		32	170	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	276	0	31		0	0	0		0	195	286		32	170	0	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	2.6		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	xxxx	5.5		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	397	xxxx	195		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		481	xxxx	xxxxx	
Potent Cap.:	624	xxxx	1103		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1011	xxxx	xxxxx	
Adj Cap:	0.97	xxxx	1.00		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	604	xxxx	1103		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1011	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	11.0	xxxx	3.4		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.7	xxxx	xxxxx	
LOS by Move:	C	*	A		*	*	*		*	*	*		A	*	*	
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	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	10.2				0.0				0.0				0.6			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant AM Pk. Hr. Conds.

Trip Generation Report
AM Peak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
6	Asphalt Plan	68.00	Truck Trips	0.50	0.50	34	34	68	73.1
6	Asphalt Plan	25.00	Office Trips	0.80	0.20	20	5	25	26.9
	Zone 6 Subtotal		.....			54	39	93	100.0
TOTAL			.....			54	39	93	100.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant AM Pk. Hr. Conds.

Trip Distribution Report
AM Peak
Percent Of Trips

	To Gates					
Zone	1	2	3	4	6	7
6	60.0	60.0	30.0	30.0	5.0	5.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant AM Pk. Hr. Conds.

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS													
Base	0	0	0	2	0	29	0	150	83	31	337	0	632
Added	0	0	0	16	0	0	0	5	0	23	4	0	49
Total	0	0	0	18	0	29	0	155	83	54	341	0	681
#2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS													
Base	94	0	5	0	0	0	44	101	0	0	282	14	540
Added	0	0	32	0	0	0	0	22	0	0	27	12	93
Total	94	0	37	0	0	0	44	123	0	0	309	26	633
#3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE													
Base	8	2	34	1	5	12	1	112	5	90	268	1	539
Added	0	0	0	0	0	0	0	54	0	0	39	0	93
Total	8	2	34	1	5	12	1	166	5	90	307	1	632
#4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY													
Base	0	0	0	0	0	0	0	118	0	0	296	0	414
Added	0	0	0	0	0	0	0	54	0	0	39	0	93
Total	0	0	0	0	0	0	0	172	0	0	335	0	507

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant AM Pk. Hr. Conds.

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 MONTAGUE RD.(SR-3)/I-5 SOUTHBO	B	0.4	0.000	B	0.7	0.000	+ 0.000 V/C
# 2 MONTAGUE RD.(SR-3)/I-5 NORTHBO	B	1.6	0.000	B	1.6	0.000	+ 0.000 V/C
# 3 MONTAGUE RD.(SR-3)/JUNIPER DRI	A	0.9	0.000	B	0.8	0.000	+ 0.000 V/C
# 4 MONTAGUE RD.(SR-3)/PROJECT DRI	A	0.0	0.000	A	0.0	0.000	+ 0.000 V/C

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

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

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			Ignore			Include		
Lanes:	0 0 0	0	0	0 1 0	0	1	0 0 1	0	1	1 0 1	0	0
Volume Module:												
Base Vol:	0	0	0	2	0	29	0	150	83	31	337	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	29	0	150	0	31	337	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	29	0	150	0	31	337	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	2	0	29	0	150	0	31	337	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	0	0	0	2	0	29	0	150	0	31	337	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	518	xxxx	337	xxxx	xxxx	xxxxx	150	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	531	xxxx	934	xxxx	xxxx	xxxxx	1454	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.98	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	519	xxxx	934	xxxx	xxxx	xxxxx	1454	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	7.0	xxxx	4.0	xxxxx	xxxx	xxxxx	2.5	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	519	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	0.0			4.2			0.0			0.2		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B

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			Ignore			Include		
Lanes:	0 0 0	0	0	0 1 0	0	1	0 0 1	0	1	1 0 1	0	0
Volume Module:												
Base Vol:	0	0	0	2	0	29	0	150	83	31	337	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	29	0	150	0	31	337	0
Added Vol:	0	0	0	16	0	0	0	5	0	23	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	18	0	29	0	155	0	54	341	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	18	0	29	0	155	0	54	341	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	18	0	29	0	155	0	54	341	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	0	0	0	18	0	29	0	155	0	54	341	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	551	xxxx	341	xxxx	xxxx	xxxxx	155	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	508	xxxx	930	xxxx	xxxx	xxxxx	1446	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.96	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	489	xxxx	930	xxxx	xxxx	xxxxx	1446	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	4.0	xxxxx	xxxx	xxxxx	2.6	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	489	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	0.0			5.4			0.0			0.4		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B

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	0	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	94	0	5		0	0	0		44	101	0		0	282	14	
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:	94	0	5		0	0	0		44	101	0		0	282	14	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	94	0	5		0	0	0		44	101	0		0	282	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	94	0	5		0	0	0		44	101	0		0	282	14	
Adjusted Volume Module:																
Grade:		0%				0%				0%				0%		
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	94	0	5		0	0	0		44	101	0		0	282	14	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx		2.6	xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	6.5	xxxx		5.5	xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	434	xxxx	101		xxxx	xxxx	xxxxx		296	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	594	xxxx	1231		xxxx	xxxx	xxxxx		1239	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Adj Cap:	0.96	xxxx	1.00		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	573	xxxx	1231		xxxx	xxxx	xxxxx		1239	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	7.5	xxxx		2.9	xxxxx	xxxx	xxxxx		3.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	588	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	7.4	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		7.3				0.0				0.9				0.0		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B

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	0	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	94	0	5		0	0	0		44	101	0		0	282	14	
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:	94	0	5		0	0	0		44	101	0		0	282	14	
Added Vol:	0	0	32		0	0	0		0	22	0		0	27	12	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	94	0	37		0	0	0		44	123	0		0	309	26	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	94	0	37		0	0	0		44	123	0		0	309	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	94	0	37		0	0	0		44	123	0		0	309	26	
Adjusted Volume Module:																
Grade:		0%				0%				0%				0%		
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	94	0	37		0	0	0		44	123	0		0	309	26	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx		2.6	xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	6.5	xxxx		5.5	xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	489	xxxx	123		xxxx	xxxx	xxxxx		335	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	552	xxxx	1200		xxxx	xxxx	xxxxx		1187	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Adj Cap:	0.96	xxxx	1.00		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	531	xxxx	1200		xxxx	xxxx	xxxxx		1187	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	8.2	xxxx		3.1	xxxxx	xxxx	xxxxx		3.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		*	*	*	
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	632	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	7.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	B	*		*	*	*		*	*	*		*	*	*	
ApproachDel:		6.8				0.0				0.8				0.0		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A

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			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	8	2	34	1	5	12	1	112	5	90	268	1
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:	8	2	34	1	5	12	1	112	5	90	268	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	2	34	1	5	12	1	112	5	90	268	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	2	34	1	5	12	1	112	5	90	268	1
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	8	2	34	1	5	12	1	112	5	90	268	1
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	3.4	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	6.5	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	483	475	115	492	477	269	269	xxxx	xxxxx	117	xxxx	xxxxx
Potent Cap.:	556	615	1211	549	613	1012	1276	xxxx	xxxxx	1508	xxxx	xxxxx
Adj Cap:	0.93	0.93	1.00	0.92	0.93	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	516	571	1211	503	569	1012	1276	xxxx	xxxxx	1508	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	7.1	6.3	3.1	7.2	6.4	3.6	2.8	xxxx	xxxxx	2.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	935	xxxxx	xxxx	796	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	4.0	xxxxx	xxxxx	4.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:		3.9			4.6			0.0			0.6	

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B

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			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	8	2	34	1	5	12	1	112	5	90	268	1
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:	8	2	34	1	5	12	1	112	5	90	268	1
Added Vol:	0	0	0	0	0	0	0	54	0	0	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	2	34	1	5	12	1	166	5	90	307	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	2	34	1	5	12	1	166	5	90	307	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	8	2	34	1	5	12	1	166	5	90	307	1
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	8	2	34	1	5	12	1	166	5	90	307	1
Critical Gap Module:												
MoveUp Time:	3.4	3.3	2.6	3.4	3.3	2.6	2.1	xxxx	xxxxx	2.1	xxxx	xxxxx
Critical Gp:	6.5	6.0	5.5	6.5	6.0	5.5	5.0	xxxx	xxxxx	5.0	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	576	568	169	585	570	308	308	xxxx	xxxxx	171	xxxx	xxxxx
Potent Cap.:	492	550	1138	485	548	967	1223	xxxx	xxxxx	1421	xxxx	xxxxx
Adj Cap:	0.92	0.92	1.00	0.91	0.92	1.00	1.00	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	453	507	1138	441	505	967	1223	xxxx	xxxxx	1421	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	8.1	7.1	3.3	8.2	7.2	3.8	2.9	xxxx	xxxxx	2.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	854	xxxxx	xxxx	733	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	4.4	xxxxx	xxxxx	5.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	B	*	*	*	*	*	*	*
ApproachDel:		4.3			5.0			0.0			0.6	

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

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

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:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	118	0		0	296	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	118	0		0	296	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	118	0		0	296	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	0		0	118	0		0	296	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		0	0	0		0	118	0		0	296	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	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	
Adj 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	
Level Of Service Module:																
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	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				0.0				0.0				0.0			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

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

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:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	118	0		0	296	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	118	0		0	296	0	
Added Vol:	0	0	0		0	0	0		0	54	0		0	39	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	0		0	172	0		0	335	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	172	0		0	335	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	0		0	172	0		0	335	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		0	0	0		0	172	0		0	335	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	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	
Adj 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	
Level Of Service Module:																
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	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				0.0				0.0				0.0			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Project AM Pk. Hr. Conds.

Trip Generation Report
AM Peak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Truck Stop/R	228.00	Auto/Trk Refue	0.50	0.50	114	114	228	31.8
1	Truck Stop/R	150.00	Fast-fd dr-thr	0.51	0.49	77	73	150	20.9
	Zone 1 Subtotal					191	187	378	52.7
2	RV Park	56.00	AM Peak trips	0.50	0.50	28	28	56	7.8
	Zone 2 Subtotal					28	28	56	7.8
3	Full-Service	28.00	AM Peak Trips	0.54	0.46	15	13	28	3.9
	Zone 3 Subtotal					15	13	28	3.9
4	Information	112.00	AM Peak trips	0.50	0.50	56	56	112	15.6
	Zone 4 Subtotal					56	56	112	15.6
5	Motel	50.00	AM Peak Hour	0.36	0.64	18	32	50	7.0
	Zone 5 Subtotal					18	32	50	7.0
6	Asphalt Plan	68.00	Truck Trips	0.50	0.50	34	34	68	9.5
6	Asphalt Plan	25.00	Office Trips	0.80	0.20	20	5	25	3.5
	Zone 6 Subtotal					54	39	93	13.0
TOTAL						362	355	717	100.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Project AM Pk. Hr. Conds.

Trip Distribution Report
AM Peak
Percent Of Trips

	To Gates						
Zone	1	2	3	4	5	6	7
1	35.0	50.0	35.0	50.0	10.0	2.5	2.5
2	35.0	50.0	35.0	50.0	10.0	2.5	2.5
3	35.0	50.0	35.0	50.0	10.0	2.5	2.5
4	35.0	50.0	35.0	50.0	10.0	2.5	2.5
5	35.0	50.0	35.0	50.0	10.0	2.5	2.5
6	60.0	60.0	30.0	30.0	0.0	5.0	5.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Project AM Pk. Hr. Conds.

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS													
Base	0	0	0	2	0	29	0	150	83	31	337	0	632
Added	0	0	0	170	0	0	0	21	0	181	20	0	392
Total	0	0	0	172	0	29	0	171	83	212	357	0	1024
#2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS													
Base	94	0	5	0	0	0	44	101	0	0	282	14	540
Added	0	0	140	0	0	0	0	191	0	0	201	122	655
Total	94	0	145	0	0	0	44	292	0	0	483	136	1195
#3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE													
Base	8	2	34	1	5	12	1	112	5	90	268	1	539
Added	0	0	0	0	0	0	0	86	0	0	70	0	155
Total	8	2	34	1	5	12	1	198	5	90	338	1	694
#4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY													
Base	0	0	0	0	0	0	0	118	0	0	296	0	414
Added	284	0	32	0	0	0	0	54	277	31	39	0	717
Total	284	0	32	0	0	0	0	172	277	31	335	0	1131

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Project AM Pk. Hr. Conds.

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 MONTAGUE RD.(SR-3)/I-5 SOUTHBO	B	0.4	0.000	D	4.8	0.000	+ 0.000 V/C
# 2 MONTAGUE RD.(SR-3)/I-5 NORTHBO	B	1.6	0.000	C	2.0	0.000	+ 0.000 V/C
# 3 MONTAGUE RD.(SR-3)/JUNIPER DRI	A	0.9	0.000	B	0.8	0.000	+ 0.000 V/C
# 4 MONTAGUE RD.(SR-3)/PROJECT DRI	A	0.0	0.000	C	4.3	0.000	+ 0.000 V/C

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

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

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				Ignore				Include			
Lanes:	0	0	0	0 0	0	1	0	0 1	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		2	0	29		0	150	83		31	337	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		2	0	29		0	150	0		31	337	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		2	0	29		0	150	0		31	337	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		2	0	29		0	150	0		31	337	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		2	0	29		0	150	0		31	337	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		3.4	xxxx			2.6	xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx		6.5	xxxx			5.5	xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		518	xxxx			337	xxxx	xxxx	xxxxx		150	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx		531	xxxx			934	xxxx	xxxx	xxxxx		1454	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx		0.98	xxxx			1.00	xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx		519	xxxx			934	xxxx	xxxx	xxxxx		1454	xxxx	xxxxx
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		7.0	xxxx			4.0	xxxxx	xxxx	xxxxx		2.5	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		519	xxxx			xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx		7.0	xxxx			xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*		B	*			*	*	*	*		*	*	*
ApproachDel:	0.0				4.2				0.0					0.2		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: D

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				Ignore				Include			
Lanes:	0	0	0	0 0	0	1	0	0 1	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		2	0	29		0	150	83		31	337	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		2	0	29		0	150	0		31	337	0	
Added Vol:	0	0	0		170	0	0		0	21	0		181	20	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		172	0	29		0	171	0		212	357	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		172	0	29		0	171	0		212	357	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		172	0	29		0	171	0		212	357	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		172	0	29		0	171	0		212	357	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		3.4	xxxx			2.6	xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx		6.5	xxxx			5.5	xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		740	xxxx			357	xxxx	xxxx	xxxxx		171	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx		395	xxxx			913	xxxx	xxxx	xxxxx		1421	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx		0.85	xxxx			1.00	xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx		336	xxxx			913	xxxx	xxxx	xxxxx		1421	xxxx	xxxxx
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		21.9	xxxx			4.1	xxxxx	xxxx	xxxxx		3.0	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		336	xxxx			xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx		21.9	xxxx			xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*		D	*			*	*	*	*		*	*	*
ApproachDel:	0.0				19.3				0.0					1.1		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B

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 0 0 0			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	94	0	5	0	0	0	44	101	0	0	282	14
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:	94	0	5	0	0	0	44	101	0	0	282	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	0	5	0	0	0	44	101	0	0	282	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	94	0	5	0	0	0	44	101	0	0	282	14
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	94	0	5	0	0	0	44	101	0	0	282	14
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	434	xxxx	101	xxxx	xxxx	xxxxx	296	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	594	xxxx	1231	xxxx	xxxx	xxxxx	1239	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	0.96	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	573	xxxx	1231	xxxx	xxxx	xxxxx	1239	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	7.5	xxxx	2.9	xxxxx	xxxx	xxxxx	3.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	588	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	7.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		7.3			0.0			0.9			0.0	

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C

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 0 0 0			1 0 1 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	94	0	5	0	0	0	44	101	0	0	282	14
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:	94	0	5	0	0	0	44	101	0	0	282	14
Added Vol:	0	0	140	0	0	0	0	191	0	0	201	122
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	0	145	0	0	0	44	292	0	0	483	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	0	145	0	0	0	44	292	0	0	483	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	94	0	145	0	0	0	44	292	0	0	483	136
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	94	0	145	0	0	0	44	292	0	0	483	136
Critical Gap Module:												
MoveUp Time:	3.4	xxxx	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	6.5	xxxx	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	887	xxxx	292	xxxx	xxxx	xxxxx	619	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	324	xxxx	985	xxxx	xxxx	xxxxx	869	xxxx	xxxxx	xxxx	xxxx	xxxxx
Adj Cap:	0.95	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	308	xxxx	985	xxxx	xxxx	xxxxx	869	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	16.8	xxxx	4.3	xxxxx	xxxx	xxxxx	4.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	528	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	12.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.2			0.0			0.6			0.0	

