

Technical Appendices

San Juan Apartments Project

City File #: S&A 2022-11 and DB 2023-1

July 2023

Hollister Hometown, California Est. 1872

Kimley»Horn

Appendix A

Air Quality Data

1550 San Juan - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

1550 San Juan

San Benito County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	288.00	Space	2.59	115,200.00	0
Apartments Mid Rise	157.00	Dwelling Unit	4.13	157,000.00	449
Regional Shopping Center	3.90	1000sqft	0.09	3,900.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.5	**Precipitation Freq (Days)**	50
Climate Zone	4			**Operational Year**	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Construction Questionnaire

Demolition -

Grading -

Vehicle Trips - Per trip gen table

Construction Off-road Equipment Mitigation - Per MBARD rul compliance

Water Mitigation -

Waste Mitigation - Per AB 939

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	43.00
tblConstructionPhase	NumDays	230.00	423.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	20.00	34.00
tblConstructionPhase	NumDays	20.00	23.00
tblGrading	MaterialExported	0.00	7,270.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	4.91	4.29
tblVehicleTrips	ST_TR	46.12	52.01
tblVehicleTrips	SU_TR	4.09	4.29
tblVehicleTrips	SU_TR	21.10	52.01
tblVehicleTrips	WD_TR	5.44	4.29
tblVehicleTrips	WD_TR	37.75	52.01

2.0 Emissions Summary

1550 San Juan - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	3.2300	33.1196	21.5115	0.0469	19.8049	1.6134	21.4182	10.1417	1.4843	11.6260	0.0000	4,697.9374	4,697.9374	1.1962	0.2721	4,802.4742
2023	2.1315	16.3974	20.9233	0.0462	1.5831	0.7183	2.3014	0.4255	0.6759	1.1014	0.0000	4,549.4823	4,549.4823	0.6443	0.1447	4,608.6971
2024	50.3392	16.6866	23.0804	0.0510	1.8542	0.6936	2.5478	0.4974	0.6561	1.1535	0.0000	5,029.2643	5,029.2643	0.6592	0.1467	5,089.4611
Maximum	**50.3392**	**33.1196**	**23.0804**	**0.0510**	**19.8049**	**1.6134**	**21.4182**	**10.1417**	**1.4843**	**11.6260**	**0.0000**	**5,029.2643**	**5,029.2643**	**1.1962**	**0.2721**	**5,089.4611**

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	3.2300	33.1196	21.5115	0.0469	8.5435	1.6134	10.1569	4.3561	1.4843	5.8404	0.0000	4,697.9374	4,697.9374	1.1962	0.2721	4,802.4742
2023	2.1315	16.3974	20.9233	0.0462	1.5029	0.7183	2.2211	0.4058	0.6759	1.0817	0.0000	4,549.4823	4,549.4823	0.6443	0.1447	4,608.6970
2024	50.3392	16.6866	23.0804	0.0510	1.7598	0.6936	2.4534	0.4742	0.6561	1.1303	0.0000	5,029.2643	5,029.2643	0.6592	0.1467	5,089.4611
Maximum	**50.3392**	**33.1196**	**23.0804**	**0.0510**	**8.5435**	**1.6134**	**10.1569**	**4.3561**	**1.4843**	**5.8404**	**0.0000**	**5,029.2643**	**5,029.2643**	**1.1962**	**0.2721**	**5,089.4611**

1550 San Juan - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	49.20	0.00	43.54	52.68	0.00	41.99	0.00	0.00	0.00	0.00	0.00	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	4.4424	0.1495	12.9770	6.9000e-004		0.0719	0.0719		0.0719	0.0719	0.0000	23.3866	23.3866	0.0225	0.0000	23.9502
Energy	0.0392	0.3347	0.1434	2.1400e-003		0.0271	0.0271		0.0271	0.0271		427.0910	427.0910	8.1900e-003	7.8300e-003	429.6290
Mobile	3.1187	5.8556	27.0541	0.0636	5.8298	0.0668	5.8965	1.5563	0.0630	1.6193		6,588.3643	6,588.3643	0.3345	0.3905	6,713.0897
Total	**7.6003**	**6.3397**	**40.1745**	**0.0664**	**5.8298**	**0.1657**	**5.9954**	**1.5563**	**0.1619**	**1.7182**	**0.0000**	**7,038.8419**	**7,038.8419**	**0.3652**	**0.3983**	**7,166.6689**

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	4.4424	0.1495	12.9770	6.9000e-004		0.0719	0.0719		0.0719	0.0719	0.0000	23.3866	23.3866	0.0225	0.0000	23.9502
Energy	0.0392	0.3347	0.1434	2.1400e-003		0.0271	0.0271		0.0271	0.0271		427.0910	427.0910	8.1900e-003	7.8300e-003	429.6290
Mobile	3.1187	5.8556	27.0541	0.0636	5.8298	0.0668	5.8965	1.5563	0.0630	1.6193		6,588.3643	6,588.3643	0.3345	0.3905	6,713.0897
Total	**7.6003**	**6.3397**	**40.1745**	**0.0664**	**5.8298**	**0.1657**	**5.9954**	**1.5563**	**0.1619**	**1.7182**	**0.0000**	**7,038.8419**	**7,038.8419**	**0.3652**	**0.3983**	**7,166.6689**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	9/1/2022	9/14/2022	5	10	
2	Site Preparation	Site Preparation	9/15/2022	9/28/2022	5	10	
3	Grading	Grading	9/29/2022	11/15/2022	5	34	
4	Paving	Paving	11/16/2022	12/16/2022	5	23	
5	Building Construction	Building Construction	12/19/2022	7/31/2024	5	423	
6	Architectural Coating	Architectural Coating	6/3/2024	7/31/2024	5	43	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 34

Acres of Paving: 2.59

Residential Indoor: 317,925; Residential Outdoor: 105,975; Non-Residential Indoor: 5,850; Non-Residential Outdoor: 1,950; Striped Parking Area: 6,912 (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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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
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	27.00	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	909.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	163.00	36.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	33.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

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					
Fugitive Dust					0.5875	0.0000	0.5875	0.0890	0.0000	0.0890			0.0000			0.0000
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**	**0.5875**	**1.2427**	**1.8301**	**0.0890**	**1.1553**	**1.2442**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0103	0.4028	0.0827	1.6300e-003	0.0473	4.3100e-003	0.0517	0.0130	4.1200e-003	0.0171		172.8914	172.8914	5.4000e-004	0.0272	181.0040
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
Worker	0.0499	0.0300	0.4085	1.1200e-003	0.1232	6.6000e-004	0.1239	0.0327	6.1000e-004	0.0333		113.9271	113.9271	3.4000e-003	3.0200e-003	114.9116
Total	**0.0602**	**0.4328**	**0.4912**	**2.7500e-003**	**0.1706**	**4.9700e-003**	**0.1755**	**0.0457**	**4.7300e-003**	**0.0504**		**286.8185**	**286.8185**	**3.9400e-003**	**0.0302**	**295.9156**

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					0.2511	0.0000	0.2511	0.0380	0.0000	0.0380			0.0000			0.0000
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**	**0.2511**	**1.2427**	**1.4938**	**0.0380**	**1.1553**	**1.1933**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0103	0.4028	0.0827	1.6300e-003	0.0452	4.3100e-003	0.0495	0.0125	4.1200e-003	0.0166		172.8914	172.8914	5.4000e-004	0.0272	181.0040
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
Worker	0.0499	0.0300	0.4085	1.1200e-003	0.1168	6.6000e-004	0.1175	0.0311	6.1000e-004	0.0317		113.9271	113.9271	3.4000e-003	3.0200e-003	114.9116
Total	**0.0602**	**0.4328**	**0.4912**	**2.7500e-003**	**0.1620**	**4.9700e-003**	**0.1670**	**0.0436**	**4.7300e-003**	**0.0483**		**286.8185**	**286.8185**	**3.9400e-003**	**0.0302**	**295.9156**

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					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			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**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	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
Worker	0.0599	0.0360	0.4902	1.3400e-003	0.1479	7.9000e-004	0.1487	0.0392	7.3000e-004	0.0400		136.7125	136.7125	4.0800e-003	3.6200e-003	137.8939
Total	**0.0599**	**0.0360**	**0.4902**	**1.3400e-003**	**0.1479**	**7.9000e-004**	**0.1487**	**0.0392**	**7.3000e-004**	**0.0400**		**136.7125**	**136.7125**	**4.0800e-003**	**3.6200e-003**	**137.8939**

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					8.4034	0.0000	8.4034	4.3188	0.0000	4.3188			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**	**8.4034**	**1.6126**	**10.0159**	**4.3188**	**1.4836**	**5.8024**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	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
Worker	0.0599	0.0360	0.4902	1.3400e-003	0.1402	7.9000e-004	0.1410	0.0373	7.3000e-004	0.0381		136.7125	136.7125	4.0800e-003	3.6200e-003	137.8939
Total	**0.0599**	**0.0360**	**0.4902**	**1.3400e-003**	**0.1402**	**7.9000e-004**	**0.1410**	**0.0373**	**7.3000e-004**	**0.0381**		**136.7125**	**136.7125**	**4.0800e-003**	**3.6200e-003**	**137.8939**