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A

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	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	8	2	34		1	5	12		1	112	5		90	268	1	
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:	8	2	34		1	5	12		1	112	5		90	268	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	2	34		1	5	12		1	112	5		90	268	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	8	2	34		1	5	12		1	112	5		90	268	1	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	8	2	34		1	5	12		1	112	5		90	268	1	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		3.4	3.3	2.6		2.1	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		6.5	6.0	5.5		5.0	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	483	475	115		492	477	269		269	xxxx	xxxxx		117	xxxx	xxxxx	
Potent Cap.:	556	615	1211		549	613	1012		1276	xxxx	xxxxx		1508	xxxx	xxxxx	
Adj Cap:	0.93	0.93	1.00		0.92	0.93	1.00		1.00	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	516	571	1211		503	569	1012		1276	xxxx	xxxxx		1508	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	7.1	6.3	3.1		7.2	6.4	3.6		2.8	xxxx	xxxxx		2.5	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	935	xxxxx		xxxx	796	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	4.0	xxxxx		xxxxx	4.6	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	A	*		*	*	*		*	*	*	
ApproachDel:		3.9				4.6				0.0				0.6		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B

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	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	8	2	34		1	5	12		1	112	5		90	268	1	
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:	8	2	34		1	5	12		1	112	5		90	268	1	
Added Vol:	0	0	0		0	0	0		0	86	0		0	70	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	8	2	34		1	5	12		1	198	5		90	338	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	2	34		1	5	12		1	198	5		90	338	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	8	2	34		1	5	12		1	198	5		90	338	1	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	8	2	34		1	5	12		1	198	5		90	338	1	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		3.4	3.3	2.6		2.1	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		6.5	6.0	5.5		5.0	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	638	630	200		647	632	338		339	xxxx	xxxxx		203	xxxx	xxxxx	
Potent Cap.:	452	510	1096		447	508	933		1182	xxxx	xxxxx		1373	xxxx	xxxxx	
Adj Cap:	0.92	0.92	1.00		0.90	0.92	1.00		1.00	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	415	467	1096		404	466	933		1182	xxxx	xxxxx		1373	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	8.8	7.7	3.4		8.9	7.8	3.9		3.0	xxxx	xxxxx		2.8	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	806	xxxxx		xxxx	691	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	4.7	xxxxx		xxxxx	5.4	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	B	*		*	*	*		*	*	*	
ApproachDel:		4.6				5.3				0.0				0.6		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

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

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:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	118	0		0	296	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	118	0		0	296	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	118	0		0	296	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	0		0	118	0		0	296	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		0	0	0		0	118	0		0	296	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	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	
Adj 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	
Level Of Service Module:																
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	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				0.0				0.0				0.0			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative Base AM Peak Hour Conditions
Future Alternative = Cumulative + Project AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: C

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:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	118	0		0	296	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	118	0		0	296	0	
Added Vol:	284	0	32		0	0	0		0	54	277		31	39	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	284	0	32		0	0	0		0	172	277		31	335	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	284	0	32		0	0	0		0	172	277		31	335	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	284	0	32		0	0	0		0	172	277		31	335	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	284	0	32		0	0	0		0	172	277		31	335	0	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	2.6		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	xxxx	5.5		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	538	xxxx	172		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		449	xxxx	xxxxx	
Potent Cap.:	517	xxxx	1133		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1047	xxxx	xxxxx	
Adj Cap:	0.97	xxxx	1.00		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	502	xxxx	1133		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1047	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	16.5	xxxx	3.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	xxxx	xxxxx	
LOS by Move:	C	*	A		*	*	*		*	*	*		A	*	*	
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	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	15.1				0.0				0.0				0.3			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant PM Pk. Hr. Conds.

Trip Generation Report
PM Peak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
6	Asphalt Plan	68.00	Truck Trips	0.50	0.50	34	34	68	73.1
6	Asphalt Plan	25.00	Office Trips	0.20	0.80	5	20	25	26.9
	Zone 6 Subtotal					39	54	93	100.0
TOTAL						39	54	93	100.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant PM Pk. Hr. Conds.

Trip Distribution Report
PM Peak
Percent Of Trips

	To Gates					
Zone	1	2	3	4	6	7
6	60.0	60.0	30.0	30.0	5.0	5.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant PM Pk. Hr. Conds.

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS													
Base	0	0	0	5	0	72	0	251	110	33	240	0	711
Added	0	0	0	12	0	0	0	4	0	32	5	0	53
Total	0	0	0	17	0	72	0	255	110	65	245	0	764
#2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS													
Base	101	0	56	0	0	0	47	200	0	0	172	18	594
Added	0	0	23	0	0	0	0	16	0	0	38	16	93
Total	101	0	79	0	0	0	47	216	0	0	210	34	687
#3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE													
Base	11	2	68	1	2	4	9	237	5	47	175	1	562
Added	0	0	0	0	0	0	0	39	0	0	54	0	93
Total	11	2	68	1	2	4	9	276	5	47	229	1	655
#4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY													
Base	0	0	0	0	0	0	0	251	0	0	190	0	441
Added	0	0	0	0	0	0	0	39	0	0	54	0	93
Total	0	0	0	0	0	0	0	290	0	0	244	0	534

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant PM Pk. Hr. Conds.

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 MONTAGUE RD.(SR-3)/I-5 SOUTHBO	B	0.7	0.000	B	0.9	0.000	+ 0.000 V/C
# 2 MONTAGUE RD.(SR-3)/I-5 NORTHBO	B	1.8	0.000	B	1.8	0.000	+ 0.000 V/C
# 3 MONTAGUE RD.(SR-3)/JUNIPER DRI	A	0.9	0.000	B	0.9	0.000	+ 0.000 V/C
# 4 MONTAGUE RD.(SR-3)/PROJECT DRI	A	0.0	0.000	A	0.0	0.000	+ 0.000 V/C

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B

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			Ignore			Include		
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	1	0 1	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	5	0	72	0	251	110	33	240	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	72	0	251	0	33	240	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	72	0	251	0	33	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	5	0	72	0	251	0	33	240	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	0	0	0	5	0	72	0	251	0	33	240	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx		2.6	xxxxx	xxxx	xxxxx	2.1	xxxx xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx		5.5	xxxxx	xxxx	xxxxx	5.0	xxxx xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	524	xxxx	240	xxxx	xxxx	xxxxx	251	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	526	xxxx	1046	xxxx	xxxx	xxxxx	1302	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.97	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	513	xxxx	1046	xxxx	xxxx	xxxxx	1302	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	7.1	xxxx	3.7	xxxxx	xxxx	xxxxx	2.8	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	513	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	0.0			3.9			0.0			0.3		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B

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			Ignore			Include		
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	1	0 1	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	5	0	72	0	251	110	33	240	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	72	0	251	0	33	240	0
Added Vol:	0	0	0	12	0	0	0	4	0	32	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	17	0	72	0	255	0	65	245	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	17	0	72	0	255	0	65	245	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	17	0	72	0	255	0	65	245	0
Adjusted Volume Module:												
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	0.00	1.00		0.00	1.00		0.00	1.00		0.00	1.00	
% Truck/Comb:	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
PCE Adj:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	1.00	1.00	xxxx	1.00	1.00
Cycl/Car PCE:	0.50	1.00		0.50	1.00		0.50	1.00		0.50	1.00	
Trck/Cmb PCE:	1.50	2.00		1.50	2.00		1.50	2.00		1.50	2.00	
Adj Vol.:	0	0	0	17	0	72	0	255	0	65	245	0
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx		2.6	xxxxx	xxxx	xxxxx	2.1	xxxx xxxxx
Critical Gp:	xxxxx	xxxx	xxxxx	6.5	xxxx		5.5	xxxxx	xxxx	xxxxx	5.0	xxxx xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	566	xxxx	245	xxxx	xxxx	xxxxx	255	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	498	xxxx	1040	xxxx	xxxx	xxxxx	1296	xxxx	xxxxx
Adj Cap:	xxxx	xxxx	xxxxx	0.95	xxxx	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	473	xxxx	1040	xxxx	xxxx	xxxxx	1296	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	3.7	xxxxx	xxxx	xxxxx	2.9	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	473	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel:	0.0			4.5			0.0			0.6		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B

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	0	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	101	0	56		0	0	0		47	200	0		0	172	18	
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:	101	0	56		0	0	0		47	200	0		0	172	18	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	101	0	56		0	0	0		47	200	0		0	172	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	101	0	56		0	0	0		47	200	0		0	172	18	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	101	0	56		0	0	0		47	200	0		0	172	18	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	2.6	xxxxx xxxx xxxxx					2.1	xxxx	xxxxx	xxxxx xxxx xxxxx				
Critical Gp:	6.5	xxxx	5.5	xxxxx xxxx xxxxx					5.0	xxxx	xxxxx	xxxxx xxxx xxxxx				
Capacity Module:																
Cnflict Vol:	428	xxxx	200	xxxx xxxx xxxxx					190	xxxx	xxxxx	xxxx xxxx xxxxx				
Potent Cap.:	598	xxxx	1096	xxxx xxxx xxxxx					1392	xxxx	xxxxx	xxxx xxxx xxxxx				
Adj Cap:	0.97	xxxx	1.00	xxxx xxxx xxxxx					1.00	xxxx	xxxxx	xxxx xxxx xxxxx				
Move Cap.:	578	xxxx	1096	xxxx xxxx xxxxx					1392	xxxx	xxxxx	xxxx xxxx xxxxx				
Level Of Service Module:																
Stopped Del:	7.5	xxxx	3.5	xxxxx xxxx xxxxx					2.7	xxxx	xxxxx	xxxxx xxxx xxxxx				
LOS by Move:	*	*	*	* * *					A	*	*	* * *				
Movement:	LT -	LTR -	RT	LT - LTR - RT					LT -	LTR -	RT	LT - LTR - RT				
Shared Cap.:	xxxx	695	xxxxx	xxxx xxxx xxxxx					xxxx	xxxx	xxxxx	xxxx xxxx xxxxx				
Shrd StpDel:	xxxxx	6.7	xxxxx	xxxxx xxxx xxxxx					xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx				
Shared LOS:	*	B	*	* * *					*	*	*	* * *				
ApproachDel:		6.1		0.0				0.5				0.0				

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B

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	0	0 0	1	0	1	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	101	0	56		0	0	0		47	200	0		0	172	18	
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:	101	0	56		0	0	0		47	200	0		0	172	18	
Added Vol:	0	0	23		0	0	0		0	16	0		0	38	16	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	101	0	79		0	0	0		47	216	0		0	210	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	101	0	79		0	0	0		47	216	0		0	210	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	101	0	79		0	0	0		47	216	0		0	210	34	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	101	0	79		0	0	0		47	216	0		0	210	34	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	2.6	xxxxx xxxx xxxxx					2.1	xxxx	xxxxx	xxxxx xxxx xxxxx				
Critical Gp:	6.5	xxxx	5.5	xxxxx xxxx xxxxx					5.0	xxxx	xxxxx	xxxxx xxxx xxxxx				
Capacity Module:																
Cnflict Vol:	490	xxxx	216	xxxx xxxx xxxxx					244	xxxx	xxxxx	xxxx xxxx xxxxx				
Potent Cap.:	551	xxxx	1077	xxxx xxxx xxxxx					1312	xxxx	xxxxx	xxxx xxxx xxxxx				
Adj Cap:	0.96	xxxx	1.00	xxxx xxxx xxxxx					1.00	xxxx	xxxxx	xxxx xxxx xxxxx				
Move Cap.:	532	xxxx	1077	xxxx xxxx xxxxx					1312	xxxx	xxxxx	xxxx xxxx xxxxx				
Level Of Service Module:																
Stopped Del:	8.4	xxxx	3.6	xxxxx xxxx xxxxx					2.8	xxxx	xxxxx	xxxxx xxxx xxxxx				
LOS by Move:	*	*	*	* * *					A	*	*	* * *				
Movement:	LT -	LTR -	RT	LT - LTR - RT					LT -	LTR -	RT	LT - LTR - RT				
Shared Cap.:	xxxx	684	xxxxx	xxxx xxxx xxxxx					xxxx	xxxx	xxxxx	xxxx xxxx xxxxx				
Shrd StpDel:	xxxxx	7.1	xxxxx	xxxxx xxxx xxxxx					xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx				
Shared LOS:	*	B	*	* * *					*	*	*	* * *				
ApproachDel:		6.3		0.0				0.5				0.0				

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A

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	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	11	2	68		1	2	4		9	237	5		47	175	1	
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:	11	2	68		1	2	4		9	237	5		47	175	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	2	68		1	2	4		9	237	5		47	175	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	11	2	68		1	2	4		9	237	5		47	175	1	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	11	2	68		1	2	4		9	237	5		47	175	1	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		3.4	3.3	2.6		2.1	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		6.5	6.0	5.5		5.0	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	474	472	240		506	474	176		176	xxxx	xxxxx		242	xxxx	xxxxx	
Potent Cap.:	563	617	1047		539	616	1128		1413	xxxx	xxxxx		1315	xxxx	xxxxx	
Adj Cap:	0.96	0.95	1.00		0.90	0.95	1.00		1.00	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	539	588	1047		485	587	1128		1413	xxxx	xxxxx		1315	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	6.8	6.1	3.7		7.4	6.2	3.2		2.6	xxxx	xxxxx		2.8	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	913	xxxxx		xxxx	776	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	4.3	xxxxx		xxxxx	4.7	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	A	*		*	*	*		*	*	*	
ApproachDel:		4.2				4.7				0.1				0.6		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B

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	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	11	2	68		1	2	4		9	237	5		47	175	1	
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:	11	2	68		1	2	4		9	237	5		47	175	1	
Added Vol:	0	0	0		0	0	0		0	39	0		0	54	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	11	2	68		1	2	4		9	276	5		47	229	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	2	68		1	2	4		9	276	5		47	229	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	11	2	68		1	2	4		9	276	5		47	229	1	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	11	2	68		1	2	4		9	276	5		47	229	1	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		3.4	3.3	2.6		2.1	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		6.5	6.0	5.5		5.0	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	567	565	279		599	567	230		230	xxxx	xxxxx		281	xxxx	xxxxx	
Potent Cap.:	497	552	1001		476	550	1059		1332	xxxx	xxxxx		1259	xxxx	xxxxx	
Adj Cap:	0.95	0.95	1.00		0.89	0.95	1.00		1.00	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	475	523	1001		426	522	1059		1332	xxxx	xxxxx		1259	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	7.8	6.9	3.9		8.5	6.9	3.4		2.7	xxxx	xxxxx		3.0	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	853	xxxxx		xxxx	703	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	4.7	xxxxx		xxxxx	5.2	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	B	*		*	*	*		*	*	*	
ApproachDel:		4.5				5.1				0.1				0.5		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

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

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:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	251	0		0	190	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	251	0		0	190	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	251	0		0	190	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	0		0	251	0		0	190	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		0	0	0		0	251	0		0	190	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	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	
Adj 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	
Level Of Service Module:																
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	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				0.0				0.0				0.0			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Asphalt Plant PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

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

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:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	251	0		0	190	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	251	0		0	190	0	
Added Vol:	0	0	0		0	0	0		0	39	0		0	54	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	0		0	290	0		0	244	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	290	0		0	244	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	0		0	290	0		0	244	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		0	0	0		0	290	0		0	244	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	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	
Adj 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	
Level Of Service Module:																
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	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				0.0				0.0				0.0			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Project PM Pk. Hr. Conds.

Trip Generation Report
PM Peak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Truck Stop/R	304.00	Auto/Trk Refue	0.50	0.50	152	152	304	37.9
1	Truck Stop/R	100.00	Fast-fd dr-thr	0.52	0.48	52	48	100	12.5
	Zone 1 Subtotal					204	200	404	50.3
2	RV Park	84.00	PM Peak trips	0.50	0.50	42	42	84	10.5
	Zone 2 Subtotal					42	42	84	10.5
3	Full-Service	33.00	PM Peak Trips	0.61	0.39	20	13	33	4.1
	Zone 3 Subtotal					20	13	33	4.1
4	Information	140.00	PM Peak trips	0.50	0.50	70	70	140	17.4
	Zone 4 Subtotal					70	70	140	17.4
5	Motel	49.00	PM Peak Hour	0.53	0.47	26	23	49	6.1
	Zone 5 Subtotal					26	23	49	6.1
6	Asphalt Plan	68.00	Truck Trips	0.50	0.50	34	34	68	8.5
6	Asphalt Plan	25.00	Office Trips	0.20	0.80	5	20	25	3.1
	Zone 6 Subtotal					39	54	93	11.6
TOTAL						401	402	803	100.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Project PM Pk. Hr. Conds.

Trip Distribution Report
PM Peak
Percent Of Trips

Zone	To Gates 1	2	3	4	5	6	7
1	50.0	35.0	50.0	35.0	10.0	2.5	2.5
2	50.0	35.0	50.0	35.0	10.0	2.5	2.5
3	50.0	35.0	50.0	35.0	10.0	2.5	2.5
4	50.0	35.0	50.0	35.0	10.0	2.5	2.5
5	50.0	35.0	50.0	35.0	10.0	2.5	2.5
6	60.0	60.0	30.0	30.0	0.0	5.0	5.0

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Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Project PM Pk. Hr. Conds.

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS													
Base	0	0	0	5	0	72	0	251	110	33	240	0	711
Added	0	0	0	138	0	0	0	22	0	154	23	0	337
Total	0	0	0	143	0	72	0	273	110	187	263	0	1048
#2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS													
Base	101	0	56	0	0	0	47	200	0	0	172	18	594
Added	0	0	204	0	0	0	0	160	0	0	177	190	732
Total	101	0	260	0	0	0	47	360	0	0	349	208	1326
#3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE													
Base	11	2	68	1	2	4	9	237	5	47	175	1	562
Added	0	0	0	0	0	0	0	74	0	0	90	0	164
Total	11	2	68	1	2	4	9	311	5	47	265	1	726
#4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY													
Base	0	0	0	0	0	0	0	251	0	0	190	0	441
Added	313	0	35	0	0	0	0	39	326	36	54	0	803
Total	313	0	35	0	0	0	0	290	326	36	244	0	1244

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Project PM Pk. Hr. Conds.

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 MONTAGUE RD.(SR-3)/I-5 SOUTHBO	B	0.7	0.000	C	3.7	0.000	+ 0.000 V/C
# 2 MONTAGUE RD.(SR-3)/I-5 NORTHBO	B	1.8	0.000	C	2.5	0.000	+ 0.000 V/C
# 3 MONTAGUE RD.(SR-3)/JUNIPER DRI	A	0.9	0.000	B	0.8	0.000	+ 0.000 V/C
# 4 MONTAGUE RD.(SR-3)/PROJECT DRI	A	0.0	0.000	D	5.8	0.000	+ 0.000 V/C

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B

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				Ignore				Include			
Lanes:	0	0 0	0	0	0	1 0	0	1	0	0 1	0	1	1	0 1	0	0
Volume Module:																
Base Vol:	0	0	0		5	0	72		0	251	110		33	240	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		5	0	72		0	251	0		33	240	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		5	0	72		0	251	0		33	240	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		5	0	72		0	251	0		33	240	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		5	0	72		0	251	0		33	240	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		3.4	xxxx	2.6		xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	xxxxx	xxxx	xxxxx		6.5	xxxx	5.5		xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		524	xxxx	240		xxxx	xxxx	xxxxx		251	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		526	xxxx	1046		xxxx	xxxx	xxxxx		1302	xxxx	xxxxx	
Adj Cap:	xxxx	xxxx	xxxxx		0.97	xxxx	1.00		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		513	xxxx	1046		xxxx	xxxx	xxxxx		1302	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		7.1	xxxx	3.7		xxxxx	xxxx	xxxxx		2.8	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		513	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		7.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		B	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				3.9				0.0				0.3			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C

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				Ignore				Include			
Lanes:	0	0 0	0	0	0	1 0	0	1	0	0 1	0	1	1	0 1	0	0
Volume Module:																
Base Vol:	0	0	0		5	0	72		0	251	110		33	240	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		5	0	72		0	251	0		33	240	0	
Added Vol:	0	0	0		138	0	0		0	22	0		154	23	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		143	0	72		0	273	0		187	263	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		143	0	72		0	273	0		187	263	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		143	0	72		0	273	0		187	263	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		143	0	72		0	273	0		187	263	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		3.4	xxxx	2.6		xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	xxxxx	xxxx	xxxxx		6.5	xxxx	5.5		xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		723	xxxx	263		xxxx	xxxx	xxxxx		273	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		404	xxxx	1019		xxxx	xxxx	xxxxx		1271	xxxx	xxxxx	
Adj Cap:	xxxx	xxxx	xxxxx		0.85	xxxx	1.00		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		344	xxxx	1019		xxxx	xxxx	xxxxx		1271	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	xxxxx	xxxx	xxxxx		17.9	xxxx	3.8		xxxxx	xxxx	xxxxx		3.3	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		344	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		17.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		C	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				13.2				0.0				1.4			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B

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	0	0	0		1	0	1	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	101	0	56				0	0	0				47	200	0				0	172	18			
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:	101	0	56				0	0	0				47	200	0				0	172	18			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	101	0	56				0	0	0				47	200	0				0	172	18			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	101	0	56				0	0	0				47	200	0				0	172	18			
Adjusted Volume Module:																								
Grade:	0%						0%						0%						0%					
% Cycle/Cars:	0.00	1.00					0.00	1.00					0.00	1.00					0.00	1.00				
% Truck/Comb:	0.00	0.00					0.00	0.00					0.00	0.00					0.00	0.00				
PCE Adj:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	1.00	1.00				xxxx	1.00	1.00			
Cycl/Car PCE:	0.50	1.00					0.50	1.00					0.50	1.00					0.50	1.00				
Trck/Cmb PCE:	1.50	2.00					1.50	2.00					1.50	2.00					1.50	2.00				
Adj Vol.:	101	0	56				0	0	0				47	200	0				0	172	18			
Critical Gap Module:																								
MoveUp Time:	3.4	xxxx		2.6	xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Critical Gp:	6.5	xxxx		5.5	xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Capacity Module:																								
Cnflict Vol:	428	xxxx		200	xxxx	xxxx	xxxxx		190	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Potent Cap.:	598	xxxx		1096	xxxx	xxxx	xxxxx		1392	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Adj Cap:	0.97	xxxx		1.00	xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Move Cap.:	578	xxxx		1096	xxxx	xxxx	xxxxx		1392	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Level Of Service Module:																								
Stopped Del:	7.5	xxxx		3.5	xxxxx	xxxx	xxxxx		2.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT														
Shared Cap.:	xxxx	695	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Shrd StpDel:	xxxxx	6.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	6.1			0.0			0.5			0.0														

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C

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	0	0	0		1	0	1	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	101	0	56				0	0	0				47	200	0				0	172	18			
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:	101	0	56				0	0	0				47	200	0				0	172	18			
Added Vol:	0	0	204				0	0	0				0	160	0				0	177	190			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	101	0	260				0	0	0				47	360	0				0	349	208			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	101	0	260				0	0	0				47	360	0				0	349	208			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	101	0	260				0	0	0				47	360	0				0	349	208			
Adjusted Volume Module:																								
Grade:	0%						0%						0%						0%					
% Cycle/Cars:	0.00	1.00					0.00	1.00					0.00	1.00					0.00	1.00				
% Truck/Comb:	0.00	0.00					0.00	0.00					0.00	0.00					0.00	0.00				
PCE Adj:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	1.00	1.00				xxxx	1.00	1.00			
Cycl/Car PCE:	0.50	1.00					0.50	1.00					0.50	1.00					0.50	1.00				
Trck/Cmb PCE:	1.50	2.00					1.50	2.00					1.50	2.00					1.50	2.00				
Adj Vol.:	101	0	260				0	0	0				47	360	0				0	349	208			
Critical Gap Module:																								
MoveUp Time:	3.4	xxxx		2.6	xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Critical Gp:	6.5	xxxx		5.5	xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
Capacity Module:																								
Cnflict Vol:	861	xxxx		360	xxxx	xxxx	xxxxx		557	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Potent Cap.:	336	xxxx		909	xxxx	xxxx	xxxxx		930	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Adj Cap:	0.95	xxxx		1.00	xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Move Cap.:	319	xxxx		909	xxxx	xxxx	xxxxx		930	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Level Of Service Module:																								
Stopped Del:	16.5	xxxx		5.5	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx										
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT														
Shared Cap.:	xxxx	600	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx												
Shrd StpDel:	xxxxx	15.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx												
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*												
ApproachDel:	8.6			0.0			0.5			0.0														

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A

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	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	11	2	68		1	2	4		9	237	5		47	175	1	
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:	11	2	68		1	2	4		9	237	5		47	175	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	2	68		1	2	4		9	237	5		47	175	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	11	2	68		1	2	4		9	237	5		47	175	1	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	11	2	68		1	2	4		9	237	5		47	175	1	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		3.4	3.3	2.6		2.1	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		6.5	6.0	5.5		5.0	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	474	472	240		506	474	176		176	xxxx	xxxxx		242	xxxx	xxxxx	
Potent Cap.:	563	617	1047		539	616	1128		1413	xxxx	xxxxx		1315	xxxx	xxxxx	
Adj Cap:	0.96	0.95	1.00		0.90	0.95	1.00		1.00	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	539	588	1047		485	587	1128		1413	xxxx	xxxxx		1315	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	6.8	6.1	3.7		7.4	6.2	3.2		2.6	xxxx	xxxxx		2.8	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	913	xxxxx		xxxx	776	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	4.3	xxxxx		xxxxx	4.7	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	A	*		*	*	*		*	*	*	
ApproachDel:		4.2				4.7				0.1				0.6		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B

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	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	11	2	68		1	2	4		9	237	5		47	175	1	
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:	11	2	68		1	2	4		9	237	5		47	175	1	
Added Vol:	0	0	0		0	0	0		0	74	0		0	90	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	11	2	68		1	2	4		9	311	5		47	265	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	2	68		1	2	4		9	311	5		47	265	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	11	2	68		1	2	4		9	311	5		47	265	1	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	11	2	68		1	2	4		9	311	5		47	265	1	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		3.4	3.3	2.6		2.1	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		6.5	6.0	5.5		5.0	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	638	636	313		670	638	266		266	xxxx	xxxxx		316	xxxx	xxxxx	
Potent Cap.:	452	506	961		433	505	1016		1280	xxxx	xxxxx		1212	xxxx	xxxxx	
Adj Cap:	0.95	0.95	1.00		0.89	0.95	1.00		1.00	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	430	479	961		385	478	1016		1280	xxxx	xxxxx		1212	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	8.6	7.6	4.0		9.4	7.6	3.6		2.8	xxxx	xxxxx		3.1	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	806	xxxxx		xxxx	653	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	5.0	xxxxx		xxxxx	5.6	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	B	*		*	*	*		*	*	*	
ApproachDel:		4.7				5.5				0.1				0.5		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

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

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:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	251	0		0	190	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	251	0		0	190	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	251	0		0	190	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		0	0	0		0	251	0		0	190	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	0	0	0		0	0	0		0	251	0		0	190	0	
Critical Gap Module:																
MoveUp Time:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Critical Gp:	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	
Adj 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	
Level Of Service Module:																
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	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	0.0				0.0				0.0				0.0			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Cumulative PM Peak Hour Conditions
Future Alternative = Cumulative + Project PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: D

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:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	251	0		0	190	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	251	0		0	190	0	
Added Vol:	313	0	35		0	0	0		0	39	326		36	54	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	313	0	35		0	0	0		0	290	326		36	244	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	313	0	35		0	0	0		0	290	326		36	244	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	313	0	35		0	0	0		0	290	326		36	244	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	313	0	35		0	0	0		0	290	326		36	244	0	
Critical Gap Module:																
MoveUp Time:	3.4	xxxx	2.6		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	xxxx	5.5		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	570	xxxx	290		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		616	xxxx	xxxxx	
Potent Cap.:	495	xxxx	987		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		872	xxxx	xxxxx	
Adj Cap:	0.96	xxxx	1.00		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	474	xxxx	987		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		872	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	22.0	xxxx	3.8		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		4.3	xxxx	xxxxx	
LOS by Move:	D	*	A		*	*	*		*	*	*		A	*	*	
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	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	20.2				0.0				0.0				0.6			

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing AM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. AM Pk. Hr. Conds.

Trip Generation Report
AM Peak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Truck Stop/R	228.00	Auto/Trk Refue	0.50	0.50	114	114	228	31.8
1	Truck Stop/R	150.00	Fast-fd dr-thr	0.51	0.49	77	73	150	20.9
	Zone 1 Subtotal					191	187	378	52.7
2	RV Park	56.00	AM Peak trips	0.50	0.50	28	28	56	7.8
	Zone 2 Subtotal					28	28	56	7.8
3	Full-Service	28.00	AM Peak Trips	0.54	0.46	15	13	28	3.9
	Zone 3 Subtotal					15	13	28	3.9
4	Information	112.00	AM Peak trips	0.50	0.50	56	56	112	15.6
	Zone 4 Subtotal					56	56	112	15.6
5	Motel	50.00	AM Peak Hour	0.36	0.64	18	32	50	7.0
	Zone 5 Subtotal					18	32	50	7.0
6	Asphalt Plan	68.00	Truck Trips	0.50	0.50	34	34	68	9.5
6	Asphalt Plan	25.00	Office trips	0.80	0.20	20	5	25	3.5
	Zone 6 Subtotal					54	39	93	13.0
TOTAL						362	355	717	100.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing AM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. AM Pk. Hr. Conds.

Trip Distribution Report
AM Peak
Percent Of Trips

	To Gates						
Zone	1	2	3	4	5	6	7
1	35.0	50.0	35.0	50.0	10.0	2.5	2.5
2	35.0	50.0	35.0	50.0	10.0	2.5	2.5
3	35.0	50.0	35.0	50.0	10.0	2.5	2.5
4	35.0	50.0	35.0	50.0	10.0	2.5	2.5
5	35.0	50.0	35.0	50.0	10.0	2.5	2.5
6	60.0	60.0	30.0	30.0	0.0	5.0	5.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing AM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. AM Pk. Hr. Conds.

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS													
Base	0	0	0	1	0	18	0	91	51	19	206	0	386
Added	0	0	0	170	0	0	0	21	0	181	20	0	392
Total	0	0	0	171	0	18	0	112	51	200	226	0	778
#2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS													
Base	57	0	3	0	0	0	26	62	0	0	172	9	329
Added	0	0	140	0	0	0	0	191	0	0	201	122	655
Total	57	0	143	0	0	0	26	253	0	0	373	131	984
#3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE													
Base	4	1	21	0	3	8	0	68	3	55	164	0	327
Added	0	0	0	0	0	0	0	86	0	0	70	0	155
Total	4	1	21	0	3	8	0	154	3	55	234	0	482
#4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY													
Base	0	0	0	0	0	0	0	72	0	0	180	0	252
Added	284	0	32	0	0	0	0	54	277	31	39	0	717
Total	284	0	32	0	0	0	0	126	277	31	219	0	969

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing AM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. AM Pk. Hr. Conds.