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					7.1111	0.0000	7.1111	3.4291	0.0000	3.4291			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**	**7.1111**	**0.9409**	**8.0520**	**3.4291**	**0.8656**	**4.2946**		**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.1019	3.9884	0.8188	0.0162	0.4688	0.0427	0.5114	0.1286	0.0408	0.1694		1,711.9639	1,711.9639	5.3700e-003	0.2691	1,792.2943
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
Worker	0.0499	0.0300	0.4085	1.1200e-003	0.1232	6.6000e-004	0.1239	0.0327	6.1000e-004	0.0333		113.9271	113.9271	3.4000e-003	3.0200e-003	114.9116
Total	**0.1518**	**4.0184**	**1.2273**	**0.0173**	**0.5920**	**0.0433**	**0.6353**	**0.1613**	**0.0414**	**0.2027**		**1,825.8910**	**1,825.8910**	**8.7700e-003**	**0.2721**	**1,907.2059**

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					3.0400	0.0000	3.0400	1.4659	0.0000	1.4659			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**	**3.0400**	**0.9409**	**3.9809**	**1.4659**	**0.8656**	**2.3315**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.1019	3.9884	0.8188	0.0162	0.4476	0.0427	0.4902	0.1234	0.0408	0.1642		1,711.9639	1,711.9639	5.3700e-003	0.2691	1,792.2943
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
Worker	0.0499	0.0300	0.4085	1.1200e-003	0.1168	6.6000e-004	0.1175	0.0311	6.1000e-004	0.0317		113.9271	113.9271	3.4000e-003	3.0200e-003	114.9116
Total	**0.1518**	**4.0184**	**1.2273**	**0.0173**	**0.5644**	**0.0433**	**0.6077**	**0.1545**	**0.0414**	**0.1959**		**1,825.8910**	**1,825.8910**	**8.7700e-003**	**0.2721**	**1,907.2059**

3.5 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	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.2950					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3979**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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	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
Worker	0.0499	0.0300	0.4085	1.1200e-003	0.1232	6.6000e-004	0.1239	0.0327	6.1000e-004	0.0333		113.9271	113.9271	3.4000e-003	3.0200e-003	114.9116
Total	**0.0499**	**0.0300**	**0.4085**	**1.1200e-003**	**0.1232**	**6.6000e-004**	**0.1239**	**0.0327**	**6.1000e-004**	**0.0333**		**113.9271**	**113.9271**	**3.4000e-003**	**3.0200e-003**	**114.9116**

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	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.2950					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3979**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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	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
Worker	0.0499	0.0300	0.4085	1.1200e-003	0.1168	6.6000e-004	0.1175	0.0311	6.1000e-004	0.0317		113.9271	113.9271	3.4000e-003	3.0200e-003	114.9116
Total	**0.0499**	**0.0300**	**0.4085**	**1.1200e-003**	**0.1168**	**6.6000e-004**	**0.1175**	**0.0311**	**6.1000e-004**	**0.0317**		**113.9271**	**113.9271**	**3.4000e-003**	**3.0200e-003**	**114.9116**

3.6 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**

1550 San Juan - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 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	0.0000
Vendor	0.0942	2.0836	0.7094	7.7200e-003	0.2441	0.0235	0.2676	0.0703	0.0225	0.0928		814.3768	814.3768	5.2500e-003	0.1184	849.7872
Worker	0.5422	0.3262	4.4386	0.0122	1.3390	7.1900e-003	1.3462	0.3552	6.6300e-003	0.3618		1,238.0073	1,238.0073	0.0369	0.0328	1,248.7060
Total	**0.6364**	**2.4099**	**5.1481**	**0.0199**	**1.5831**	**0.0307**	**1.6138**	**0.4255**	**0.0291**	**0.4546**		**2,052.3841**	**2,052.3841**	**0.0422**	**0.1512**	**2,098.4932**

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**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 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	0.0000
Vendor	0.0942	2.0836	0.7094	7.7200e-003	0.2337	0.0235	0.2572	0.0677	0.0225	0.0902		814.3768	814.3768	5.2500e-003	0.1184	849.7872
Worker	0.5422	0.3262	4.4386	0.0122	1.2692	7.1900e-003	1.2764	0.3380	6.6300e-003	0.3447		1,238.0073	1,238.0073	0.0369	0.0328	1,248.7060
Total	**0.6364**	**2.4099**	**5.1481**	**0.0199**	**1.5029**	**0.0307**	**1.5336**	**0.4058**	**0.0291**	**0.4349**		**2,052.3841**	**2,052.3841**	**0.0422**	**0.1512**	**2,098.4932**

3.6 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**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 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	0.0000
Vendor	0.0574	1.7275	0.6183	7.4800e-003	0.2441	0.0118	0.2559	0.0703	0.0112	0.0815		788.1633	788.1633	3.4400e-003	0.1145	822.3724
Worker	0.5014	0.2850	4.0610	0.0118	1.3390	6.7800e-003	1.3458	0.3552	6.2500e-003	0.3614		1,206.1091	1,206.1091	0.0331	0.0302	1,215.9186
Total	**0.5588**	**2.0125**	**4.6793**	**0.0193**	**1.5831**	**0.0185**	**1.6016**	**0.4255**	**0.0175**	**0.4429**		**1,994.2724**	**1,994.2724**	**0.0365**	**0.1447**	**2,038.2910**

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**

1550 San Juan - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 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	0.0000
Vendor	0.0574	1.7275	0.6183	7.4800e-003	0.2337	0.0118	0.2454	0.0677	0.0112	0.0790		788.1633	788.1633	3.4400e-003	0.1145	822.3724
Worker	0.5014	0.2850	4.0610	0.0118	1.2692	6.7800e-003	1.2760	0.3380	6.2500e-003	0.3443		1,206.1091	1,206.1091	0.0331	0.0302	1,215.9186
Total	**0.5588**	**2.0125**	**4.6793**	**0.0193**	**1.5029**	**0.0185**	**1.5214**	**0.4058**	**0.0175**	**0.4232**		**1,994.2724**	**1,994.2724**	**0.0365**	**0.1447**	**2,038.2910**

3.6 Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

1550 San Juan - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2024

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	0.0000
Vendor	0.0545	1.7220	0.5884	7.3700e-003	0.2441	0.0117	0.2558	0.0703	0.0112	0.0815		777.4413	777.4413	3.2100e-003	0.1132	811.2447
Worker	0.4667	0.2513	3.7548	0.0114	1.3390	6.4300e-003	1.3454	0.3552	5.9200e-003	0.3611		1,176.4908	1,176.4908	0.0297	0.0279	1,185.5460
Total	**0.5212**	**1.9732**	**4.3432**	**0.0188**	**1.5831**	**0.0181**	**1.6012**	**0.4255**	**0.0171**	**0.4425**		**1,953.9321**	**1,953.9321**	**0.0329**	**0.1411**	**1,996.7907**

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2024

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	0.0000
Vendor	0.0545	1.7220	0.5884	7.3700e-003	0.2337	0.0117	0.2454	0.0677	0.0112	0.0789		777.4413	777.4413	3.2100e-003	0.1132	811.2447
Worker	0.4667	0.2513	3.7548	0.0114	1.2692	6.4300e-003	1.2756	0.3380	5.9200e-003	0.3440		1,176.4908	1,176.4908	0.0297	0.0279	1,185.5460
Total	**0.5212**	**1.9732**	**4.3432**	**0.0188**	**1.5029**	**0.0181**	**1.5210**	**0.4058**	**0.0171**	**0.4228**		**1,953.9321**	**1,953.9321**	**0.0329**	**0.1411**	**1,996.7907**

3.7 Architectural Coating - 2024

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	48.0712					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**48.2520**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

1550 San Juan - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

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	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
Worker	0.0945	0.0509	0.7602	2.3100e-003	0.2711	1.3000e-003	0.2724	0.0719	1.2000e-003	0.0731		238.1853	238.1853	6.0200e-003	5.6500e-003	240.0185
Total	**0.0945**	**0.0509**	**0.7602**	**2.3100e-003**	**0.2711**	**1.3000e-003**	**0.2724**	**0.0719**	**1.2000e-003**	**0.0731**		**238.1853**	**238.1853**	**6.0200e-003**	**5.6500e-003**	**240.0185**

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	48.0712					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**48.2520**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

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	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
Worker	0.0945	0.0509	0.7602	2.3100e-003	0.2570	1.3000e-003	0.2583	0.0684	1.2000e-003	0.0696		238.1853	238.1853	6.0200e-003	5.6500e-003	240.0185
Total	**0.0945**	**0.0509**	**0.7602**	**2.3100e-003**	**0.2570**	**1.3000e-003**	**0.2583**	**0.0684**	**1.2000e-003**	**0.0696**		**238.1853**	**238.1853**	**6.0200e-003**	**5.6500e-003**	**240.0185**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

1550 San Juan - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	3.1187	5.8556	27.0541	0.0636	5.8298	0.0668	5.8965	1.5563	0.0630	1.6193		6,588.3643	6,588.3643	0.3345	0.3905	6,713.0897
Unmitigated	3.1187	5.8556	27.0541	0.0636	5.8298	0.0668	5.8965	1.5563	0.0630	1.6193		6,588.3643	6,588.3643	0.3345	0.3905	6,713.0897

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	673.53	673.53	673.53	2,185,498	2,185,498
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	202.84	202.84	202.84	565,460	565,460
Total	876.37	876.37	876.37	2,750,959	2,750,959

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
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	100	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.490419	0.048398	0.169688	0.158955	0.035733	0.008666	0.009296	0.040569	0.000480	0.000312	0.031681	0.000875	0.004926
Parking Lot	0.490419	0.048398	0.169688	0.158955	0.035733	0.008666	0.009296	0.040569	0.000480	0.000312	0.031681	0.000875	0.004926