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 MONTAGUE RD.(SR-3)/I-5 SOUTHBO	A	3.5	0.134	B	12.7	0.310	+ 9.161 D/V
# 2 MONTAGUE RD.(SR-3)/I-5 NORTHBO	B	8.3	0.189	B	9.0	0.541	+ 0.751 D/V
# 3 MONTAGUE RD.(SR-3)/JUNIPER DRI	A	0.8	0.000	A	0.6	0.000	+ 0.000 V/C
# 4 MONTAGUE RD.(SR-3)/PROJECT DRI	A	0.0	0.106	B	10.8	0.411	+10.783 D/V

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing AM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Cycle (sec):	100		Critical Vol./Cap. (X):		0.134
Loss Time (sec):	0	(Y+R = 4 sec)	Average Delay (sec/veh):		3.5
Optimal Cycle:	26		Level Of Service:		A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0 1	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	1	0	18	0	91	51	19	206	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	1	0	18	0	91	51	19	206	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	18	0	91	51	19	206	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	18	0	91	51	19	206	0
PCE 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
MLF 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
Final Vol.:	0	0	0	1	0	18	0	91	51	19	206	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	0.94	0.89	0.94	0.80	0.94	1.00	0.80	0.89	1.00	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1520	0	1360	0	1700	1360	1520	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.05	0.04	0.01	0.12	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.73	0.73	0.17	0.90	0.00
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.13	0.00	0.07	0.05	0.07	0.13	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	26.3	0.0	26.6	0.0	2.5	2.4	22.5	0.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.3	0.0	26.6	0.0	2.5	2.4	22.5	0.4	0.0
Queue:	0	0	0	0	0	0	0	1	0	0	1	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing AM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Cycle (sec):	100		Critical Vol./Cap. (X):		0.310
Loss Time (sec):	0	(Y+R = 4 sec)	Average Delay (sec/veh):		12.7
Optimal Cycle:	33		Level Of Service:		B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0 1	0	0 1	0 1	1	0 1	0 0
Volume Module:												
Base Vol:	0	0	0	1	0	18	0	91	51	19	206	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	1	0	18	0	91	51	19	206	0
Added Vol:	0	0	0	170	0	0	0	21	0	181	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	171	0	18	0	112	51	200	226	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	171	0	18	0	112	51	200	226	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	0	18	0	112	51	200	226	0
PCE 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
MLF 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
Final Vol.:	0	0	0	171	0	18	0	112	51	200	226	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	0.94	0.89	0.94	0.80	0.94	1.00	0.80	0.89	1.00	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1520	0	1360	0	1700	1360	1520	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.01	0.00	0.07	0.04	0.13	0.13	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.36	0.00	0.36	0.00	0.21	0.21	0.42	0.64	0.00
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.04	0.00	0.31	0.18	0.31	0.21	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	14.9	0.0	13.3	0.0	21.6	20.8	12.4	4.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.9	0.0	13.3	0.0	21.6	20.8	12.4	4.9	0.0
Queue:	0	0	0	3	0	0	0	3	1	4	3	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing AM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Cycle (sec): 100 Critical Vol./Cap. (X): 0.189
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0 0	1	0	1 0	0	0	0 1 0
Volume Module:												
Base Vol:	57	0	3	0	0	0	26	62	0	0	172	9
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:	57	0	3	0	0	0	26	62	0	0	172	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	3	0	0	0	26	62	0	0	172	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	3	0	0	0	26	62	0	0	172	9
PCE 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
MLF 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
Final Vol.:	57	0	3	0	0	0	26	62	0	0	172	9
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.80	0.94	0.80	0.94	1.00	0.94	0.89	1.00	0.94	0.94	0.84	0.84
Lanes:	0.95	0.00	0.05	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.95	0.05
Final Sat.:	1285	0	68	0	0	0	1520	1700	0	0	1353	71
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.02	0.04	0.00	0.00	0.13	0.13
Crit Moves:	****						****				****	
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.09	0.76	0.00	0.00	0.67	0.67
Volume/Cap:	0.19	0.00	0.19	0.00	0.00	0.00	0.19	0.05	0.00	0.00	0.19	0.19
Level Of Service Module:												
Delay/Veh:	19.8	0.0	19.8	0.0	0.0	0.0	27.3	1.9	0.0	0.0	3.9	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	0.0	19.8	0.0	0.0	0.0	27.3	1.9	0.0	0.0	3.9	3.9
Queue:	1	0	0	0	0	0	1	0	0	0	2	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing AM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0 0	1	0	1 0	0	0	0 1 0
Volume Module:												
Base Vol:	57	0	3	0	0	0	26	62	0	0	172	9
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:	57	0	3	0	0	0	26	62	0	0	172	9
Added Vol:	0	0	140	0	0	0	0	191	0	0	201	122
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	0	143	0	0	0	26	253	0	0	373	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	143	0	0	0	26	253	0	0	373	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	143	0	0	0	26	253	0	0	373	131
PCE 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
MLF 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
Final Vol.:	57	0	143	0	0	0	26	253	0	0	373	131
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.75	0.94	0.75	0.94	1.00	0.94	0.89	1.00	0.94	0.94	0.81	0.81
Lanes:	0.28	0.00	0.72	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.74	0.26
Final Sat.:	361	0	906	0	0	0	1520	1700	0	0	1018	358
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.16	0.00	0.00	0.00	0.02	0.15	0.00	0.00	0.37	0.37
Crit Moves:	****						****				****	
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.03	0.71	0.00	0.00	0.68	0.68
Volume/Cap:	0.54	0.00	0.54	0.00	0.00	0.00	0.54	0.21	0.00	0.00	0.54	0.54
Level Of Service Module:												
Delay/Veh:	20.5	0.0	20.5	0.0	0.0	0.0	39.2	3.2	0.0	0.0	5.8	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	0.0	20.5	0.0	0.0	0.0	39.2	3.2	0.0	0.0	5.8	5.8
Queue:	1	0	4	0	0	0	1	2	0	0	5	2

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing AM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A

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	0	1 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	4	1	21		0	3	8		0	68	3		55	164	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:	4	1	21		0	3	8		0	68	3		55	164	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	1	21		0	3	8		0	68	3		55	164	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	4	1	21		0	3	8		0	68	3		55	164	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	4	1	21		0	3	8		0	68	3		55	164	0	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6	xxxxx	3.3	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx				
Critical Gp:	6.5	6.0	5.5	xxxxx	6.0	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	294	289	70	xxxx	290	164	xxxx	xxxx	xxxxx	71	xxxx	xxxxx				
Potent Cap.:	715	770	1277	xxxx	768	1143	xxxx	xxxx	xxxxx	1586	xxxx	xxxxx				
Adj Cap:	0.96	0.96	1.00	xxxx	0.96	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx				
Move Cap.:	687	740	1277	xxxx	739	1143	xxxx	xxxx	xxxxx	1586	xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	5.3	4.9	2.9	xxxxx	4.9	3.2	xxxxx	xxxx	xxxxx	2.4	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*				
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	1101	xxxxx	xxxx	xxxx	995	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	3.3	xxxxx	xxxxx	xxxx	3.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	A	*	*	*	A	*	*	*	*	*	*				
ApproachDel:		3.3			3.6			0.0			0.6					

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing AM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A

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	0	1 0	0	0	0	1 0	0	1	0	0 0
Volume Module:																
Base Vol:	4	1	21		0	3	8		0	68	3		55	164	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:	4	1	21		0	3	8		0	68	3		55	164	0	
Added Vol:	0	0	0		0	0	0		0	86	0		0	70	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	4	1	21		0	3	8		0	154	3		55	234	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	1	21		0	3	8		0	154	3		55	234	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	4	1	21		0	3	8		0	154	3		55	234	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	4	1	21		0	3	8		0	154	3		55	234	0	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6	xxxxx	3.3	2.6	xxxxx	xxxx	xxxxx	2.1	xxxx	xxxxx				
Critical Gp:	6.5	6.0	5.5	xxxxx	6.0	5.5	xxxxx	xxxx	xxxxx	5.0	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	449	444	155	xxxx	445	234	xxxx	xxxx	xxxxx	157	xxxx	xxxxx				
Potent Cap.:	582	638	1155	xxxx	637	1054	xxxx	xxxx	xxxxx	1444	xxxx	xxxxx				
Adj Cap:	0.96	0.96	1.00	xxxx	0.96	1.00	xxxx	xxxx	xxxxx	1.00	xxxx	xxxxx				
Move Cap.:	556	610	1155	xxxx	609	1054	xxxx	xxxx	xxxxx	1444	xxxx	xxxxx				
Level Of Service Module:																
Stopped Del:	6.5	5.9	3.2	xxxxx	5.9	3.4	xxxxx	xxxx	xxxxx	2.6	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*				
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	962	xxxxx	xxxx	xxxx	879	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	3.8	xxxxx	xxxxx	xxxx	4.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	A	*	*	*	A	*	*	*	*	*	*				
ApproachDel:		3.8			4.1			0.0			0.5					

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing AM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.106
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	72	0	0	180	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	72	0	0	180	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	72	0	0	180	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	72	0	0	180	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	72	0	0	180	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	0.94	0.94	1.00	0.94	0.94	1.00	0.94	0.94	1.00	0.94
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	1700	1600	1600	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.11	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.11	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue:	0	0	0	0	0	0	0	0	0	0	0	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing AM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.411
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	72	0	0	180	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	72	0	0	180	0
Added Vol:	284	0	32	0	0	0	0	54	277	31	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	0	32	0	0	0	0	126	277	31	219	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	0	32	0	0	0	0	126	277	31	219	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	0	32	0	0	0	0	126	277	31	219	0
PCE 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
MLF 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
Final Vol.:	284	0	32	0	0	0	0	126	277	31	219	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.89	1.00	0.80	0.94	1.00	0.94	0.94	1.00	0.80	0.89	1.00	0.94
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1520	0	1360	0	0	0	0	1700	1360	1520	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.02	0.00	0.00	0.00	0.00	0.07	0.20	0.02	0.13	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.50	0.50	0.05	0.55	0.00
Volume/Cap:	0.41	0.00	0.05	0.00	0.00	0.00	0.00	0.15	0.41	0.41	0.24	0.00
Level Of Service Module:												
Delay/Veh:	12.0	0.0	9.8	0.0	0.0	0.0	0.0	8.9	10.6	31.8	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	0.0	9.8	0.0	0.0	0.0	0.0	8.9	10.6	31.8	7.7	0.0
Queue:	5	0	0	0	0	0	0	2	5	1	3	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing PM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. PM Pk. Hr. Conds.

Trip Generation Report
PM Peak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Truck Stop/R	304.00	Auto/Trk Refue	0.50	0.50	152	152	304	37.9
1	Truck Stop/R	100.00	Fast-fd dr-thr	0.52	0.48	52	48	100	12.5
	Zone 1 Subtotal					204	200	404	50.3
2	RV Park	84.00	PM Peak trips	0.50	0.50	42	42	84	10.5
	Zone 2 Subtotal					42	42	84	10.5
3	Full-Service	33.00	PM Peak Trips	0.61	0.39	20	13	33	4.1
	Zone 3 Subtotal					20	13	33	4.1
4	Information	140.00	PM Peak trips	0.50	0.50	70	70	140	17.4
	Zone 4 Subtotal					70	70	140	17.4
5	Motel	49.00	PM Peak Hour	0.53	0.47	26	23	49	6.1
	Zone 5 Subtotal					26	23	49	6.1
6	Asphalt Plan	68.00	Truck Trips	0.50	0.50	34	34	68	8.5
6	Asphalt Plan	25.00	Office Trips	0.20	0.80	5	20	25	3.1
	Zone 6 Subtotal					39	54	93	11.6
TOTAL						401	402	803	100.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing PM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. PM Pk. Hr. Conds.

Trip Distribution Report
PM Peak
Percent Of Trips

Zone	To Gates 1	2	3	4	5	6	7
1	50.0	35.0	50.0	35.0	10.0	2.5	2.5
2	50.0	35.0	50.0	35.0	10.0	2.5	2.5
3	50.0	35.0	50.0	35.0	10.0	2.5	2.5
4	50.0	35.0	50.0	35.0	10.0	2.5	2.5
5	50.0	35.0	50.0	35.0	10.0	2.5	2.5
6	60.0	60.0	30.0	30.0	0.0	5.0	5.0

Traffix 6.8.1511 (c) 1995 Dowling Assoc. Licensed to Omni.Means, Roseville

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing PM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. PM Pk. Hr. Conds.

Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS													
Base	0	0	0	3	0	44	0	153	67	20	146	0	433
Added	0	0	0	138	0	0	0	22	0	154	23	0	337
Total	0	0	0	141	0	44	0	175	67	174	169	0	770
#2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS													
Base	62	0	34	0	0	0	29	122	0	0	105	11	363
Added	0	0	204	0	0	0	0	160	0	0	177	190	732
Total	62	0	238	0	0	0	29	282	0	0	282	201	1095
#3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE													
Base	6	1	42	0	1	2	5	144	3	29	107	0	340
Added	0	0	0	0	0	0	0	74	0	0	90	0	164
Total	6	1	42	0	1	2	5	218	3	29	197	0	504
#4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY													
Base	0	0	0	0	0	0	0	156	0	0	116	0	272
Added	313	0	35	0	0	0	0	39	326	36	54	0	803
Total	313	0	35	0	0	0	0	195	326	36	170	0	1075

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing PM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. PM Pk. Hr. Conds.

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C	
# 1 MONTAGUE RD.(SR-3)/I-5 SOUTHBO	B	6.0	0.136	B	13.2	0.310	+ 7.153 D/V
# 2 MONTAGUE RD.(SR-3)/I-5 NORTHBO	B	10.4	0.173	B	11.9	0.618	+ 1.503 D/V
# 3 MONTAGUE RD.(SR-3)/JUNIPER DRI	A	0.8	0.000	A	0.6	0.000	+ 0.000 V/C
# 4 MONTAGUE RD.(SR-3)/PROJECT DRI	A	0.0	0.092	B	11.2	0.469	+11.177 D/V

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing PM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Cycle (sec): 100 Critical Vol./Cap. (X): 0.136
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.0
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	3	0	44	0	153	67	20	146	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	3	0	44	0	153	67	20	146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	44	0	153	67	20	146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	44	0	153	67	20	146	0
PCE 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
MLF 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
Final Vol.:	0	0	0	3	0	44	0	153	67	20	146	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	0.94	0.89	0.94	0.80	0.94	1.00	0.80	0.89	1.00	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1520	0	1360	0	1700	1360	1520	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.09	0.05	0.01	0.09	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.66	0.66	0.10	0.76	0.00
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.14	0.00	0.14	0.07	0.14	0.11	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	18.8	0.0	19.4	0.0	4.0	3.8	26.7	2.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.8	0.0	19.4	0.0	4.0	3.8	26.7	2.0	0.0
Queue:	0	0	0	0	0	1	0	2	1	1	1	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing PM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Cycle (sec): 100 Critical Vol./Cap. (X): 0.310
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	3	0	44	0	153	67	20	146	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	3	0	44	0	153	67	20	146	0
Added Vol:	0	0	0	138	0	0	0	22	0	154	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	141	0	44	0	175	67	174	169	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	141	0	44	0	175	67	174	169	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	44	0	175	67	174	169	0
PCE 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
MLF 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
Final Vol.:	0	0	0	141	0	44	0	175	67	174	169	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	0.94	0.89	0.94	0.80	0.94	1.00	0.80	0.89	1.00	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1520	0	1360	0	1700	1360	1520	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.03	0.00	0.10	0.05	0.11	0.10	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.30	0.00	0.30	0.00	0.33	0.33	0.37	0.70	0.00
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.11	0.00	0.31	0.15	0.31	0.14	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	17.6	0.0	16.4	0.0	16.2	15.2	14.6	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.6	0.0	16.4	0.0	16.2	15.2	14.6	3.2	0.0
Queue:	0	0	0	3	0	1	0	4	1	3	2	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing PM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Cycle (sec): 100 Critical Vol./Cap. (X): 0.173
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	0	1	0	1	0	0
Volume Module:												
Base Vol:	62	0	34	0	0	0	29	122	0	0	105	11
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:	62	0	34	0	0	0	29	122	0	0	105	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	0	34	0	0	0	29	122	0	0	105	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	0	34	0	0	0	29	122	0	0	105	11
PCE 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
MLF 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
Final Vol.:	62	0	34	0	0	0	29	122	0	0	105	11
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.78	0.94	0.78	0.94	1.00	0.94	0.89	1.00	0.94	0.94	0.84	0.84
Lanes:	0.65	0.00	0.35	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.91	0.09
Final Sat.:	852	0	467	0	0	0	1520	1700	0	0	1289	135
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.02	0.07	0.00	0.00	0.08	0.08
Crit Moves:	****						****				****	
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.11	0.58	0.00	0.00	0.47	0.47
Volume/Cap:	0.17	0.00	0.17	0.00	0.00	0.00	0.17	0.12	0.00	0.00	0.17	0.17
Level Of Service Module:												
Delay/Veh:	11.7	0.0	11.7	0.0	0.0	0.0	26.1	6.1	0.0	0.0	9.9	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	0.0	11.7	0.0	0.0	0.0	26.1	6.1	0.0	0.0	9.9	9.9
Queue:	1	0	1	0	0	0	1	2	0	0	2	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing PM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	0	1	0	1	0	0
Volume Module:												
Base Vol:	62	0	34	0	0	0	29	122	0	0	105	11
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:	62	0	34	0	0	0	29	122	0	0	105	11
Added Vol:	0	0	204	0	0	0	0	160	0	0	177	190
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	0	238	0	0	0	29	282	0	0	282	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	0	238	0	0	0	29	282	0	0	282	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	0	238	0	0	0	29	282	0	0	282	201
PCE 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
MLF 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
Final Vol.:	62	0	238	0	0	0	29	282	0	0	282	201
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.74	0.94	0.74	0.94	1.00	0.94	0.89	1.00	0.94	0.94	0.79	0.79
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.58	0.42
Final Sat.:	259	0	993	0	0	0	1520	1700	0	0	785	559
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.24	0.00	0.00	0.00	0.02	0.17	0.00	0.00	0.36	0.36
Crit Moves:	****						****				****	
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.03	0.61	0.00	0.00	0.58	0.58
Volume/Cap:	0.62	0.00	0.62	0.00	0.00	0.00	0.62	0.27	0.00	0.00	0.62	0.62
Level Of Service Module:												
Delay/Veh:	17.6	0.0	17.6	0.0	0.0	0.0	45.2	5.9	0.0	0.0	9.9	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	0.0	17.6	0.0	0.0	0.0	45.2	5.9	0.0	0.0	9.9	9.9
Queue:	2	0	6	0	0	0	1	4	0	0	5	4

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing PM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A

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	0	1 0	0	0	1!	0 0	0	1	0	0 0
Volume Module:																
Base Vol:	6	1	42		0	1	2		5	144	3		29	107	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:	6	1	42		0	1	2		5	144	3		29	107	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	1	42		0	1	2		5	144	3		29	107	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	6	1	42		0	1	2		5	144	3		29	107	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	6	1	42		0	1	2		5	144	3		29	107	0	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6	xxxxx	3.3	2.6	2.1	xxxx	xxxxx		2.1	xxxx	xxxxx			
Critical Gp:	6.5	6.0	5.5	xxxxx	6.0	5.5	5.0	xxxx	xxxxx		5.0	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	288	287	146	xxxx	288	107	107	xxxx	xxxxx		147	xxxx	xxxxx			
Potent Cap.:	721	772	1168	xxxx	770	1222	1524	xxxx	xxxxx		1459	xxxx	xxxxx			
Adj Cap:	0.98	0.98	1.00	xxxx	0.98	1.00	1.00	xxxx	xxxxx		1.00	xxxx	xxxxx			
Move Cap.:	706	753	1168	xxxx	751	1222	1524	xxxx	xxxxx		1459	xxxx	xxxxx			
Level Of Service Module:																
Stopped Del:	5.1	4.8	3.2	xxxxx	4.8	3.0	2.4	xxxx	xxxxx		2.5	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*		A	*	*			
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	1070	xxxxx	xxxx	xxxx	1011	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	3.5	xxxxx	xxxxx	xxxx	3.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	A	*	*	*	A	*	*	*	*	*	*				
ApproachDel:	3.5			3.6			0.1			0.5						

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing PM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A

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	0	1 0	0	0	1!	0 0	0	1	0	0 0
Volume Module:																
Base Vol:	6	1	42		0	1	2		5	144	3		29	107	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:	6	1	42		0	1	2		5	144	3		29	107	0	
Added Vol:	0	0	0		0	0	0		0	74	0		0	90	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	1	42		0	1	2		5	218	3		29	197	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	1	42		0	1	2		5	218	3		29	197	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	6	1	42		0	1	2		5	218	3		29	197	0	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	6	1	42		0	1	2		5	218	3		29	197	0	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6	xxxxx	3.3	2.6	2.1	xxxx	xxxxx		2.1	xxxx	xxxxx			
Critical Gp:	6.5	6.0	5.5	xxxxx	6.0	5.5	5.0	xxxx	xxxxx		5.0	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	452	451	219	xxxx	452	197	197	xxxx	xxxxx		221	xxxx	xxxxx			
Potent Cap.:	580	633	1072	xxxx	632	1100	1381	xxxx	xxxxx		1345	xxxx	xxxxx			
Adj Cap:	0.98	0.97	1.00	xxxx	0.97	1.00	1.00	xxxx	xxxxx		1.00	xxxx	xxxxx			
Move Cap.:	565	615	1072	xxxx	614	1100	1381	xxxx	xxxxx		1345	xxxx	xxxxx			
Level Of Service Module:																
Stopped Del:	6.4	5.9	3.5	xxxxx	5.9	3.3	2.6	xxxx	xxxxx		2.7	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*		A	*	*			
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	953	xxxxx	xxxx	xxxx	870	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Shrd StpDel:	xxxxx	4.0	xxxxx	xxxxx	xxxx	4.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	A	*	*	*	A	*	*	*	*	*	*				
ApproachDel:	3.9			4.1			0.1			0.4						

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing PM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.092
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	156	0	0	116	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	156	0	0	116	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	156	0	0	116	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	156	0	0	116	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	156	0	0	116	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	0.94	0.94	1.00	0.94	0.94	1.00	0.94	0.94	1.00	0.94
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	1700	1600	1600	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.07	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.07	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue:	0	0	0	0	0	0	0	0	0	0	0	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Existing PM Peak Hour Conditions
Future Alternative = Mitigated Existing + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	156	0	0	116	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	156	0	0	116	0
Added Vol:	313	0	35	0	0	0	0	39	326	36	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	0	35	0	0	0	0	195	326	36	170	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	313	0	35	0	0	0	0	195	326	36	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	0	35	0	0	0	0	195	326	36	170	0
PCE 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
MLF 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
Final Vol.:	313	0	35	0	0	0	0	195	326	36	170	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.89	1.00	0.80	0.94	1.00	0.94	0.94	1.00	0.80	0.89	1.00	0.94
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1520	0	1360	0	0	0	0	1700	1360	1520	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.03	0.00	0.00	0.00	0.00	0.11	0.24	0.02	0.10	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.44	0.00	0.44	0.00	0.00	0.00	0.00	0.51	0.51	0.05	0.56	0.00
Volume/Cap:	0.47	0.00	0.06	0.00	0.00	0.00	0.00	0.22	0.47	0.47	0.18	0.00
Level Of Service Module:												
Delay/Veh:	13.2	0.0	10.4	0.0	0.0	0.0	0.0	8.8	10.6	33.1	6.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	0.0	10.4	0.0	0.0	0.0	0.0	8.8	10.6	33.1	6.9	0.0
Queue:	6	0	1	0	0	0	0	3	6	1	2	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. Base AM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. AM Pk. Hr. Conds.

Trip Generation Report
AM Peak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Truck Stop/R	228.00	Auto/Trk Refue	0.50	0.50	114	114	228	31.8
1	Truck Stop/R	150.00	Fast-fd dr-thr	0.51	0.49	77	73	150	20.9
	Zone 1 Subtotal					191	187	378	52.7
2	RV Park	56.00	AM Peak trips	0.50	0.50	28	28	56	7.8
	Zone 2 Subtotal					28	28	56	7.8
3	Full-Service	28.00	AM Peak Trips	0.54	0.46	15	13	28	3.9
	Zone 3 Subtotal					15	13	28	3.9
4	Information	112.00	AM Peak trips	0.50	0.50	56	56	112	15.6
	Zone 4 Subtotal					56	56	112	15.6
5	Motel	50.00	AM Peak Hour	0.36	0.64	18	32	50	7.0
	Zone 5 Subtotal					18	32	50	7.0
6	Asphalt Plan	68.00	Truck Trips	0.50	0.50	34	34	68	9.5
6	Asphalt Plan	25.00	Office Trips	0.80	0.20	20	5	25	3.5
	Zone 6 Subtotal					54	39	93	13.0
TOTAL						362	355	717	100.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. Base AM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. AM Pk. Hr. Conds.

Trip Distribution Report
AM Peak
Percent Of Trips

Zone	To Gates 1	2	3	4	5	6	7
1	35.0	50.0	35.0	50.0	10.0	2.5	2.5
2	35.0	50.0	35.0	50.0	10.0	2.5	2.5
3	35.0	50.0	35.0	50.0	10.0	2.5	2.5
4	35.0	50.0	35.0	50.0	10.0	2.5	2.5
5	35.0	50.0	35.0	50.0	10.0	2.5	2.5
6	60.0	60.0	30.0	30.0	0.0	5.0	5.0

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Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. Base AM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. AM Pk. Hr. Conds.

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS													
Base	0	0	0	2	0	29	0	150	83	31	337	0	632
Added	0	0	0	170	0	0	0	21	0	181	20	0	392
Total	0	0	0	172	0	29	0	171	83	212	357	0	1024
#2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS													
Base	94	0	5	0	0	0	44	101	0	0	282	14	540
Added	0	0	140	0	0	0	0	191	0	0	201	122	655
Total	94	0	145	0	0	0	44	292	0	0	483	136	1195
#3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE													
Base	8	2	34	1	5	12	1	112	5	90	268	1	539
Added	0	0	0	0	0	0	0	86	0	0	70	0	155
Total	8	2	34	1	5	12	1	198	5	90	338	1	694
#4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY													
Base	0	0	0	0	0	0	0	118	0	0	296	0	414
Added	284	0	32	0	0	0	0	54	277	31	39	0	717
Total	284	0	32	0	0	0	0	172	277	31	335	0	1131

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. Base AM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. AM Pk. Hr. Conds.

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 MONTAGUE RD.(SR-3)/I-5 SOUTHBO	A	3.6	0.220	B	12.2	0.353	+ 8.609 D/V
# 2 MONTAGUE RD.(SR-3)/I-5 NORTHBO	B	8.8	0.310	B	10.9	0.660	+ 2.081 D/V
# 3 MONTAGUE RD.(SR-3)/JUNIPER DRI	A	0.9	0.000	B	0.8	0.000	+ 0.000 V/C
# 4 MONTAGUE RD.(SR-3)/PROJECT DRI	A	0.0	0.174	B	10.6	0.411	+10.646 D/V

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. Base AM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Cycle (sec): 100 Critical Vol./Cap. (X): 0.220
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 3.6
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	1	0 1	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	2	0	29	0	150	83	31	337	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	2	0	29	0	150	83	31	337	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	29	0	150	83	31	337	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	29	0	150	83	31	337	0
PCE 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
MLF 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
Final Vol.:	0	0	0	2	0	29	0	150	83	31	337	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	0.94	0.89	0.94	0.80	0.94	1.00	0.80	0.89	1.00	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1520	0	1360	0	1700	1360	1520	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.09	0.06	0.02	0.20	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.73	0.73	0.17	0.90	0.00
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.22	0.00	0.12	0.08	0.12	0.22	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	26.4	0.0	27.0	0.0	2.5	2.4	22.8	0.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.4	0.0	27.0	0.0	2.5	2.4	22.8	0.4	0.0
Queue:	0	0	0	0	0	1	0	1	1	1	1	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. Base AM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Cycle (sec): 100 Critical Vol./Cap. (X): 0.353
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	1	0 1	1 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	2	0	29	0	150	83	31	337	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	2	0	29	0	150	83	31	337	0
Added Vol:	0	0	0	170	0	0	0	21	0	181	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	172	0	29	0	171	83	212	357	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	172	0	29	0	171	83	212	357	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	0	29	0	171	83	212	357	0
PCE 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
MLF 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
Final Vol.:	0	0	0	172	0	29	0	171	83	212	357	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	0.94	0.89	0.94	0.80	0.94	1.00	0.80	0.89	1.00	0.94
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	1520	0	1360	0	1700	1360	1520	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.02	0.00	0.10	0.06	0.14	0.21	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.32	0.00	0.28	0.28	0.39	0.68	0.00
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.07	0.00	0.35	0.21	0.35	0.31	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	17.0	0.0	15.2	0.0	18.6	17.6	13.9	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.0	0.0	15.2	0.0	18.6	17.6	13.9	4.2	0.0
Queue:	0	0	0	4	0	1	0	4	2	4	4	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. Base AM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Cycle (sec): 100 Critical Vol./Cap. (X): 0.310
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	94	0	5	0	0	0	44	101	0	0	282	14
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:	94	0	5	0	0	0	44	101	0	0	282	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	0	5	0	0	0	44	101	0	0	282	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	5	0	0	0	44	101	0	0	282	14
PCE 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
MLF 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
Final Vol.:	94	0	5	0	0	0	44	101	0	0	282	14
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.80	0.94	0.80	0.94	1.00	0.94	0.89	1.00	0.94	0.94	0.84	0.84
Lanes:	0.95	0.00	0.05	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.95	0.05
Final Sat.:	1284	0	68	0	0	0	1520	1700	0	0	1357	67
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.03	0.06	0.00	0.00	0.21	0.21
Crit Moves:			****				****				****	
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.09	0.76	0.00	0.00	0.67	0.67
Volume/Cap:	0.31	0.00	0.31	0.00	0.00	0.00	0.31	0.08	0.00	0.00	0.31	0.31
Level Of Service Module:												
Delay/Veh:	20.5	0.0	20.5	0.0	0.0	0.0	27.8	1.9	0.0	0.0	4.5	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	0.0	20.5	0.0	0.0	0.0	27.8	1.9	0.0	0.0	4.5	4.5
Queue:	2	0	0	0	0	0	1	1	0	0	3	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. Base AM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	1 0	1 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	94	0	5	0	0	0	44	101	0	0	282	14
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:	94	0	5	0	0	0	44	101	0	0	282	14
Added Vol:	0	0	140	0	0	0	0	191	0	0	201	122
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	0	145	0	0	0	44	292	0	0	483	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	0	145	0	0	0	44	292	0	0	483	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	0	145	0	0	0	44	292	0	0	483	136
PCE 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
MLF 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
Final Vol.:	94	0	145	0	0	0	44	292	0	0	483	136
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.76	0.94	0.76	0.94	1.00	0.94	0.89	1.00	0.94	0.94	0.82	0.82
Lanes:	0.39	0.00	0.61	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.78	0.22
Final Sat.:	506	0	780	0	0	0	1520	1700	0	0	1086	306
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.19	0.00	0.00	0.00	0.03	0.17	0.00	0.00	0.44	0.44
Crit Moves:			****				****				****	
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.04	0.72	0.00	0.00	0.67	0.67
Volume/Cap:	0.66	0.00	0.66	0.00	0.00	0.00	0.66	0.24	0.00	0.00	0.66	0.66
Level Of Service Module:												
Delay/Veh:	23.5	0.0	23.5	0.0	0.0	0.0	44.2	3.1	0.0	0.0	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	0.0	23.5	0.0	0.0	0.0	44.2	3.1	0.0	0.0	7.4	7.4
Queue:	3	0	4	0	0	0	2	3	0	0	8	3

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. Base AM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A

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	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	8	2	34		1	5	12		1	112	5		90	268	1	
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:	8	2	34		1	5	12		1	112	5		90	268	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	2	34		1	5	12		1	112	5		90	268	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	8	2	34		1	5	12		1	112	5		90	268	1	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	8	2	34		1	5	12		1	112	5		90	268	1	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		3.4	3.3	2.6		2.1	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		6.5	6.0	5.5		5.0	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	483	475	115		492	477	269		269	xxxx	xxxxx		117	xxxx	xxxxx	
Potent Cap.:	556	615	1211		549	613	1012		1276	xxxx	xxxxx		1508	xxxx	xxxxx	
Adj Cap:	0.93	0.93	1.00		0.92	0.93	1.00		1.00	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	516	571	1211		503	569	1012		1276	xxxx	xxxxx		1508	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	7.1	6.3	3.1		7.2	6.4	3.6		2.8	xxxx	xxxxx		2.5	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	935	xxxxx		xxxx	796	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	4.0	xxxxx		xxxxx	4.6	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	A	*		*	*	*		*	*	*	
ApproachDel:		3.9				4.6				0.0				0.6		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. Base AM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B

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	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	8	2	34		1	5	12		1	112	5		90	268	1	
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:	8	2	34		1	5	12		1	112	5		90	268	1	
Added Vol:	0	0	0		0	0	0		0	86	0		0	70	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	8	2	34		1	5	12		1	198	5		90	338	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	2	34		1	5	12		1	198	5		90	338	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	8	2	34		1	5	12		1	198	5		90	338	1	
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	8	2	34		1	5	12		1	198	5		90	338	1	
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		3.4	3.3	2.6		2.1	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		6.5	6.0	5.5		5.0	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	638	630	200		647	632	338		339	xxxx	xxxxx		203	xxxx	xxxxx	
Potent Cap.:	452	510	1096		447	508	933		1182	xxxx	xxxxx		1373	xxxx	xxxxx	
Adj Cap:	0.92	0.92	1.00		0.90	0.92	1.00		1.00	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	415	467	1096		404	466	933		1182	xxxx	xxxxx		1373	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	8.8	7.7	3.4		8.9	7.8	3.9		3.0	xxxx	xxxxx		2.8	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	806	xxxxx		xxxx	691	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	4.7	xxxxx		xxxxx	5.4	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*		*	B	*		*	*	*		*	*	*	
ApproachDel:		4.6				5.3				0.0				0.6		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. Base AM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.174
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	118	0	0	296	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	118	0	0	296	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	118	0	0	296	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	118	0	0	296	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	118	0	0	296	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	0.94	0.94	1.00	0.94	0.94	1.00	0.94	0.94	1.00	0.94
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	1700	1600	1600	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.17	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.17	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue:	0	0	0	0	0	0	0	0	0	0	0	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. Base AM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. AM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.411
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	118	0	0	296	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	118	0	0	296	0
Added Vol:	284	0	32	0	0	0	0	54	277	31	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	0	32	0	0	0	0	172	277	31	335	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	0	32	0	0	0	0	172	277	31	335	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	0	32	0	0	0	0	172	277	31	335	0
PCE 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
MLF 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
Final Vol.:	284	0	32	0	0	0	0	172	277	31	335	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.89	1.00	0.80	0.94	1.00	0.94	0.94	1.00	0.80	0.89	1.00	0.94
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1520	0	1360	0	0	0	0	1700	1360	1520	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.02	0.00	0.00	0.00	0.00	0.10	0.20	0.02	0.20	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.50	0.50	0.05	0.55	0.00
Volume/Cap:	0.41	0.00	0.05	0.00	0.00	0.00	0.00	0.20	0.41	0.41	0.36	0.00
Level Of Service Module:												
Delay/Veh:	12.0	0.0	9.8	0.0	0.0	0.0	0.0	9.2	10.6	31.8	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	0.0	9.8	0.0	0.0	0.0	0.0	9.2	10.6	31.8	8.4	0.0
Queue:	5	0	0	0	0	0	0	3	5	1	5	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. PM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. PM Pk. Hr. Conds.