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regional Shopping Center	0.490419	0.048398	0.169688	0.158955	0.035733	0.008666	0.009296	0.040569	0.000480	0.000312	0.031681	0.000875	0.004926

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	0.0392	0.3347	0.1434	2.1400e-003		0.0271	0.0271		0.0271	0.0271		427.0910	427.0910	8.1900e-003	7.8300e-003	429.6290
NaturalGas Unmitigated	0.0392	0.3347	0.1434	2.1400e-003		0.0271	0.0271		0.0271	0.0271		427.0910	427.0910	8.1900e-003	7.8300e-003	429.6290

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Apartments Mid Rise	3605.27	0.0389	0.3323	0.1414	2.1200e-003		0.0269	0.0269		0.0269	0.0269		424.1495	424.1495	8.1300e-003	7.7800e-003	426.6700
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
Regional Shopping Center	25.0027	2.7000e-004	2.4500e-003	2.0600e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9415	2.9415	6.0000e-005	5.0000e-005	2.9590
Total		**0.0392**	**0.3347**	**0.1434**	**2.1300e-003**		**0.0271**	**0.0271**		**0.0271**	**0.0271**		**427.0910**	**427.0910**	**8.1900e-003**	**7.8300e-003**	**429.6290**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

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					
Apartments Mid Rise	3.60527	0.0389	0.3323	0.1414	2.1200e-003		0.0269	0.0269		0.0269	0.0269		424.1495	424.1495	8.1300e-003	7.7800e-003	426.6700
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
Regional Shopping Center	0.0250027	2.7000e-004	2.4500e-003	2.0600e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9415	2.9415	6.0000e-005	5.0000e-005	2.9590
Total		**0.0392**	**0.3347**	**0.1434**	**2.1300e-003**		**0.0271**	**0.0271**		**0.0271**	**0.0271**		**427.0910**	**427.0910**	**8.1900e-003**	**7.8300e-003**	**429.6290**

6.0 Area Detail

6.1 Mitigation Measures Area

1550 San Juan - San Benito County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	4.4424	0.1495	12.9770	6.9000e-004		0.0719	0.0719		0.0719	0.0719	0.0000	23.3866	23.3866	0.0225	0.0000	23.9502
Unmitigated	4.4424	0.1495	12.9770	6.9000e-004		0.0719	0.0719		0.0719	0.0719	0.0000	23.3866	23.3866	0.0225	0.0000	23.9502

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	0.5663					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.4841					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3920	0.1495	12.9770	6.9000e-004		0.0719	0.0719		0.0719	0.0719		23.3866	23.3866	0.0225		23.9502
Total	**4.4424**	**0.1495**	**12.9770**	**6.9000e-004**		**0.0719**	**0.0719**		**0.0719**	**0.0719**	**0.0000**	**23.3866**	**23.3866**	**0.0225**	**0.0000**	**23.9502**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

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	0.5663					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.4841					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3920	0.1495	12.9770	6.9000e-004		0.0719	0.0719		0.0719	0.0719		23.3866	23.3866	0.0225		23.9502
Total	**4.4424**	**0.1495**	**12.9770**	**6.9000e-004**		**0.0719**	**0.0719**		**0.0719**	**0.0719**	**0.0000**	**23.3866**	**23.3866**	**0.0225**	**0.0000**	**23.9502**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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

1550 San Juan - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

1550 San Juan

San Benito County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	288.00	Space	2.59	115,200.00	0
Apartments Mid Rise	157.00	Dwelling Unit	4.13	157,000.00	449
Regional Shopping Center	3.90	1000sqft	0.09	3,900.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.5	**Precipitation Freq (Days)**	50
Climate Zone	4			**Operational Year**	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Construction Questionnaire

Demolition -

Grading -

Vehicle Trips - Per trip gen table

Construction Off-road Equipment Mitigation - Per MBARD rul compliance

Water Mitigation -

Waste Mitigation - Per AB 939

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	43.00
tblConstructionPhase	NumDays	230.00	423.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	20.00	34.00
tblConstructionPhase	NumDays	20.00	23.00
tblGrading	MaterialExported	0.00	7,270.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	4.91	4.29
tblVehicleTrips	ST_TR	46.12	52.01
tblVehicleTrips	SU_TR	4.09	4.29
tblVehicleTrips	SU_TR	21.10	52.01
tblVehicleTrips	WD_TR	5.44	4.29
tblVehicleTrips	WD_TR	37.75	52.01

2.0 Emissions Summary

1550 San Juan - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	3.2318	33.1292	21.4790	0.0469	19.8049	1.6134	21.4182	10.1417	1.4843	11.6260	0.0000	4,691.9529	4,691.9529	1.1969	0.2729	4,796.7277
2023	2.1464	16.5813	20.9109	0.0454	1.5831	0.7183	2.3014	0.4255	0.6759	1.1014	0.0000	4,472.1433	4,472.1433	0.6501	0.1504	4,533.2100
2024	50.3573	16.8736	23.0855	0.0501	1.8542	0.6937	2.5479	0.4974	0.6561	1.1535	0.0000	4,938.5160	4,938.5160	0.6656	0.1530	5,000.7417
Maximum	**50.3573**	**33.1292**	**23.0855**	**0.0501**	**19.8049**	**1.6134**	**21.4182**	**10.1417**	**1.4843**	**11.6260**	**0.0000**	**4,938.5160**	**4,938.5160**	**1.1969**	**0.2729**	**5,000.7417**

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	3.2318	33.1292	21.4790	0.0469	8.5435	1.6134	10.1569	4.3561	1.4843	5.8404	0.0000	4,691.9529	4,691.9529	1.1969	0.2729	4,796.7277
2023	2.1464	16.5813	20.9109	0.0454	1.5029	0.7183	2.2212	0.4058	0.6759	1.0817	0.0000	4,472.1433	4,472.1433	0.6501	0.1504	4,533.2100
2024	50.3573	16.8736	23.0855	0.0501	1.7598	0.6937	2.4535	0.4742	0.6561	1.1303	0.0000	4,938.5160	4,938.5160	0.6656	0.1530	5,000.7417
Maximum	**50.3573**	**33.1292**	**23.0855**	**0.0501**	**8.5435**	**1.6134**	**10.1569**	**4.3561**	**1.4843**	**5.8404**	**0.0000**	**4,938.5160**	**4,938.5160**	**1.1969**	**0.2729**	**5,000.7417**

1550 San Juan - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	49.20	0.00	43.54	52.68	0.00	41.99	0.00	0.00	0.00	0.00	0.00	0.00

1550 San Juan - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	4.4424	0.1495	12.9770	6.9000e-004		0.0719	0.0719		0.0719	0.0719	0.0000	23.3866	23.3866	0.0225	0.0000	23.9502
Energy	0.0392	0.3347	0.1434	2.1400e-003		0.0271	0.0271		0.0271	0.0271		427.0910	427.0910	8.1900e-003	7.8300e-003	429.6290
Mobile	2.9177	6.5397	29.6008	0.0609	5.8298	0.0668	5.8966	1.5563	0.0630	1.6193		6,311.5273	6,311.5273	0.3850	0.4176	6,445.5969
Total	**7.3992**	**7.0239**	**42.7213**	**0.0638**	**5.8298**	**0.1658**	**5.9955**	**1.5563**	**0.1620**	**1.7183**	**0.0000**	**6,762.0049**	**6,762.0049**	**0.4158**	**0.4254**	**6,899.1761**

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	4.4424	0.1495	12.9770	6.9000e-004		0.0719	0.0719		0.0719	0.0719	0.0000	23.3866	23.3866	0.0225	0.0000	23.9502
Energy	0.0392	0.3347	0.1434	2.1400e-003		0.0271	0.0271		0.0271	0.0271		427.0910	427.0910	8.1900e-003	7.8300e-003	429.6290
Mobile	2.9177	6.5397	29.6008	0.0609	5.8298	0.0668	5.8966	1.5563	0.0630	1.6193		6,311.5273	6,311.5273	0.3850	0.4176	6,445.5969
Total	**7.3992**	**7.0239**	**42.7213**	**0.0638**	**5.8298**	**0.1658**	**5.9955**	**1.5563**	**0.1620**	**1.7183**	**0.0000**	**6,762.0049**	**6,762.0049**	**0.4158**	**0.4254**	**6,899.1761**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	9/1/2022	9/14/2022	5	10	
2	Site Preparation	Site Preparation	9/15/2022	9/28/2022	5	10	
3	Grading	Grading	9/29/2022	11/15/2022	5	34	
4	Paving	Paving	11/16/2022	12/16/2022	5	23	
5	Building Construction	Building Construction	12/19/2022	7/31/2024	5	423	
6	Architectural Coating	Architectural Coating	6/3/2024	7/31/2024	5	43	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 34

Acres of Paving: 2.59

Residential Indoor: 317,925; Residential Outdoor: 105,975; Non-Residential Indoor: 5,850; Non-Residential Outdoor: 1,950; Striped Parking Area: 6,912 (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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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
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	27.00	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	909.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	163.00	36.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	33.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

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					
Fugitive Dust					0.5875	0.0000	0.5875	0.0890	0.0000	0.0890			0.0000			0.0000
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**	**0.5875**	**1.2427**	**1.8301**	**0.0890**	**1.1553**	**1.2442**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	9.8600e-003	0.4254	0.0849	1.6300e-003	0.0473	4.3200e-003	0.0517	0.0130	4.1300e-003	0.0171		173.0433	173.0433	5.2000e-004	0.0272	181.1625
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
Worker	0.0514	0.0381	0.4034	1.0500e-003	0.1232	6.6000e-004	0.1239	0.0327	6.1000e-004	0.0333		106.4388	106.4388	3.9900e-003	3.5500e-003	107.5955
Total	**0.0613**	**0.4635**	**0.4883**	**2.6800e-003**	**0.1706**	**4.9800e-003**	**0.1755**	**0.0457**	**4.7400e-003**	**0.0504**		**279.4821**	**279.4821**	**4.5100e-003**	**0.0308**	**288.7580**

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					0.2511	0.0000	0.2511	0.0380	0.0000	0.0380			0.0000			0.0000
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**	**0.2511**	**1.2427**	**1.4938**	**0.0380**	**1.1553**	**1.1933**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	9.8600e-003	0.4254	0.0849	1.6300e-003	0.0452	4.3200e-003	0.0495	0.0125	4.1300e-003	0.0166		173.0433	173.0433	5.2000e-004	0.0272	181.1625
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
Worker	0.0514	0.0381	0.4034	1.0500e-003	0.1168	6.6000e-004	0.1175	0.0311	6.1000e-004	0.0317		106.4388	106.4388	3.9900e-003	3.5500e-003	107.5955
Total	**0.0613**	**0.4635**	**0.4883**	**2.6800e-003**	**0.1620**	**4.9800e-003**	**0.1670**	**0.0436**	**4.7400e-003**	**0.0483**		**279.4821**	**279.4821**	**4.5100e-003**	**0.0308**	**288.7580**

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					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			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**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	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
Worker	0.0617	0.0457	0.4840	1.2600e-003	0.1479	7.9000e-004	0.1487	0.0392	7.3000e-004	0.0400		127.7265	127.7265	4.7900e-003	4.2600e-003	129.1146
Total	**0.0617**	**0.0457**	**0.4840**	**1.2600e-003**	**0.1479**	**7.9000e-004**	**0.1487**	**0.0392**	**7.3000e-004**	**0.0400**		**127.7265**	**127.7265**	**4.7900e-003**	**4.2600e-003**	**129.1146**

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					8.4034	0.0000	8.4034	4.3188	0.0000	4.3188			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**	**8.4034**	**1.6126**	**10.0159**	**4.3188**	**1.4836**	**5.8024**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	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
Worker	0.0617	0.0457	0.4840	1.2600e-003	0.1402	7.9000e-004	0.1410	0.0373	7.3000e-004	0.0381		127.7265	127.7265	4.7900e-003	4.2600e-003	129.1146
Total	**0.0617**	**0.0457**	**0.4840**	**1.2600e-003**	**0.1402**	**7.9000e-004**	**0.1410**	**0.0373**	**7.3000e-004**	**0.0381**		**127.7265**	**127.7265**	**4.7900e-003**	**4.2600e-003**	**129.1146**

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					7.1111	0.0000	7.1111	3.4291	0.0000	3.4291			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**	**7.1111**	**0.9409**	**8.0520**	**3.4291**	**0.8656**	**4.2946**		**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0977	4.2126	0.8404	0.0162	0.4688	0.0428	0.5115	0.1286	0.0409	0.1695		1,713.4677	1,713.4677	5.1800e-003	0.2694	1,793.8638
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
Worker	0.0514	0.0381	0.4034	1.0500e-003	0.1232	6.6000e-004	0.1239	0.0327	6.1000e-004	0.0333		106.4388	106.4388	3.9900e-003	3.5500e-003	107.5955
Total	**0.1491**	**4.2507**	**1.2438**	**0.0172**	**0.5920**	**0.0434**	**0.6354**	**0.1613**	**0.0415**	**0.2028**		**1,819.9065**	**1,819.9065**	**9.1700e-003**	**0.2729**	**1,901.4593**

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					3.0400	0.0000	3.0400	1.4659	0.0000	1.4659			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**	**3.0400**	**0.9409**	**3.9809**	**1.4659**	**0.8656**	**2.3315**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0977	4.2126	0.8404	0.0162	0.4476	0.0428	0.4903	0.1234	0.0409	0.1643		1,713.4677	1,713.4677	5.1800e-003	0.2694	1,793.8638
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
Worker	0.0514	0.0381	0.4034	1.0500e-003	0.1168	6.6000e-004	0.1175	0.0311	6.1000e-004	0.0317		106.4388	106.4388	3.9900e-003	3.5500e-003	107.5955
Total	**0.1491**	**4.2507**	**1.2438**	**0.0172**	**0.5644**	**0.0434**	**0.6078**	**0.1545**	**0.0415**	**0.1960**		**1,819.9065**	**1,819.9065**	**9.1700e-003**	**0.2729**	**1,901.4593**

3.5 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	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.2950					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3979**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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	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
Worker	0.0514	0.0381	0.4034	1.0500e-003	0.1232	6.6000e-004	0.1239	0.0327	6.1000e-004	0.0333		106.4388	106.4388	3.9900e-003	3.5500e-003	107.5955
Total	**0.0514**	**0.0381**	**0.4034**	**1.0500e-003**	**0.1232**	**6.6000e-004**	**0.1239**	**0.0327**	**6.1000e-004**	**0.0333**		**106.4388**	**106.4388**	**3.9900e-003**	**3.5500e-003**	**107.5955**

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	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.2950					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3979**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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	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
Worker	0.0514	0.0381	0.4034	1.0500e-003	0.1168	6.6000e-004	0.1175	0.0311	6.1000e-004	0.0317		106.4388	106.4388	3.9900e-003	3.5500e-003	107.5955
Total	**0.0514**	**0.0381**	**0.4034**	**1.0500e-003**	**0.1168**	**6.6000e-004**	**0.1175**	**0.0311**	**6.1000e-004**	**0.0317**		**106.4388**	**106.4388**	**3.9900e-003**	**3.5500e-003**	**107.5955**

3.6 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**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 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	0.0000
Vendor	0.0930	2.2056	0.7323	7.7300e-003	0.2441	0.0236	0.2677	0.0703	0.0226	0.0929		815.2710	815.2710	5.1000e-003	0.1188	850.7938
Worker	0.5586	0.4139	4.3833	0.0114	1.3390	7.1900e-003	1.3462	0.3552	6.6300e-003	0.3618		1,156.6348	1,156.6348	0.0434	0.0385	1,169.2040
Total	**0.6516**	**2.6195**	**5.1156**	**0.0191**	**1.5831**	**0.0308**	**1.6139**	**0.4255**	**0.0292**	**0.4547**		**1,971.9058**	**1,971.9058**	**0.0485**	**0.1573**	**2,019.9977**

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**

1550 San Juan - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 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	0.0000
Vendor	0.0930	2.2056	0.7323	7.7300e-003	0.2337	0.0236	0.2573	0.0677	0.0226	0.0903		815.2710	815.2710	5.1000e-003	0.1188	850.7938
Worker	0.5586	0.4139	4.3833	0.0114	1.2692	7.1900e-003	1.2764	0.3380	6.6300e-003	0.3447		1,156.6348	1,156.6348	0.0434	0.0385	1,169.2040
Total	**0.6516**	**2.6195**	**5.1156**	**0.0191**	**1.5029**	**0.0308**	**1.5337**	**0.4058**	**0.0292**	**0.4350**		**1,971.9058**	**1,971.9058**	**0.0485**	**0.1573**	**2,019.9977**

3.6 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**

1550 San Juan - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 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	0.0000
Vendor	0.0557	1.8350	0.6383	7.4900e-003	0.2441	0.0118	0.2559	0.0703	0.0113	0.0816		789.8509	789.8509	3.2900e-003	0.1150	824.1985
Worker	0.5179	0.3615	4.0287	0.0110	1.3390	6.7800e-003	1.3458	0.3552	6.2500e-003	0.3614		1,127.0824	1,127.0824	0.0390	0.0354	1,138.6054
Total	**0.5736**	**2.1964**	**4.6669**	**0.0185**	**1.5831**	**0.0186**	**1.6017**	**0.4255**	**0.0175**	**0.4430**		**1,916.9334**	**1,916.9334**	**0.0423**	**0.1504**	**1,962.8040**

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**

1550 San Juan - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 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	0.0000
Vendor	0.0557	1.8350	0.6383	7.4900e-003	0.2337	0.0118	0.2455	0.0677	0.0113	0.0790		789.8509	789.8509	3.2900e-003	0.1150	824.1985
Worker	0.5179	0.3615	4.0287	0.0110	1.2692	6.7800e-003	1.2760	0.3380	6.2500e-003	0.3443		1,127.0824	1,127.0824	0.0390	0.0354	1,138.6054
Total	**0.5736**	**2.1964**	**4.6669**	**0.0185**	**1.5029**	**0.0186**	**1.5214**	**0.4058**	**0.0175**	**0.4233**		**1,916.9334**	**1,916.9334**	**0.0423**	**0.1504**	**1,962.8040**