Trip Generation Report
PM Peak
Forecast for

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Truck Stop/R	304.00	Auto/Trk Refue	0.50	0.50	152	152	304	37.9
1	Truck Stop/R	100.00	Fast-fd dr-thr	0.52	0.48	52	48	100	12.5
	Zone 1 Subtotal					204	200	404	50.3
2	RV Park	84.00	PM Peak trips	0.50	0.50	42	42	84	10.5
	Zone 2 Subtotal					42	42	84	10.5
3	Full-Service	33.00	PM Peak Trips	0.61	0.39	20	13	33	4.1
	Zone 3 Subtotal					20	13	33	4.1
4	Information	140.00	PM Peak trips	0.50	0.50	70	70	140	17.4
	Zone 4 Subtotal					70	70	140	17.4
5	Motel	49.00	PM Peak Hour	0.53	0.47	26	23	49	6.1
	Zone 5 Subtotal					26	23	49	6.1
6	Asphalt Plan	68.00	Truck Trips	0.50	0.50	34	34	68	8.5
6	Asphalt Plan	25.00	Office Trips	0.20	0.80	5	20	25	3.1
	Zone 6 Subtotal					39	54	93	11.6
TOTAL						401	402	803	100.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. PM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. PM Pk. Hr. Conds.

Trip Distribution Report
PM Peak
Percent Of Trips

Zone	To Gates 1	2	3	4	5	6	7
1	50.0	35.0	50.0	35.0	10.0	2.5	2.5
2	50.0	35.0	50.0	35.0	10.0	2.5	2.5
3	50.0	35.0	50.0	35.0	10.0	2.5	2.5
4	50.0	35.0	50.0	35.0	10.0	2.5	2.5
5	50.0	35.0	50.0	35.0	10.0	2.5	2.5
6	60.0	60.0	30.0	30.0	0.0	5.0	5.0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. PM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. PM Pk. Hr. Conds.

Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS													
Base	0	0	0	5	0	72	0	251	110	33	240	0	711
Added	0	0	0	138	0	0	0	22	0	154	23	0	337
Total	0	0	0	143	0	72	0	273	110	187	263	0	1048
#2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS													
Base	101	0	56	0	0	0	47	200	0	0	172	18	594
Added	0	0	204	0	0	0	0	160	0	0	177	190	732
Total	101	0	260	0	0	0	47	360	0	0	349	208	1326
#3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE													
Base	11	2	68	1	2	4	9	237	5	47	175	1	562
Added	0	0	0	0	0	0	0	74	0	0	90	0	164
Total	11	2	68	1	2	4	9	311	5	47	265	1	726
#4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY													
Base	0	0	0	0	0	0	0	251	0	0	190	0	441
Added	313	0	35	0	0	0	0	39	326	36	54	0	803
Total	313	0	35	0	0	0	0	290	326	36	244	0	1244

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. PM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. PM Pk. Hr. Conds.

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 MONTAGUE RD.(SR-3)/I-5 SOUTHBO	B	6.7	0.222	B	12.4	0.378	+ 5.730 D/V
# 2 MONTAGUE RD.(SR-3)/I-5 NORTHBO	B	10.9	0.283	B	14.5	0.725	+ 3.518 D/V
# 3 MONTAGUE RD.(SR-3)/JUNIPER DRI	A	0.9	0.000	B	0.8	0.000	+ 0.000 V/C
# 4 MONTAGUE RD.(SR-3)/PROJECT DRI	A	0.0	0.148	B	11.0	0.469	+10.963 D/V

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. PM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Cycle (sec): 100 Critical Vol./Cap. (X): 0.222
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	0	1	0	0 1	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		5	0	72		0	251	110		33	240	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		5	0	72		0	251	0		33	240	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		5	0	72		0	251	0		33	240	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		5	0	72		0	251	0		33	240	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		5	0	72		0	251	0		33	240	0	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	0.94	1.00	0.94		0.89	0.94	0.80		0.94	1.00	0.94		0.89	1.00	0.94	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	0	0	0		1520	0	1360		0	1700	1600		1520	1700	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.05		0.00	0.15	0.00		0.02	0.14	0.00	
Crit Moves:							****			****			****			
Green/Cycle:	0.00	0.00	0.00		0.24	0.00	0.24		0.00	0.66	0.00		0.10	0.76	0.00	
Volume/Cap:	0.00	0.00	0.00		0.01	0.00	0.22		0.00	0.22	0.00		0.22	0.19	0.00	
Level Of Service Module:																
Delay/Veh:	0.0	0.0	0.0		18.8	0.0	19.9		0.0	4.3	0.0		27.0	2.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		18.8	0.0	19.9		0.0	4.3	0.0		27.0	2.1	0.0	
Queue:	0	0	0		0	0	2		0	3	0		1	2	0	

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. PM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #1 MONTAGUE RD.(SR-3)/I-5 SOUTHBOUND RAMPS

Cycle (sec): 100 Critical Vol./Cap. (X): 0.378
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	0	1	0	0 1	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	0	0	0		5	0	72		0	251	110		33	240	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		5	0	72		0	251	0		33	240	0	
Added Vol:	0	0	0		138	0	0		0	22	0		154	23	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		143	0	72		0	273	0		187	263	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		143	0	72		0	273	0		187	263	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		143	0	72		0	273	0		187	263	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		143	0	72		0	273	0		187	263	0	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	0.94	1.00	0.94		0.89	0.94	0.80		0.94	1.00	0.94		0.89	1.00	0.94	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	0	0	0		1520	0	1360		0	1700	1600		1520	1700	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.09	0.00	0.05		0.00	0.16	0.00		0.12	0.15	0.00	
Crit Moves:					****					****			****			
Green/Cycle:	0.00	0.00	0.00		0.25	0.00	0.25		0.00	0.43	0.00		0.33	0.75	0.00	
Volume/Cap:	0.00	0.00	0.00		0.38	0.00	0.21		0.00	0.38	0.00		0.38	0.21	0.00	
Level Of Service Module:																
Delay/Veh:	0.0	0.0	0.0		20.4	0.0	19.3		0.0	12.9	0.0		17.0	2.4	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		20.4	0.0	19.3		0.0	12.9	0.0		17.0	2.4	0.0	
Queue:	0	0	0		3	0	2		0	5	0		4	2	0	

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. PM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Cycle (sec): 100 Critical Vol./Cap. (X): 0.283
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	0 0
Volume Module:												
Base Vol:	101	0	56	0	0	0	47	200	0	0	172	18
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:	101	0	56	0	0	0	47	200	0	0	172	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	0	56	0	0	0	47	200	0	0	172	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	0	56	0	0	0	47	200	0	0	172	18
PCE 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
MLF 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
Final Vol.:	101	0	56	0	0	0	47	200	0	0	172	18
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.78	0.94	0.78	0.94	1.00	0.94	0.89	1.00	0.94	0.94	0.84	0.84
Lanes:	0.64	0.00	0.36	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.91	0.09
Final Sat.:	849	0	471	0	0	0	1520	1700	0	0	1289	135
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.12	0.00	0.00	0.00	0.03	0.12	0.00	0.00	0.13	0.13
Crit Moves:	****						****				****	
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.11	0.58	0.00	0.00	0.47	0.47
Volume/Cap:	0.28	0.00	0.28	0.00	0.00	0.00	0.28	0.20	0.00	0.00	0.28	0.28
Level Of Service Module:												
Delay/Veh:	12.4	0.0	12.4	0.0	0.0	0.0	26.7	6.5	0.0	0.0	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	0.0	12.4	0.0	0.0	0.0	26.7	6.5	0.0	0.0	10.5	10.5
Queue:	2	0	1	0	0	0	1	3	0	0	3	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. PM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #2 MONTAGUE RD.(SR-3)/I-5 NORTHBOUND RAMPS

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 83 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	0 0
Volume Module:												
Base Vol:	101	0	56	0	0	0	47	200	0	0	172	18
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:	101	0	56	0	0	0	47	200	0	0	172	18
Added Vol:	0	0	204	0	0	0	0	160	0	0	177	190
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	0	260	0	0	0	47	360	0	0	349	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	0	260	0	0	0	47	360	0	0	349	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	0	260	0	0	0	47	360	0	0	349	208
PCE 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
MLF 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
Final Vol.:	101	0	260	0	0	0	47	360	0	0	349	208
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.75	0.94	0.75	0.94	1.00	0.94	0.89	1.00	0.94	0.94	0.80	0.80
Lanes:	0.28	0.00	0.72	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.63	0.37
Final Sat.:	355	0	913	0	0	0	1520	1700	0	0	852	508
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.28	0.00	0.00	0.00	0.03	0.21	0.00	0.00	0.41	0.41
Crit Moves:	****						****				****	
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.04	0.61	0.00	0.00	0.56	0.56
Volume/Cap:	0.73	0.00	0.73	0.00	0.00	0.00	0.73	0.35	0.00	0.00	0.73	0.73
Level Of Service Module:												
Delay/Veh:	20.3	0.0	20.3	0.0	0.0	0.0	51.5	6.4	0.0	0.0	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	0.0	20.3	0.0	0.0	0.0	51.5	6.4	0.0	0.0	12.8	12.8
Queue:	3	0	7	0	0	0	2	5	0	0	8	5

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. PM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A

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	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	11	2	68		1	2	4		9	237		5	47	175		1
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:	11	2	68		1	2	4		9	237		5	47	175		1
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	11	2	68		1	2	4		9	237		5	47	175		1
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Final Vol.:	11	2	68		1	2	4		9	237		5	47	175		1
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	11	2	68		1	2	4		9	237		5	47	175		1
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		3.4	3.3	2.6		2.1	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		6.5	6.0	5.5		5.0	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	474	472	240		506	474	176		176	xxxx	xxxxx		242	xxxx	xxxxx	
Potent Cap.:	563	617	1047		539	616	1128		1413	xxxx	xxxxx		1315	xxxx	xxxxx	
Adj Cap:	0.96	0.95	1.00		0.90	0.95	1.00		1.00	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	539	588	1047		485	587	1128		1413	xxxx	xxxxx		1315	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	6.8	6.1	3.7		7.4	6.2	3.2		2.6	xxxx	xxxxx		2.8	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	913	xxxxx	xxxx		776	xxxxx	xxxx	xxxxx	xxxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	4.3	xxxxx	xxxxx		4.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*	*		A	*	*	*	*	*		*	*	*	
ApproachDel:		4.2				4.7				0.1				0.6		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. PM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 MONTAGUE RD.(SR-3)/JUNIPER DRIVE

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B

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	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	11	2	68		1	2	4		9	237		5	47	175		1
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:	11	2	68		1	2	4		9	237		5	47	175		1
Added Vol:	0	0	0		0	0	0		0	74		0	0	90		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	11	2	68		1	2	4		9	311		5	47	265		1
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	11	2	68		1	2	4		9	311		5	47	265		1
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Final Vol.:	11	2	68		1	2	4		9	311		5	47	265		1
Adjusted Volume Module:																
Grade:	0%				0%				0%				0%			
% Cycle/Cars:	0.00	1.00			0.00	1.00			0.00	1.00			0.00	1.00		
% Truck/Comb:	0.00	0.00			0.00	0.00			0.00	0.00			0.00	0.00		
PCE Adj:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	1.00	1.00		xxxx	1.00	1.00	
Cycl/Car PCE:	0.50	1.00			0.50	1.00			0.50	1.00			0.50	1.00		
Trck/Cmb PCE:	1.50	2.00			1.50	2.00			1.50	2.00			1.50	2.00		
Adj Vol.:	11	2	68		1	2	4		9	311		5	47	265		1
Critical Gap Module:																
MoveUp Time:	3.4	3.3	2.6		3.4	3.3	2.6		2.1	xxxx	xxxxx		2.1	xxxx	xxxxx	
Critical Gp:	6.5	6.0	5.5		6.5	6.0	5.5		5.0	xxxx	xxxxx		5.0	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	638	636	313		670	638	266		266	xxxx	xxxxx		316	xxxx	xxxxx	
Potent Cap.:	452	506	961		433	505	1016		1280	xxxx	xxxxx		1212	xxxx	xxxxx	
Adj Cap:	0.95	0.95	1.00		0.89	0.95	1.00		1.00	xxxx	xxxxx		1.00	xxxx	xxxxx	
Move Cap.:	430	479	961		385	478	1016		1280	xxxx	xxxxx		1212	xxxx	xxxxx	
Level Of Service Module:																
Stopped Del:	8.6	7.6	4.0		9.4	7.6	3.6		2.8	xxxx	xxxxx		3.1	xxxx	xxxxx	
LOS by Move:	*	*	*		*	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	806	xxxxx	xxxx		653	xxxxx	xxxx	xxxx	xxxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	5.0	xxxxx	xxxxx		5.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	A	*	*		B	*	*	*	*	*		*	*	*	
ApproachDel:		4.7				5.5				0.1				0.5		

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. PM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.148
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	251	0	0	190	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	251	0	0	190	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	251	0	0	190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	251	0	0	190	0
PCE 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
MLF 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
Final Vol.:	0	0	0	0	0	0	0	251	0	0	190	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	0.94	0.94	1.00	0.94	0.94	1.00	0.94	0.94	1.00	0.94
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	1700	1600	1600	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.11	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.11	0.00
Level Of Service Module:												
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue:	0	0	0	0	0	0	0	0	0	0	0	0

Yreka Truck-Stop/RV Center Traffic Study
Base Alternative = Mitigated Cumul. PM Peak Hour Conds.
Future Alternative = Mitigated Cumul. + Proj. PM Pk. Hr. Conds.