3.6 Building Construction - 2024

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

1550 San Juan - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2024

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	0.0000
Vendor	0.0527	1.8280	0.6090	7.3900e-003	0.2441	0.0117	0.2558	0.0703	0.0112	0.0815		779.1132	779.1132	3.0700e-003	0.1136	813.0452
Worker	0.4833	0.3185	3.7420	0.0107	1.3390	6.4300e-003	1.3454	0.3552	5.9200e-003	0.3611		1,099.6311	1,099.6311	0.0352	0.0327	1,110.2667
Total	**0.5360**	**2.1466**	**4.3510**	**0.0181**	**1.5831**	**0.0181**	**1.6012**	**0.4255**	**0.0171**	**0.4426**		**1,878.7443**	**1,878.7443**	**0.0383**	**0.1463**	**1,923.3118**

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**	**0.0000**	**2,555.6989**	**2,555.6989**	**0.6044**		**2,570.8077**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2024

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	0.0000
Vendor	0.0527	1.8280	0.6090	7.3900e-003	0.2337	0.0117	0.2454	0.0677	0.0112	0.0789		779.1132	779.1132	3.0700e-003	0.1136	813.0452
Worker	0.4833	0.3185	3.7420	0.0107	1.2692	6.4300e-003	1.2756	0.3380	5.9200e-003	0.3440		1,099.6311	1,099.6311	0.0352	0.0327	1,110.2667
Total	**0.5360**	**2.1466**	**4.3510**	**0.0181**	**1.5029**	**0.0181**	**1.5210**	**0.4058**	**0.0171**	**0.4229**		**1,878.7443**	**1,878.7443**	**0.0383**	**0.1463**	**1,923.3118**

3.7 Architectural Coating - 2024

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	48.0712					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**48.2520**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

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	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
Worker	0.0979	0.0645	0.7576	2.1600e-003	0.2711	1.3000e-003	0.2724	0.0719	1.2000e-003	0.0731		222.6247	222.6247	7.1300e-003	6.6300e-003	224.7779
Total	**0.0979**	**0.0645**	**0.7576**	**2.1600e-003**	**0.2711**	**1.3000e-003**	**0.2724**	**0.0719**	**1.2000e-003**	**0.0731**		**222.6247**	**222.6247**	**7.1300e-003**	**6.6300e-003**	**224.7779**

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	48.0712					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**48.2520**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

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	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
Worker	0.0979	0.0645	0.7576	2.1600e-003	0.2570	1.3000e-003	0.2583	0.0684	1.2000e-003	0.0696		222.6247	222.6247	7.1300e-003	6.6300e-003	224.7779
Total	**0.0979**	**0.0645**	**0.7576**	**2.1600e-003**	**0.2570**	**1.3000e-003**	**0.2583**	**0.0684**	**1.2000e-003**	**0.0696**		**222.6247**	**222.6247**	**7.1300e-003**	**6.6300e-003**	**224.7779**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

1550 San Juan - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	2.9177	6.5397	29.6008	0.0609	5.8298	0.0668	5.8966	1.5563	0.0630	1.6193		6,311.5273	6,311.5273	0.3850	0.4176	6,445.5969
Unmitigated	2.9177	6.5397	29.6008	0.0609	5.8298	0.0668	5.8966	1.5563	0.0630	1.6193		6,311.5273	6,311.5273	0.3850	0.4176	6,445.5969

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	673.53	673.53	673.53	2,185,498	2,185,498
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	202.84	202.84	202.84	565,460	565,460
Total	876.37	876.37	876.37	2,750,959	2,750,959

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
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	100	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.490419	0.048398	0.169688	0.158955	0.035733	0.008666	0.009296	0.040569	0.000480	0.000312	0.031681	0.000875	0.004926
Parking Lot	0.490419	0.048398	0.169688	0.158955	0.035733	0.008666	0.009296	0.040569	0.000480	0.000312	0.031681	0.000875	0.004926

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Regional Shopping Center	0.490419	0.048398	0.169688	0.158955	0.035733	0.008666	0.009296	0.040569	0.000480	0.000312	0.031681	0.000875	0.004926

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	0.0392	0.3347	0.1434	2.1400e-003		0.0271	0.0271		0.0271	0.0271		427.0910	427.0910	8.1900e-003	7.8300e-003	429.6290
NaturalGas Unmitigated	0.0392	0.3347	0.1434	2.1400e-003		0.0271	0.0271		0.0271	0.0271		427.0910	427.0910	8.1900e-003	7.8300e-003	429.6290

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Apartments Mid Rise	3605.27	0.0389	0.3323	0.1414	2.1200e-003		0.0269	0.0269		0.0269	0.0269		424.1495	424.1495	8.1300e-003	7.7800e-003	426.6700
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
Regional Shopping Center	25.0027	2.7000e-004	2.4500e-003	2.0600e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9415	2.9415	6.0000e-005	5.0000e-005	2.9590
Total		**0.0392**	**0.3347**	**0.1434**	**2.1300e-003**		**0.0271**	**0.0271**		**0.0271**	**0.0271**		**427.0910**	**427.0910**	**8.1900e-003**	**7.8300e-003**	**429.6290**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

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					
Apartments Mid Rise	3.60527	0.0389	0.3323	0.1414	2.1200e-003		0.0269	0.0269		0.0269	0.0269		424.1495	424.1495	8.1300e-003	7.7800e-003	426.6700
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
Regional Shopping Center	0.0250027	2.7000e-004	2.4500e-003	2.0600e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004		2.9415	2.9415	6.0000e-005	5.0000e-005	2.9590
Total		**0.0392**	**0.3347**	**0.1434**	**2.1300e-003**		**0.0271**	**0.0271**		**0.0271**	**0.0271**		**427.0910**	**427.0910**	**8.1900e-003**	**7.8300e-003**	**429.6290**

6.0 Area Detail

6.1 Mitigation Measures Area

1550 San Juan - San Benito County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	4.4424	0.1495	12.9770	6.9000e-004		0.0719	0.0719		0.0719	0.0719	0.0000	23.3866	23.3866	0.0225	0.0000	23.9502
Unmitigated	4.4424	0.1495	12.9770	6.9000e-004		0.0719	0.0719		0.0719	0.0719	0.0000	23.3866	23.3866	0.0225	0.0000	23.9502

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	0.5663					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.4841					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3920	0.1495	12.9770	6.9000e-004		0.0719	0.0719		0.0719	0.0719		23.3866	23.3866	0.0225		23.9502
Total	**4.4424**	**0.1495**	**12.9770**	**6.9000e-004**		**0.0719**	**0.0719**		**0.0719**	**0.0719**	**0.0000**	**23.3866**	**23.3866**	**0.0225**	**0.0000**	**23.9502**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

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	0.5663					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.4841					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3920	0.1495	12.9770	6.9000e-004		0.0719	0.0719		0.0719	0.0719		23.3866	23.3866	0.0225		23.9502
Total	**4.4424**	**0.1495**	**12.9770**	**6.9000e-004**		**0.0719**	**0.0719**		**0.0719**	**0.0719**	**0.0000**	**23.3866**	**23.3866**	**0.0225**	**0.0000**	**23.9502**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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

Cultural Resources Assessment

725 FRONT STREET, SUITE 400
SANTA CRUZ, CALIFORNIA 95060
T 831.600.1400 F 831.600.1401

August 28, 2020 12801

Tad Stern
Kimley-Horn
824 Bay Avenue, Suite 10
Capitola, CA 95010

Subject: Cultural resources assessment for the Sanchez-Mesa Apartment Project, City of Hollister, California

Dear Mr. Stern:

Dudek has completed a Phase I cultural resources assessment for the Sanchez-Mesa Apartment project located in the City of Hollister. The Project includes demolition of one existing structure and construction of a 157-unit apartment complex with related parking and landscaping improvements (Project).

The assessment included a records search of the California Historical Resource Information system (CHRIS) for known cultural resources, a Sacred Lands File (SLF) search through the Native American Heritage Commission (NAHC), outreach to local Native American groups and local historical societies, and an intensive pedestrian survey of the Project location for evidence of unknown cultural resources. The purpose of the assessment was to determine if any potentially significant cultural resources are present that might be impacted by the Project under the California Environmental Quality Act (CEQA) and relevant local ordinances.

The results of this assessment suggest there is low potential for encountering cultural resources during the planned construction. The one structure on the property (P-35-000564) was recorded in 2013 and found not eligible for the California Register of Historical Resources (CRHP) (Hudlow 2013). The structure does not have a local historic resource designation. The Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search was positive for tribal cultural resources, with the Amah Mutsun Tribal Band listed as the contact. During Dudek's outreach effort, the Amah Mutsun Tribal Band recommended monitoring by an Amah Mutsun Tribal Band member for the Project. The survey of the Project location was negative for potentially significant cultural resources.

1 Project Description and Location

The proposed Project includes demolition of one existing structure and construction of a 157-unit apartment complex with related parking and landscaping improvements on an existing 5.5-acre parcel (Project Area). The Project Area is located on the south side of San Juan Road at 1550 San Juan Road, approximately 800 feet west of Live Oak Drive in the southwest portion of the City of Hollister, California. The subject property is found on the

USGS *Hollister* 7.5-minute topographic Quad (Figure 1). The subject parcel is currently designated as Assessor's Parcel Number (APN) 052-090-008.

2 Regulatory Context

State of California

The California Register of Historical Resources

In California, the term "historical resource" includes "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (Public Resources Code (PRC) Section 5020.1(j)). In 1992, the California legislature established the California Register of Historical Resources (CRHR) "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1(a)). The criteria for listing resources on the CRHR, enumerated in the following text, were developed to be in accordance with previously established criteria developed for listing in the NRHP. According to PRC Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage

(2) Is associated with the lives of persons important in our past

(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values

(4) Has yielded, or may be likely to yield, information important in prehistory or history

To understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852(d)(2)).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

California Environmental Quality Act

As described further in the following text, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

PRC Section 21083.2(g) defines "unique archaeological resource."

PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a) define "historical resources." In addition, CEQA Guidelines Section 15064.5(b) defines the phrase "substantial adverse change in the significance of an historical resource." It also defines the circumstances when a project would materially impair the significance of a historical resource.

PRC Section 21074(a) defines "tribal cultural resources."

PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.

PRC Sections 21083.2(b)–(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context, and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (PRC Section 21084.1; CEQA Guidelines Section 15064.5(b)). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of PRC Section 5024.1(q)), it is a "historical resource" and is presumed to be historically or culturally significant for purposes of CEQA (PRC Section 21084.1; CEQA Guidelines Section 15064.5(a)). The lead agency is not precluded from determining that a resource is a historical resource, even if it does not fall within this presumption (PRC Section 21084.1; CEQA Guidelines Section 15064.5(a)).

A "substantial adverse change in the significance of an historical resource" reflecting a significant effect under CEQA means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines Section 15064.5(b)(1); PRC Section 5020.1(q)). In turn, the significance of a historical resource is materially impaired when a project does any of the following:

(1) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

(2) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(3) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the

California Register as determined by a lead agency for purposes of CEQA [CEQA Guidelines Section 15064.5(b)(2)].

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any "historical resources," then evaluates whether that project will cause a substantial adverse change in the significance of a historical resource such that the resource's historical significance is materially impaired.

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (Section 21083.2(a), (b), and (c)).

Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

(1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information

(2) Has a special and particular quality such as being the oldest of its type or the best available example of its type

(3) Is directly associated with a scientifically recognized important prehistoric or historic event or person

Impacts to non-unique archaeological resources are generally not considered a significant environmental impact (PRC Section 21083.2(a); CEQA Guidelines Section 15064.5(c)(4)). However, if a non-unique archaeological resource qualifies as tribal cultural resource (PRC 21074(c); 21083.2(h)), further consideration of significant impacts is required.

CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. As described in the following text, these procedures are detailed in PRC Section 5097.98.

Native American Historic Cultural Sites

State law (PRC Section 5097 et seq.) addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and established the Native American Heritage Commission (NAHC) to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act makes it a misdemeanor punishable by up to 1 year in jail to deface or destroy an Indian historic or cultural site that is listed or may be eligible for listing in the CRHR.

California Health and Safety Code section 7050.5

In the event that Native American human remains or related cultural material are encountered, Section 15064.5(e) of the CEQA Guidelines (as incorporated from PRC Section 5097.98) and California Health and Safety Code Section 7050.5 define the subsequent protocol. If human remains are encountered, excavation or other disturbances shall be suspended of the site or any nearby area reasonably suspected to overlie adjacent human remains or related material. Protocol requires that a county-approved coroner be contacted in order to determine if the remains are of Native American origin. Should the coroner determine the remains to be Native American, the coroner must contact the NAHC within 24 hours. The NAHC will assign a most likely descendent, who may make recommendations to the landowner or the person responsible for the excavation work, for means of treating, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98 (14 CCR 15064.5(e)).

City of Hollister Regulations

The City of Hollister Code of Ordinances addresses inadvertent archaeological and historic resources discovery in Section 17.16.030 (Archaeological and Historic Resources). The ordinance directs that the City of Hollister Planning Department should be notified and the disposition of found artifacts must be incompliance with applicable State and Federal laws. The treatment of historic resources is more particularly described in Code Section 15.16 (Historic Resources).

3 Environmental Context

The Project Area lies about 270 feet above sea level approximately 20 miles east of the Pacific Ocean at Monterey Bay. The land in the Project vicinity is flat and situated in the western portion of the Hollister Valley between the Diablo Range to the east and the Gabilan Range to the west. The San Benito River trends southeast to northwest approximately 1.500 feet southwest of the Project Area. Landforms in the vicinity include moderate to severe grades in the Gabilan and Diablo Ranges and flat valley floors between the ranges. Soil within the Project Area is Sorrento lilt loam, 0-2 percent, in the north portion and Reiff sandy loam, 0-2 percent in the south portion (SoilWeb 2020). The region's native blue oak-digger pine forest plant community (Küchler 1977) has largely been replaced by trees and grasses introduced by agricultural and suburban land use development.

4 Cultural Setting

Prehistory

The prehistory of indigenous groups living within San Benito County follows general patterns identified within the archaeological record of the greater Central Coast area of California. These patterns represent adaptive shifts in settlement, subsistence strategies and technological innovation demonstrated by prehistoric people throughout the Holocene and earlier. The California Central Coast Chronology (Jones et al. 2007) presents an overview of prehistoric life ranging upwards of 10,000 years. Six temporal periods describe changes in prehistoric settlement patterns, subsistence practices, and technological advances (Table 1).

Table 1. California Central Coast Chronology

Temporal Period	Date (BC-AD)	Date (BP)	Artifact Assemblage	Example Sites
Paleo-Indian (highly-mobile)	pre-8000 BC	10,000 BP or older	Isolated fluted points, sparse lithic scatters	Possibly SCL-178 and SCR-177
Millingstone/ Early Archaic (highly mobile)	8000 - 3500 BC	5,500 – 10,000 BP	Millingstones/handstones, core-cobble tools, lanceolate or large side-notched projectile points, eccentric crescents, Olivella beads: thick rectangular (L-series)	SCL-65, SCL-178, SCL-237, SCR-7, SCR-60/130, SMA-134, MNT-229
Early (sites in more varied contexts)	3500 - 600 BC	2,600 – 5500 BP	Mortar and pestle introduced, formalized flaked stone tools (Rossi Square-stemmed and Año Nuevo long-stem points), Olivella beads: Spire-lopped (A), End-ground (B2b and B2c), Cap (B4), and Rectangular (L-series)	SCL-33, SCL-178, SCL-163, SCR-7, SCR-38/123, MNT-108, MNT-238, MNT-391, MNT-1918
Middle (more long-term residences)	600 BC to AD 1000	950 – 2,600 BP	Mortars and pestles (but still some millingstone/handstones), contracting-stemmed projectile points, greater variety of Olivella shell beads, Haliotis ornaments, circular shell fishhooks, bone tools, grooved stone net sinkers	SCL-178, SCL-163, SCL-613, SCR-9, SMA-77, SMA-218, MNT-101, MNT-229, MNT-234, MNT-282
Middle-Late Transition (social reorganization)	AD 1000-1250	700 – 950 BP	Mortars and pestles (but still some millingstone/handstones), bow/arrow technology introduced, Olivella shell bead types: B2, B3, G1, G2, G6, and K1, notched net sinkers, hopper mortars, and circular shell fishhooks	SCL-690, MNT-1233, MNT-281, MNT-1754, MNT-745
Late (more permanent residential sites with additional seasonal sites)	AD 1250-1769	181 – 700 BP	Mortars and pestles (but still some millingstone/handstones), Cottonwood (or Canaliño) and Desert Side-notched arrow points, flaked stone drills, steatite and clamshell disc beads, Haliotis disc beads, Olivella bead types: E1, E2, B2, B3, G1, G6, K1 types	SCL-119/SBN-24/H, SCL-272, SCL-828, SCL-341, SCR-177, MNT-879, MNT-1765, MNT-1485/H MNT-1486/H

Paleo-Indian (10,000 BP or older)

The Paleo-Indian era represents people's initial occupation of the region. These were highly mobile hunters who focused subsistence efforts on large mammals. Multiple migrations into the region may have occurred both terrestrially and by sea (Erlandson et al. 2007). Although no coastal Paleo-Indian sites in the Central California Coast region have been discovered, they may have been inundated as a result of rising ocean levels throughout the Holocene (Jones and Jones 1992).

Evidence of this era is generally found through isolated artifacts or sparse lithic scatters (Bertrando 2004). In the San Luis Obispo area, fluted points characterizing this era are documented near the town of Nipomo (Mills et al. 2005) and Santa Margarita (Gibson 1996), but so far, no fluted points have been found in the Central Coast north of the Santa Barbara area. Possible evidence for Paleo-Indian occupation is reported in buried contexts in CA-SCL-178 in the Santa Clara Valley and at CA-SCR-177 in Scotts Valley (Cartier 1993). The early radiocarbon dates from charcoal, however, pose questions of validity (Jones et al. 2007).

Millingstone (5,500 – 10,000 BP)

Settlement in the Central Coast appears with more frequency in the Millingstone Period. Sites of this era have been discovered in Big Sur (Jones 1993; Jones 2003; Fitzgerald and Jones 1999), Moss Landing (Dietz et al. 1988; Jones

and Jones 1992; Milliken et al. 1999), Watsonville (Culleton et al. 2005) and in the Coyote Creek area of Santa Clara (Hildebrandt and Mikkelsen 1993). Similar to the Paleo-Indian era, people living during the Millingstone era were likely highly mobile. Assemblages are characterized by abundant millingstones and handstones, cores and core-cobble tools, thick rectangular (L-series) Olivella beads, and a low incidence of projectile points, which are generally lanceolate or large side-notched varieties (Jones et al. 2007). Eccentric crescents are also found in Millingstone components. Sites are often associated with shellfish remains and small mammal bone, which suggest a collecting-focused economy. Stable isotope studies on human bone, from a coastal Millingstone component at CA-SCR-60/130, indicate a diet composed of 70%–84% marine resources (Newsome et al. 2004). Contrary to these findings, deer remains are abundant at other Millingstone sites (cf. Jones et al. 2008), which suggests a flexible subsistence focus.