Level Of Service Computation Report
1994 HCM Operations Method (Future Volume Alternative)

Intersection #4 MONTAGUE RD.(SR-3)/PROJECT DRIVEWAY

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	251	0	0	190	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	251	0	0	190	0
Added Vol:	313	0	35	0	0	0	0	39	326	36	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	0	35	0	0	0	0	290	326	36	244	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	313	0	35	0	0	0	0	290	326	36	244	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	0	35	0	0	0	0	290	326	36	244	0
PCE 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
MLF 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
Final Vol.:	313	0	35	0	0	0	0	290	326	36	244	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.89	1.00	0.80	0.94	1.00	0.94	0.94	1.00	0.80	0.89	1.00	0.94
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1520	0	1360	0	0	0	0	1700	1360	1520	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.03	0.00	0.00	0.00	0.00	0.17	0.24	0.02	0.14	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.44	0.00	0.44	0.00	0.00	0.00	0.00	0.51	0.51	0.05	0.56	0.00
Volume/Cap:	0.47	0.00	0.06	0.00	0.00	0.00	0.00	0.33	0.47	0.47	0.26	0.00
Level Of Service Module:												
Delay/Veh:	13.2	0.0	10.4	0.0	0.0	0.0	0.0	9.4	10.6	33.1	7.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	0.0	10.4	0.0	0.0	0.0	0.0	9.4	10.6	33.1	7.3	0.0
Queue:	6	0	1	0	0	0	0	5	6	1	3	0

Queuing Analysis Worksheet

Condition: Existing + Project
Time: AM Peak Hour
Location: Montague Road (SR-3)/Project Driveway
Movement: Northbound Left-Turn

Movement Capacity	Arrival Rate	RHO	n	P(x=n)	P(xn)
624	284	0.46	P(0)	0.545	0.545
			P(1)	0.248	0.793
			P(2)	0.113	0.906
			P(3)	0.051	0.957
			P(4)	0.023	0.980
			P(5)	0.011	0.991
			P(6)	0.005	0.996
			P(7)	0.002	0.998
			P(8)	0.001	0.999
			P(9)	0.000	1.000
			P(10)	0.000	1.000
			P(11)	0.000	1.000
			P(12)	0.000	1.000
			P(13)	0.000	1.000
			P(14)	0.000	1.000
			P(15)	0.000	1.000
			P(16)	0.000	1.000
			P(17)	0.000	1.000
			P(18)	0.000	1.000
			P(19)	0.000	1.000
			P(20)	0.000	1.000

Conditio Existing + Project
Time: AM Peak Hour
Location: Montague Road (SR-3)/Project Driveway
Moveme Northbound Right-Turn

Movemen Capacity	Arrival Rate	RHO	n	P(x=n)	P(xn)
1195	32	0.03	P(0)	0.973	0.973
			P(1)	0.026	0.999
			P(2)	0.001	1.000
			P(3)	0.000	1.000
			P(4)	0.000	1.000
			P(5)	0.000	1.000
			P(6)	0.000	1.000
			P(7)	0.000	1.000
			P(8)	0.000	1.000
			P(9)	0.000	1.000
			P(10)	0.000	1.000
			P(11)	0.000	1.000
			P(12)	0.000	1.000
			P(13)	0.000	1.000
			P(14)	0.000	1.000
			P(15)	0.000	1.000
			P(16)	0.000	1.000
			P(17)	0.000	1.000
			P(18)	0.000	1.000
			P(19)	0.000	1.000
			P(20)	0.000	1.000

Conditio Existing + Project
Time: AM Peak Hour
Location: Montague Road (SR-3)/Project Driveway
Moveme Westbound Left-Turn

Movemen Capacity	Arrival Rate	RHO	n	P(x=n)	P(xn)
1101	31	0.03	P(0)	0.972	0.972
			P(1)	0.027	0.999
			P(2)	0.001	1.000
			P(3)	0.000	1.000
			P(4)	0.000	1.000
			P(5)	0.000	1.000
			P(6)	0.000	1.000
			P(7)	0.000	1.000
			P(8)	0.000	1.000
			P(9)	0.000	1.000
			P(10)	0.000	1.000
			P(11)	0.000	1.000
			P(12)	0.000	1.000
			P(13)	0.000	1.000
			P(14)	0.000	1.000
			P(15)	0.000	1.000
			P(16)	0.000	1.000
			P(17)	0.000	1.000
			P(18)	0.000	1.000
			P(19)	0.000	1.000
			P(20)	0.000	1.000

Queuing Analysis Worksheet

Condition: Existing + Project
Time: PM Peak Hour
Location: Montague Road (SR-3)/Project Driveway
Movement: Northbound Left-Turn

Movement Capacity	Arrival Rate	RHO	n	P(x=n)	P(xn)
597	313	0.52	P(0)	0.476	0.476
			P(1)	0.249	0.725
			P(2)	0.131	0.856
			P(3)	0.069	0.924
			P(4)	0.036	0.960
			P(5)	0.019	0.979
			P(6)	0.010	0.989
			P(7)	0.005	0.994
			P(8)	0.003	0.997
			P(9)	0.001	0.998
			P(10)	0.001	0.999
			P(11)	0.000	1.000
			P(12)	0.000	1.000
			P(13)	0.000	1.000
			P(14)	0.000	1.000
			P(15)	0.000	1.000
			P(16)	0.000	1.000
			P(17)	0.000	1.000
			P(18)	0.000	1.000
			P(19)	0.000	1.000
			P(20)	0.000	1.000

Conditio Existing + Project
Time: PM Peak Hour
Location: Montague Road (SR-3)/Project Driveway
Moveme Northbound Right-Turn

Movemen Capacity	Arrival Rate	RHO	n	P(x=n)	P(xn)
1103	35	0.03	P(0)	0.968	0.968
			P(1)	0.031	0.999
			P(2)	0.001	1.000
			P(3)	0.000	1.000
			P(4)	0.000	1.000
			P(5)	0.000	1.000
			P(6)	0.000	1.000
			P(7)	0.000	1.000
			P(8)	0.000	1.000
			P(9)	0.000	1.000
			P(10)	0.000	1.000
			P(11)	0.000	1.000
			P(12)	0.000	1.000
			P(13)	0.000	1.000
			P(14)	0.000	1.000
			P(15)	0.000	1.000
			P(16)	0.000	1.000
			P(17)	0.000	1.000
			P(18)	0.000	1.000
			P(19)	0.000	1.000
			P(20)	0.000	1.000

Conditio Existing + Project
Time: PM Peak Hour
Location: Montague Road (SR-3)/Project Driveway
Moveme Westbound Left-Turn

Movemen Capacity	Arrival Rate	RHO	n	P(x=n)	P(xn)
968	36	0.04	P(0)	0.963	0.963
			P(1)	0.036	0.999
			P(2)	0.001	1.000
			P(3)	0.000	1.000
			P(4)	0.000	1.000
			P(5)	0.000	1.000
			P(6)	0.000	1.000
			P(7)	0.000	1.000
			P(8)	0.000	1.000
			P(9)	0.000	1.000
			P(10)	0.000	1.000
			P(11)	0.000	1.000
			P(12)	0.000	1.000
			P(13)	0.000	1.000
			P(14)	0.000	1.000
			P(15)	0.000	1.000
			P(16)	0.000	1.000
			P(17)	0.000	1.000
			P(18)	0.000	1.000
			P(19)	0.000	1.000
			P(20)	0.000	1.000

Queuing Analysis Worksheet

Condition: Cumulative + Project
Time: AM Peak Hour
Location: Montague Road (SR-3)/Project Driveway
Movement: Northbound Left-Turn

Movement Capacity	Arrival Rate	RHO	n	P(x=n)	P(xn)
502	284	0.57	P(0)	0.434	0.434
			P(1)	0.246	0.680
			P(2)	0.139	0.819
			P(3)	0.079	0.898
			P(4)	0.044	0.942
			P(5)	0.025	0.967
			P(6)	0.014	0.981
			P(7)	0.008	0.990
			P(8)	0.005	0.994
			P(9)	0.003	0.997
			P(10)	0.001	0.998
			P(11)	0.001	0.999
			P(12)	0.000	0.999
			P(13)	0.000	1.000
			P(14)	0.000	1.000
			P(15)	0.000	1.000
			P(16)	0.000	1.000
			P(17)	0.000	1.000
			P(18)	0.000	1.000
			P(19)	0.000	1.000
			P(20)	0.000	1.000

Conditio Cumulative + Project
Time: AM Peak Hour
Location: Montague Road (SR-3)/Project Driveway
Moveme Northbound Right-Turn

Movemen Capacity	Arrival Rate	RHO	n	P(x=n)	P(xn)
1133	32	0.03	P(0)	0.972	0.972
			P(1)	0.027	0.999
			P(2)	0.001	1.000
			P(3)	0.000	1.000
			P(4)	0.000	1.000
			P(5)	0.000	1.000
			P(6)	0.000	1.000
			P(7)	0.000	1.000
			P(8)	0.000	1.000
			P(9)	0.000	1.000
			P(10)	0.000	1.000
			P(11)	0.000	1.000
			P(12)	0.000	1.000
			P(13)	0.000	1.000
			P(14)	0.000	1.000
			P(15)	0.000	1.000
			P(16)	0.000	1.000
			P(17)	0.000	1.000
			P(18)	0.000	1.000
			P(19)	0.000	1.000
			P(20)	0.000	1.000

Conditio Cumulative + Project
Time: AM Peak Hour
Location: Montague Road (SR-3)/Project Driveway
Moveme Westbound Left-Turn

Movemen Capacity	Arrival Rate	RHO	n	P(x=n)	P(xn)
1047	31	0.03	P(0)	0.970	0.970
			P(1)	0.029	0.999
			P(2)	0.001	1.000
			P(3)	0.000	1.000
			P(4)	0.000	1.000
			P(5)	0.000	1.000
			P(6)	0.000	1.000
			P(7)	0.000	1.000
			P(8)	0.000	1.000
			P(9)	0.000	1.000
			P(10)	0.000	1.000
			P(11)	0.000	1.000
			P(12)	0.000	1.000
			P(13)	0.000	1.000
			P(14)	0.000	1.000
			P(15)	0.000	1.000
			P(16)	0.000	1.000
			P(17)	0.000	1.000
			P(18)	0.000	1.000
			P(19)	0.000	1.000
			P(20)	0.000	1.000

Queuing Analysis Worksheet

Condition: Cumulative + Project
Time: PM Peak Hour
Location: Montague Road (SR-3)/Project Driveway
Movement: Northbound Left-Turn

Movement Capacity	Arrival Rate	RHO	n	P(x=n)	P(xn)
474	313	0.66	P(0)	0.340	0.340
			P(1)	0.224	0.564
			P(2)	0.148	0.712
			P(3)	0.098	0.810
			P(4)	0.065	0.874
			P(5)	0.043	0.917
			P(6)	0.028	0.945
			P(7)	0.019	0.964
			P(8)	0.012	0.976
			P(9)	0.008	0.984
			P(10)	0.005	0.990
			P(11)	0.004	0.993
			P(12)	0.002	0.995
			P(13)	0.002	0.997
			P(14)	0.001	0.998
			P(15)	0.001	0.999
			P(16)	0.000	0.999
			P(17)	0.000	0.999
			P(18)	0.000	1.000
			P(19)	0.000	1.000
			P(20)	0.000	1.000

Conditio Cumulative + Project
Time: PM Peak Hour
Location: Montague Road (SR-3)/Project Driveway
Moveme Northbound Right-Turn

Movemen Capacity	Arrival Rate	RHO	n	P(x=n)	P(xn)
987	35	0.04	P(0)	0.965	0.965
			P(1)	0.034	0.999
			P(2)	0.001	1.000
			P(3)	0.000	1.000
			P(4)	0.000	1.000
			P(5)	0.000	1.000
			P(6)	0.000	1.000
			P(7)	0.000	1.000
			P(8)	0.000	1.000
			P(9)	0.000	1.000
			P(10)	0.000	1.000
			P(11)	0.000	1.000
			P(12)	0.000	1.000
			P(13)	0.000	1.000
			P(14)	0.000	1.000
			P(15)	0.000	1.000
			P(16)	0.000	1.000
			P(17)	0.000	1.000
			P(18)	0.000	1.000
			P(19)	0.000	1.000
			P(20)	0.000	1.000

Conditio Cumulative + Project
Time: PM Peak Hour
Location: Montague Road (SR-3)/Project Driveway
Moveme Westbound Left-Turn

Movemen Capacity	Arrival Rate	RHO	n	P(x=n)	P(xn)
872	36	0.04	P(0)	0.959	0.959
			P(1)	0.040	0.998
			P(2)	0.002	1.000
			P(3)	0.000	1.000
			P(4)	0.000	1.000
			P(5)	0.000	1.000
			P(6)	0.000	1.000
			P(7)	0.000	1.000
			P(8)	0.000	1.000
			P(9)	0.000	1.000
			P(10)	0.000	1.000
			P(11)	0.000	1.000
			P(12)	0.000	1.000
			P(13)	0.000	1.000
			P(14)	0.000	1.000
			P(15)	0.000	1.000
			P(16)	0.000	1.000
			P(17)	0.000	1.000
			P(18)	0.000	1.000
			P(19)	0.000	1.000
			P(20)	0.000	1.000

HCS: Freeway Release 2.1
****

File Name EXFY1AM.HC3
Facility Section..... City of Yreka, I-5/SR-3 I.C.
From/To..... South of Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 06/01/98
Other Information.... Existing Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	723	696
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	436	420
Level of Service (LOS)	A	A
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	7	6
Veh Density (veh/mi/ln)	6	6
Veh Speed (mph)	65	65

HCS: Freeway Release 2.1
****

File Name EXFY2AM.HC3
Facility Section..... City of Yreka, I-5/SR-3 I.C.
From/To..... North of Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 06/01/98
Other Information.... Existing Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	700	650
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	423	392
Level of Service (LOS)	A	A
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	7	6
Veh Density (veh/mi/ln)	6	5
Veh Speed (mph)	65	65

HCS: Freeway Release 2.1
****

File Name EXFY1PM.HC3
Facility Section..... City of Yreka, I-5/SR-3 I.C.
From/To..... South of Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 06/01/98
Other Information.... Existing Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	661	846
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	399	511
Level of Service (LOS)	A	A
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	6	8
Veh Density (veh/mi/ln)	5	7
Veh Speed (mph)	65	65

HCS: Freeway Release 2.1
****

File Name	EXFY2PM.HC3
Facility Section.....	City of Yreka, I-5/SR-3 I.C.
From/To.....	North of Interchange
Analyst.....	Omni-Means
Time of Analysis.....	PM Peak
Date of Analysis.....	06/01/98
Other Information....	Existing Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	610	810
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	368	489
Level of Service (LOS)	A	A
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	6	8
Veh Density (veh/mi/ln)	5	7
Veh Speed (mph)	65	65

HCS: Freeway Release 2.1
****

File Name EXPFY1AM.HC3
Facility Section..... City of Yreka, I-5/SR-3 I.C.
From/To..... South of Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 06/01/98
Other Information.... Existing Plus Project Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	822	823
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	496	497
Level of Service (LOS)	A	A
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	8	8
Veh Density (veh/mi/ln)	7	7
Veh Speed (mph)	65	65

HCS: Freeway Release 2.1
****

File Name EXPFY2AM.HC3
Facility Section..... City of Yreka, I-5/SR-3 I.C.
From/To..... North of Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 06/01/98
Other Information.... Existing Plus Project Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	802	778
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	484	470
Level of Service (LOS)	A	A
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	7	7
Veh Density (veh/mi/ln)	6	6
Veh Speed (mph)	65	65

HCS: Freeway Release 2.1
****

File Name EXPFY1PM.HC3
Facility Section..... City of Yreka, I-5/SR-3 I.C.
From/To..... South of Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 06/01/98
Other Information.... Existing Plus Project Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	805	958
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	486	578
Level of Service (LOS)	A	A
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	7	9
Veh Density (veh/mi/ln)	7	8
Veh Speed (mph)	65	65

HCS: Freeway Release 2.1
****

File Name EXPFY2PM.HC3
Facility Section..... City of Yreka, I-5/SR-3 I.C.
From/To..... North of Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 06/01/98
Other Information.... Existing Plus Project Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	751	927
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	453	560
Level of Service (LOS)	A	A
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	7	9
Veh Density (veh/mi/ln)	6	8
Veh Speed (mph)	65	65

HCS: Ramps Release 2.1
****

File Name EXR1AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing Conditions, I-5 Northbound off-ramp Junction

A. Adjustment Data	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	723	55	32
Flow Rate (pcph)	N.A.	873	59	34
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2000
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 873

Capacity Checks:

VFO = 873 V12 = 873

C. Level of Service Results

Level of Service (LOS)	A
Computed Density(pc/mi/ln)	10
Computed Speed(mph)	55

HCS: Ramps Release 2.1
****

File Name EXR1PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing Conds., I-5 Northbound off-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	661	87	36
Flow Rate (pcph)	N.A.	798	93	39
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2000
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 798

Capacity Checks:

VFO = 798 V12 = 798

C. Level of Service Results

Level of Service (LOS)	A
Computed Density(pc/mi/ln)	9
Computed Speed(mph)	55

HCS: Ramps Release 2.1

****

File Name EXR2AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing Conds., I-5 Northbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	55	668	32	N.A.
Flow Rate (pcph)	59	806	34	N.A.
Distance to Ramp (ft)	2000	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 806

Capacity Checks:

VFO = 840 VR12 = 840

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	10
Computed Speed(mph)	58

HCS: Ramps Release 2.1

****

File Name EXR2PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing Conds., I-5 Northbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	87	574	36	N.A.
Flow Rate (pcph)	93	693	39	N.A.
Distance to Ramp (ft)	2000	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 693

Capacity Checks:

VFO = 732 VR12 = 732

C. Level of Service Results

Level of Service (LOS)	A
Computed Density(pc/mi/ln)	10
Computed Speed(mph)	58

HCS: Ramps Release 2.1
****

File Name EXR3AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing Conds., I-5 Southbound off-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	650	17	63
Flow Rate (pcph)	N.A.	785	18	68
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2200
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 785

Capacity Checks:

VFO = 785 V12 = 785

C. Level of Service Results

Level of Service (LOS)	A
Computed Density(pc/mi/ln)	9
Computed Speed(mph)	55

HCS: Ramps Release 2.1

****

File Name EXR3PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing Conds., I-5 Southbound off-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	810	43	79
Flow Rate (pcph)	N.A.	978	46	85
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2200
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 978

Capacity Checks:

VFO = 978 V12 = 978

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	10
Computed Speed(mph)	55

HCS: Ramps Release 2.1

****

File Name EXR4AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing Conds., I-5 Southbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	17	633	63	N.A.
Flow Rate (pcph)	18	764	68	N.A.
Distance to Ramp (ft)	2200	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 764

Capacity Checks:

VFO = 832 VR12 = 832

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	10
Computed Speed(mph)	58

HCS: Ramps Release 2.1

****

File Name EXR4PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing Conds., I-5 Southbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	43	767	79	N.A.
Flow Rate (pcph)	46	926	85	N.A.
Distance to Ramp (ft)	2200	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 926

Capacity Checks:

VFO = 1011 VR12 = 1011

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	12
Computed Speed(mph)	58

HCS: Ramps Release 2.1
****

File Name EXPR1AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing + Project Conditions, I-5 Northbound off-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	822	154	134
Flow Rate (pcph)	N.A.	992	165	144
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2000
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 992

Capacity Checks:

VFO = 992 V12 = 992

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	11
Computed Speed(mph)	55

HCS: Ramps Release 2.1
****

File Name EXPR1PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing + Project Conds., I-5 Northbound off-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	805	231	177
Flow Rate (pcph)	N.A.	972	248	190
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2000
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 972

Capacity Checks:

VFO = 972 V12 = 972

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	10
Computed Speed(mph)	55

HCS: Ramps Release 2.1

****

File Name EXPR2AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing + Project Conds., I-5 Northbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	154	668	134	N.A.
Flow Rate (pcph)	165	806	144	N.A.
Distance to Ramp (ft)	2000	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 806

Capacity Checks:

VFO = 950 VR12 = 950

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	11
Computed Speed(mph)	58

HCS: Ramps Release 2.1
****

File Name EXPR2PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing + Project Conds., I-5 Northbound on-ramp Junction

A. Adjustment Data	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	231	574	177	N.A.
Flow Rate (pcph)	248	693	190	N.A.
Distance to Ramp (ft)	2000	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 693

Capacity Checks:

VFO = 883 VR12 = 883

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	11
Computed Speed(mph)	58

HCS: Ramps Release 2.1
****

File Name EXPR3AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing + Project Conds., I-5 Southbound off-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	778	145	190
Flow Rate (pcph)	N.A.	939	156	204
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2200
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 939

Capacity Checks:

VFO = 939 V12 = 939

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	10
Computed Speed(mph)	55

HCS: Ramps Release 2.1
****

File Name EXPR3PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing + Project Conds., I-5 Southbound off-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	927	160	191
Flow Rate (pcph)	N.A.	1119	172	205
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2200
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 1119

Capacity Checks:

VFO = 1119 V12 = 1119

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	12
Computed Speed(mph)	55

HCS: Ramps Release 2.1
****

File Name EXPR4AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing + Project Conds., I-5 Southbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	145	633	190	N.A.
Flow Rate (pcph)	156	764	204	N.A.
Distance to Ramp (ft)	2200	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 764

Capacity Checks:

VFO = 968 VR12 = 968

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	11
Computed Speed(mph)	58

HCS: Ramps Release 2.1
****

File Name EXPR4PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Existing + Project Conds., I-5 Southbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	160	767	191	N.A.
Flow Rate (pcph)	172	926	205	N.A.
Distance to Ramp (ft)	2200	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 926

Capacity Checks:

VFO = 1131 VR12 = 1131

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	13
Computed Speed(mph)	58

HCS: Freeway Release 2.1
****

File Name CUFY1AM.HC3
Facility Section..... City of Yreka, I-5/SR-3 I.C.
From/To..... South of Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 06/01/98
Other Information.... Cumulative Base Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	973	947
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	587	572
Level of Service (LOS)	A	A
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	9	9
Veh Density (veh/mi/ln)	8	8
Veh Speed (mph)	65	65

HCS: Freeway Release 2.1
****

File Name	CUFY1PM.HC3
Facility Section.....	City of Yreka, I-5/SR-3 I.C.
From/To.....	South of Interchange
Analyst.....	Omni-Means
Time of Analysis.....	PM Peak
Date of Analysis.....	06/01/98
Other Information....	Cumulative Base Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	890	1160
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	537	700
Level of Service (LOS)	A	B
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	8	11
Veh Density (veh/mi/ln)	7	9
Veh Speed (mph)	65	65

HCS: Freeway Release 2.1
****

File Name	CUFY2AM.HC3
Facility Section.....	City of Yreka, I-5/SR-3 I.C.
From/To.....	North of Interchange
Analyst.....	Omni-Means
Time of Analysis.....	AM Peak
Date of Analysis.....	06/01/98
Other Information....	Cumulative Base Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	924	875
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	558	528
Level of Service (LOS)	A	A
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	9	8
Veh Density (veh/mi/ln)	7	7
Veh Speed (mph)	65	65

HCS: Freeway Release 2.1

****

File Name CUFY2PM.HC3
Facility Section..... City of Yreka, I-5/SR-3 I.C.
From/To..... North of Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 06/01/98
Other Information.... Cumulative Base Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	811	1091
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	490	659
Level of Service (LOS)	A	B
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	8	10
Veh Density (veh/mi/ln)	7	9
Veh Speed (mph)	65	65

HCS: Freeway Release 2.1
****

File Name CUPFY1AM.HC3
Facility Section..... City of Yreka, I-5/SR-3 I.C.
From/To..... South of Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 06/01/98
Other Information.... Cumulative Plus Project Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	1060	1073
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	640	648
Level of Service (LOS)	A	A
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	10	10
Veh Density (veh/mi/ln)	9	9
Veh Speed (mph)	65	65

HCS: Freeway Release 2.1
****

File Name CUPFY1PM.HC3
Facility Section..... City of Yreka, I-5/SR-3 I.C.
From/To..... South of Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 06/01/98
Other Information.... Cumulative Plus Project Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	1035	1258
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	625	759
Level of Service (LOS)	A	B
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	10	12
Veh Density (veh/mi/ln)	8	10
Veh Speed (mph)	65	65

HCS: Freeway Release 2.1
****

File Name CUPFY2AM.HC3
Facility Section..... City of Yreka, I-5/SR-3 I.C.
From/To..... North of Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 06/01/98
Other Information.... Cumulative Plus Project Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	1012	998
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	611	602
Level of Service (LOS)	A	A
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	9	9
Veh Density (veh/mi/ln)	8	8
Veh Speed (mph)	65	65

HCS: Freeway Release 2.1
****

File Name CUPFY2PM.HC3
Facility Section..... City of Yreka, I-5/SR-3 I.C.
From/To..... North of Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 06/01/98
Other Information.... Cumulative Plus Project Conditions, Dir 1=NB, Dir 2=SB

A. Adjustment Data	Direction 1	Direction 2
Traffic Volume	950	1192
Peak-Hour Factor or Peak 15 Minutes	0.95	0.95
Percentage of Trucks	25.0	25.0
Percentage of Recreational Vehicles	11.0	11.0
Number of Lanes	2	2
Design speed (mph)	65.0	65.0
Lane Width (ft)	12.0	12.0
Obstructions	2.0	2.0
Distance from Pavement Edge (ft)	6.0	6.0
Driver Population Factor	1.00	1.00

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Dir 1	LEVEL	1.50	1.20	0.872	1.00	1.00
Dir 2		1.50	1.20	0.872	1.00	1.00

C. Level of Service Results	Direction 1	Direction 2
Maximum Service Flow (MSF)	574	720
Level of Service (LOS)	A	B
PC Speed (mph)	65	65
PC Density (pc/mi/ln)	9	11
Veh Density (veh/mi/ln)	8	10
Veh Speed (mph)	65	65

HCS: Ramps Release 2.1
****

File Name CUR1AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumulative Base Conditions, I-5 Northbound off-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	973	105	56
Flow Rate (pcph)	N.A.	1175	113	60
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2000
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 1175

Capacity Checks:

VFO = 1175 V12 = 1175

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	12
Computed Speed(mph)	55

HCS: Ramps Release 2.1
****

File Name CUR1PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumulative Base Conds., I-5 Northbound off-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	890	144	65
Flow Rate (pcph)	N.A.	1074	155	70
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2000
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 1074

Capacity Checks:

VFO = 1074 V12 = 1074

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	11
Computed Speed(mph)	55

HCS: Ramps Release 2.1
****

File Name CUR2AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumulative Base Conds., I-5 Northbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	105	868	56	N.A.
Flow Rate (pcph)	113	1048	60	N.A.
Distance to Ramp (ft)	2000	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1048

Capacity Checks:

VFO = 1108 VR12 = 1108

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	13
Computed Speed(mph)	58

HCS: Ramps Release 2.1
****

File Name CUR2PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumulative Conds., I-5 Northbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	144	746	65	N.A.
Flow Rate (pcph)	155	901	70	N.A.
Distance to Ramp (ft)	2000	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 901

Capacity Checks:

VFO = 971 VR12 = 971

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	11
Computed Speed(mph)	58

HCS: Ramps Release 2.1

****

File Name CUR3AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumulative Base Conds., I-5 Southbound off-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	875	38	110
Flow Rate (pcph)	N.A.	1056	41	118
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2200
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 1056

Capacity Checks:

VFO = 1056 V12 = 1056

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	11
Computed Speed(mph)	55

HCS: Ramps Release 2.1
****

File Name CUR3PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumulative Base Conds., I-5 Southbound off-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	1091	71	140
Flow Rate (pcph)	N.A.	1317	76	150
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2200
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 1317

Capacity Checks:

VFO = 1317 V12 = 1317

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	13
Computed Speed(mph)	55

HCS: Ramps Release 2.1
****

File Name CUR4AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumulative Base Conds., I-5 Southbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	38	837	110	N.A.
Flow Rate (pcph)	41	1010	118	N.A.
Distance to Ramp (ft)	2200	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1010

Capacity Checks:

VFO = 1128 VR12 = 1128

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	13
Computed Speed(mph)	58

HCS: Ramps Release 2.1

****

File Name CUR4PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumulative Base Conds., I-5 Southbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	71	1020	140	N.A.
Flow Rate (pcph)	76	1231	150	N.A.
Distance to Ramp (ft)	2200	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1231

Capacity Checks:

VFO = 1381 VR12 = 1381

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	15
Computed Speed(mph)	58

HCS: Ramps Release 2.1
****

File Name CUPR1AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumul. + Project Conditions, I-5 Northbound off-ramp Junction

A. Adjustment Data	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	1060	192	144
Flow Rate (pcph)	N.A.	1280	206	155
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2000
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 1280

Capacity Checks:

VFO = 1280 V12 = 1280

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	13
Computed Speed(mph)	55

HCS: Ramps Release 2.1
****

File Name CUPR1PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumul. + Project Conds., I-5 Northbound off-ramp Junction

A. Adjustment Data	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	1035	289	204
Flow Rate (pcph)	N.A.	1249	310	219
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2000
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 1249

Capacity Checks:

VFO = 1249 V12 = 1249

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	13
Computed Speed(mph)	55

HCS: Ramps Release 2.1
****

File Name CUPR2AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumulative + Project Conds., I-5 Northbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	192	868	144	N.A.
Flow Rate (pcph)	206	1048	155	N.A.
Distance to Ramp (ft)	2000	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1048

Capacity Checks:

VFO = 1203 VR12 = 1203

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	13
Computed Speed(mph)	58

HCS: Ramps Release 2.1
****

File Name CUPR2PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumulative + Project Conds., I-5 Northbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	289	746	204	N.A.
Flow Rate (pcph)	310	901	219	N.A.
Distance to Ramp (ft)	2000	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 901

Capacity Checks:

VFO = 1120 VR12 = 1120

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	13
Computed Speed(mph)	58

HCS: Ramps Release 2.1
****

File Name CUPR3AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumulative + Project Conds., I-5 Southbound off-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	998	161	236
Flow Rate (pcph)	N.A.	1205	173	253
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2200
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 1205

Capacity Checks:

VFO = 1205 V12 = 1205

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	12
Computed Speed(mph)	55

HCS: Ramps Release 2.1
****

File Name CUPR3PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumulative + Project Conds., I-5 Southbound off-ramp Junction

A. Adjustment Data	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	N.A.	N.A.	OFF	ON
Traffic Volume	N.A.	1192	172	238
Flow Rate (pcph)	N.A.	1439	185	256
Distance to Ramp (ft)	N.A.	N.A.	N.A.	2200
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	N.A.	2	2	2
Distance from Edge (ft)	N.A.	6.0	6.0	6.0
Percentage HV's	N.A.	25	4	4
Percentage RV's	N.A.	11	0	0
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Dnstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFD = 1.000 Using Equation: 6 V12 = 1439

Capacity Checks:

VFO = 1439 V12 = 1439

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	14
Computed Speed(mph)	55

HCS: Ramps Release 2.1
****

File Name CUPR4AM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... AM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumulative + Project Conds., I-5 Southbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	161	837	236	N.A.
Flow Rate (pcph)	173	1010	253	N.A.
Distance to Ramp (ft)	2200	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

	Terrain Type	E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1010

Capacity Checks:

VFO = 1263 VR12 = 1263

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	14
Computed Speed(mph)	58

HCS: Ramps Release 2.1

****

File Name CUPR4PM.HC5
Facility Section..... Yreka I-5/SR-3 Interchange
Analyst..... Omni-Means
Time of Analysis..... PM Peak
Date of Analysis..... 6/1/98
Other Information.... Cumulative + Project Conds., I-5 Southbound on-ramp Junction

A. Adjustment Data

	Upstream Ramp	Freeway	Analysis Ramp	Downstream Ramp
Type of Ramp	OFF	N.A.	ON	N.A.
Traffic Volume	172	1020	238	N.A.
Flow Rate (pcph)	185	1231	256	N.A.
Distance to Ramp (ft)	2200	N.A.	N.A.	N.A.
Number of Lanes	N.A.	2	1	N.A.
Total Width (ft)	N.A.	24.0	12.0	N.A.
Obstructions	2	2	2	N.A.
Distance from Edge (ft)	6.0	6.0	6.0	N.A.
Percentage HV's	4	25	4	N.A.
Percentage RV's	0	11	0	N.A.
Free-flow Speed (mph)	N.A.	65	35	N.A.
Left (L) or Right (R)	N.A.	N.A.	R	N.A.
Length of Acc. Lane (ft)	N.A.	N.A.	250	N.A.

B. Adjustment Factors

Terrain Type		E T	E R	F HV	F W	F P
Freeway	LEVEL	1.50	1.20	0.872	1.00	1.00
Ramp		1.50	1.20	0.980	1.00	1.00
Upstrm		1.50	1.20	0.980	1.00	1.00

Estimation of V12:

PFM = 1.000 Using Equation: 1 V12 = 1231

Capacity Checks:

VFO = 1487 VR12 = 1487

C. Level of Service Results

Level of Service (LOS)	B
Computed Density(pc/mi/ln)	15
Computed Speed(mph)	58