Early (2,600 – 5500 BP)

The Early Period corresponds with the earliest era the "Hunting Culture" which continues through the Middle-Late Transition (Rogers 1929). The Early Period is marked by a greater emphasis on formalized flaked stone tools, such as projectile points and bifaces, and the initial use of mortar and pestle technology. Early Period sites are located in more varied environmental contexts than millingstone sites, suggesting more intensive use of the landscape than practiced previously (Jones and Waugh 1997).

Early Period artifact assemblages are characterized by Large Side-notched points, Rossi Square-stemmed points, Spire-lopped (A), End-ground (B2b and B2c), Cap (B4), and Rectangular (L-series) Olivella beads. Other artifacts include less temporally diagnostic Contracting-stemmed and Año Nuevo long-stemmed points, and bone gorges. Ground stone artifacts are less common relative to flaked stone tools when compared with Millingstone-era sites.

Early Period sites are common and often found in estuary settings along the coast or along river terraces inland. Coastal sites dating to this period include CA-MNT-108 (Breschini and Haversat 1992a), CA-SCR-7 (Jones and Hildebrandt 1990), and CA-SCR-38/123 (Bryne 2002, Jones and Hildebrandt 1994). Inland sites include CA-SCL-33, CA-SCL-178 and CA-SCL-163 (Hildebrandt and Mikkelsen 1993).

Archaeologists have long debated whether the shift in site locations and artifact assemblages during this time represent either population intrusion as a result of mid-Holocene warming trends, or an in-situ adaptive shift (cf. Mikkelsen et al. 2000). The initial use of mortars and pestles during this time appears to reflect a more labor intensive economy associated with the adoption of acorn processing (cf. Basgall 1987).

Middle (950 – 2,600 BP)

The trend toward greater labor investment is apparent in the Middle Period. During this time, there is increased use of plant resources, more long-term occupation at habitation sites, and a greater variety of smaller "use-specific" localities. Artifacts common to this era include Contracting-stemmed projectile points, a greater variety of Olivella shell beads and Haliotis ornaments that include discs and rings (Jones 2003). Bone tools and ornaments are also common, especially in the richer coastal contexts (Jones and Ferneau 2002a; Jones and Waugh 1995), and circular shell fishhooks are present for the first time. Grooved stone net sinkers are also found in coastal sites. Mortars and pestles become more common than millingstones and handstones at some sites (Jones et al. 2007). Important Middle Period sites include CA-MNT-282 at Willow Creek (Jones 2003; Pohorecky 1976), CA-SCR-9 in the Santa

Cruz Mountains (Hylkema 1991), CA-SMA 218 at Año Nuevo (Hylkema 1991), CA-SCL-613 at San Francisquito Creek, and a continued presence at SCL-178, SCL-163 (Rosenthal and Meyer 2004).

The Middle Period is a continuation of the "Hunting Culture" because of the greater emphasis on labor-intensive technologies that include projectile and plant processing (Jones et al. 2007; Rogers 1929). Additionally, faunal evidence highlights a shift toward prey species that are more labor intensive to capture, either by search and processing time or technological needs. These labor-intensive species include small schooling fishes, sea otters, rabbits, and plants such as acorn. Early and Middle Period sites are difficult to distinguish without shell beads due to the similarity of artifact assemblages (Jones and Haney 2005).

Middle-Late Transition (700 – 950 BP)

The Middle-Late Transition corresponds with the end of the "Hunting Culture" (Rogers 1929). It also corresponds with social reorganization across the region due to a period of rapid climatic change known as the Medieval Climatic Anomaly (cf. Stine 1994). The Medieval Climatic Anomaly is characterized by drastic fluctuations between cool-wet and warm-dry climatic conditions (Jones et al. 1999). Archaeological sites are rarer during this period, which may reflect a decline in regional population (Jones and Ferneau 2002b). Artifacts associated with the Middle-Late Transition include contracting-stemmed, double side-notched, and small leaf-shaped projectile points. The latter are thought to represent the introduction of bow and arrow technology to the region. A variety of Olivella shell bead types are found in these deposits and include B2, B3, G1, G2, G6, and K1 varieties, notched line sinkers, hopper mortars, and circular shell fishhooks (Jones 1995; Jones et al. 2007). Sites that correspond with this time are CA-MNT-1233 and CA-MNT-281 at Willow Creek (Pohorecky 1976), CA-MNT-1754, and CA-MNT-745 in Priest Valley (Hildebrandt 2006) and CA-SCL-690 in San Jose (Hylkema 2007).

Late (181 – 700 BP)

Late Period sites are found in a variety of environmental conditions and include newly occupied task sites and encampments, as well as previously occupied localities. Artifacts associated with this era include Cottonwood (or Canaliño) and Desert Side-notched arrow points, flaked stone drills, steatite and clamshell disc beads, Haliotis disc beads, Olivella bead types E1 and E2, and earlier used B2, B3, G1, G6, and K1 types. Millingstones, handstones, mortars, pestles, and circular shell fishhooks also continue to be used (Jones et al. 2007). Sites dating to this era are found in coastal and interior contexts. Coastal sites dating to the Late Period tend to be resource acquisition or processing sites, while evidence for residential occupation is more common inland (Jones et al. 2007). Late Period sites include CA-MNT-143 at Asilomar State Beach (Brady et al. 2009), CA-MNT-1765 at Moro Cojo Slough (Fitzgerald et al. 1995), CA-MNT-1485/H and -1486/H at Rancho San Carlos (Breschini and Haversat 1992b), and CA-SCR-117 at Davenport Landing (Fitzgerald and Ruby 1997).

The terminal Late Period coincides with the initial Spanish colonization effort in 1769, Milliken (1995) associates the area around Hollister with the Ausaima Tribe of the Ohlone, with their core area east of the San Felipe sink on Pecheco Creek, about nine miles north of the Project Area. The Ausaima people were part of the Mutsun language group within the Ohlone language family (Levy 1978). All of the Ohlone tribes in the greater in the region of what is not the City of Hollister were influence most directly by Mission San Juan Bautista, founded in 1797.

History

The first European to explore the Monterey Bay was Sebastián Vizcaíno, who, in 1602 was sent by the Spanish government to map the Californian coastline (Holm et al. 2013). It was Vizcaíno who named the area "Puerto de Monterey" after the viceroy of New Spain. In 1769, the Gaspar de Portolá expedition traveled through the region once more, this time by land. Portolá returned again in 1770 to establish both the Monterey Presidio, Spain's first military base in Alta California, and Mission San Carlos Borreméo de Carmelo. Eventually twenty-two Spanish missions were established in Alta California that drastically altered the lifeways of the Native Americans. The local Ausaima people in the Hollister area were influence most directly by Mission San Juan Bautista, founded in 1797. The mission leaders moved the Ausaima people into the mission to become Catholic neophytes and 276 Ausaima were baptized from 1797 to 1806 (Milliken 1995).

Mexico won independence from Spain in the 1821 and the Mexican government secularized the mission lands by 1834, freeing the Native Americans from the control of the missions. Mexicans who settled in the region, were given land grants. The Project Area became part of the 34,620 acre Rancho San Justo land grand. During this time the ranching industry fueled the economy with the trade of cattle hides and tallow.

The United States of America acquired California at the end of the Mexican-American War in 1948, and California became a state in 1850. William Hollister purchased the land and founded the City of Hollister in 1868, originally as part of Monterey County. The City of Hollister and the western portion of San Benito County were separated from Monterey County in 1874 an became a new county (McMahon and Sonne 2012). Agriculture remains the predominant industry in the Hollister area, which has a rich history in the production of fruits and nuts as well as ranching.

5 NWIC Records Search Results

In order to identify cultural resources potentially affected by the Project, Dudek defined a records search study area that included the Project Area and a 0.25-mile buffer for resources and cultural studies. On August 13, 2020, NWIC provided Dudek the records search results for the study area (NWIC File No. 20-0028). Additional sources consulted included the National Register of Historic Places (NRHP), California Inventory of Historical Resources/CRHR, the Built Environment Resource Directory (BERD), and the OHP Archaeological Determinations of Eligibility.

Previously Identified Cultural Resources

There is one previously recorded cultural resource within the Project Area (P-35-000564) and one resource, P-35-000534, within the records search 0.25-mile buffer (Table 2). P-35-000564, the only structure within the Project Area, is described in detail below.

Table 2. Previous Identified Cultural Resources within the Records Search Area

Primary	Trinomial	Name	Resource Type	Age	Attributes
Within the Project Area					
P-35-000564	-	CBH-2	Building	Historic	HP4; Ancillary Building
Within 0.25 miles of the Project Area					
P-35-000534	-	PA-09-22	Building	Historic	HP02; HP04; Building

P-35-000564

Resource P-35-000564 is recorded as an agricultural ancillary building located in the west central portion of the subject parcel (Hudlow 2013a and 2013b). The structure is a gabled roof metal frame building clad with vertical hung sheet metal on poured concrete sills. The building can be accessed by two sets of large sliding doors. The first set is at ground level at the south wall. The second set of doors are reached by a loading ramp that rises to a partial second story at the northeast corner of the building. An addition has been constructed at the north end of the west elevation. The site record notes the age of the building as circa 1930s. Records obtained from the San Benito County Assessor's office indicate the building was "Effective" for tax purposes in 1947, and further suggest the building was originally built for industrial rather than agricultural purposes (San Benito County 2020).

Hudlow (2013a) recorded P-35-000564 during a survey of the subject parcel for a residential development proposed in 2013 and found the resource not eligible for the CRHR (Hudlow 2013b, see S-42057 below). The resource is not listed in the California (San Benito County) Built Environment Resource Directory (BERD). The resource does not have a local historic resource designation under City of Hollister Municipal Code 15.16 (Historic Resources) (Rose Redlich [City of Hollister Planning Department], personal communication, August 26, 2020). Per City of Hollister Municipal Code 15.16.080(a) only the property owner can request a local historic resource designation. The Project, as proposed, includes demolition of this structure.

Previously Conducted Studies

There are three previous studies with some coverage reported for the Project Area. There are an additional five previous studies beyond the Project Area but with coverage reported for some portion of the 0.25-mile study area buffer zone (Table 3). Studies with coverage of the Project Area are discussed below Table 3.

Table 3. Previously Conducted Studies within the Study Area

Report No.	Authors	Year	Title	Publisher
Within the Project Area				
S-005222	Thomas F. King and Patricia P. Hickman	1973	Archaeological Impact Evaluation: San Felipe Division, Central Valley Project, Part I; The Southern Santa Clara Valley, California: A General Plan for Archaeology	California State University, San Francisco
S-005222a	Thomas F. King	1973	Archaeological Impact Evaluation: San Felipe Division, Central Valley Project, Part II: The Direct Impact of San Felipe Division Facilities on Archaeological Resources	California State University, San Francisco
S-005222b	Gary S. Breschini and Trudy Haversat	1978	A Preliminary Archaeological Surface Reconnaissance of the San Felipe Division, Central Valley Project, Santa Clara and San Benito Counties, California	Archaeological Consulting

S-005222c	David M. Van Horn	1980	Archaeological and Historical Investigations in Portions of the Central Valley Project, San Felipe Division	ESCA - Tech Corp
S-042057	Scott M. Hudlow	2013	A Phase I Cultural Resource Survey for Hollister Family Apartments, City of Hollister, California	Hudlow Cultural Resource Associates
S-044151	Melinda A. Peak	2012	Determination of Eligibility and Effect for the Gardens at San Juan Project, City of Hollister, California	Peak & Associates, Inc.
Within 0.25 miles of the Project Area				
S-003274	Laurence W. Spanne	1979	Supplement to Archaeological Survey Report, 05-SBt-156, P.M. 2.2/9.1, San Benito County, 05201-248801 by James McManus	Caltrans
S-012886	William Shapiro	1991	Cultural Resources Investigation for the Proposed Gas Line 103 Replacement Project, City of Hollister, San Benito County, California	PAR Environmental Services, Inc.
S-013334	Archaeological Resource Management	1991	Cultural Resource Evaluation of a Parcel Located off Buena Vista Road in the City of Hollister, County of San Benito	Archaeological Resource Management
S-038061	Melinda A. Peak	2010	Determination of Eligibility and Effect for the Hollister Family Apartments Project, City of Hollister, California	Peak & Associates, Inc.
S-046392	John Schlagheck	2014	Archaeological Records Search and Surface Reconnaissance, 1261, 1271, and 1601 Buena Vista Road, County of San Benito, California	Holman & Associates Archaeological Consultants

S-5222

This series of reports is from the San Felipe Archaeological Project, an evaluation of the San Felipe Division of the Bureau of Reclamation's Central Valley Project. S-5222 (King and Hickman 1973) and S-5222a (King 1973) are project impact evaluation plans that contain archaeological and ethnographic background information focused on the lowland areas associated with the upper Pajaro River Valley within southern Santa Clara County including Uvas Creek, Llagas Creek, Pacheco Creek, and the San Benito River. The reports indicate that only sample tracks within the very large study area were subject to archaeological survey. As reported in S-5222b (Breschini and Haversat 1978) a later survey did include approximately 47 miles of the route of water transmission pipeline through the San Felipe portion of the Central Valley Project. The route of the pipeline went around the City of Hollister on the east and south to the San Justo Reservoir. At its closest point the survey was 2.25 miles from the Project Area.

S-42057

This report is from a Phase I cultural resources survey of the same parcel under consideration in this report (1550 San Juan Road; APN 052-090-008). The proposed project, for Hollister Family Apartments, was also a residential development proposal (Hudlow 2013b). Hudlow (2013b) found no evidence of prehistoric cultural materials and recorded one built environment resource, P-35-000564, as an abandoned agricultural ancillary building that was thought to be have been built circa 1930s. Hudlow recommended P-35-000564 as not eligible for the CRFR under any of the four CRHR criteria.

S-44151

S-44151 is a cultural resources study for a residential development proposal on the 3.5-acre property (1619 San Juan Road; APN 052-090-014) that adjoins the Project Area to the southwest (Peak 2012). No cultural resources of concern were noted within or near the area covered by the report.

6 Sacred Lands File Search and Native American Outreach

Dudek requested a NAHC search of their Sacred Lands File (SLF) on July 6, 2020 for the Project Area vicinity. The NAHC provided results on July 8, 2020. The NAHC reported **positive** results for the SLF search and indicated the Amah Mutsun Tribal Band as the contact for the SLF in this case. The NAHC provided a list of three Native American tribal contacts and recommended all be contacted regarding their local knowledge of cultural and tribal cultural resources.

Dudek sent letters via email to all Native American contacts provided by the NAHC on July 9, 2020. On August 6, 2020, Valentine Lopez, Chair of the Amah Mutsun Tribal Band, provided comments about the project via both telephone and email. Mr. Lopez requested that a member of the Amah Mutsun Tribal Band be present during all ground disturbance for the Project. No other Native American representatives have responded as of August 28, 2020 (Attachment 3).

7 Interested Party Outreach

On August 11, 2020, Dudek sent a contact letter to the San Benito County Historical Society to request information about cultural resources in the Project Area vicinity. The letter contained a brief description of the Project, a map of the Project Area, and an aerial photo of the Project Area. No response has been received as of August 28, 2020 (Attachment 4).

8 Site Reconnaissance

Methods

On August 19, 2020, Dudek archaeologists John Schlagheck, MA, RPA, and Sarah Brewer BA, conducted an intensive pedestrian survey (National Park Service 2020) on all accessible land within the Project Area. The survey included careful inspection for prehistoric and historical period cultural materials, as well as topographic indicators and soil characteristics that might be evidence of subsurface cultural materials. Where partially exposed soil was encountered, small hand tools were used to increase soil visibility by removing light vegetation, duff, and imported materials such as gravel and modern debris.

Results

Other than built environment resource P-35-000564, Dudek found no evidence for previously unknown potentially significant cultural resources during the survey. Specifically, no archaeological soil (midden) or material commonly used as raw materials for prehistoric tool manufacture such as chert and obsidian were observed. No other evidence for use of the property during prehistoric times (such as charred faunal remains, marine shell, fire affected

rock, or charcoal) was observed. Modern debris, including plastic, wood, and glass fragments, was also observed in numerous locations (Figure 2).

The property is relatively flat with a gentle change in grade between the lower (south) half and the upper (north) half of the property. The grade change runs approximately due east/west with a vertical transition of about 6 feet. Soil within the lower area is a medium course, very loose sand with rounded and semi rounded pebbles that appears to be a native alluvial deposit. In the upper portion of the property the soil is a medium gray loam with very few rocks.

Near the vehicle entrance at San Juan Road and surrounding the only structure on the property (P-35-000564), there are relative small areas where imported gravel has been used to stabilize the ground for vehicles and outside work/storage areas. One small concrete pad (30 X 25 feet) and some asphalt paving with ill-defined boundaries are located just south and southwest of P-35-000564.

P-35-000564 appears to be in approximately the same condition as when it was recorded in 2013. The building is clearly abandoned and open to the elements at several points, including holes in the metal siding, broken windows, and open sliding doors at ground level on the south façade.

9 Summary

Dudek's background research and survey found no evidence prehistoric cultural resources within or near the Project Area. The NAHC indicated positive results from the SLF search with the Amah Mutsun Tribal Band listed as the contact. The Amah Mutsun Tribal Band returned comments during Dudek's outreach effort requesting that a monitor from the Amah Mutsun Tribal Band be on site for all ground disturbance work.

Regarding historical period resources, the only structure on the property (P-35-000564) was recorded and found not eligible for the CRHR in 2013. P-35-000564 does not have a local historic resource designation. The building is abandoned and appears to be in approximately the same condition as it was in 2013.

10 Recommendations

Based on the results of the assessment, the potential for encountering previously unknown potentially significant cultural resources during the planned construction is low. The Project should have conditions to comply with regulations regarding the accidental discovery of intact archaeological deposits and human remains. Specifically, should human remains be discovered at any time, work will halt in that area and procedures set forth in the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5) will be followed, beginning with notification to the San Benito County Coroner and the City of Hollister Planning Department. If Native American remains are present, the County Coroner will contact the Native American Heritage Commission to designate a Most Likely Descendent (MLD). The MLD will be authorized to provide recommendations for the treatment of Native American human remains and any associated objects and materials.

P-35-000564 is proposed for demolition as part of the Project. The resource was found not eligible for the CRHR in 2013 and does have a local historic resource designation under City of Hollister Municipal Code 15.16. Assignment of the local historic designation is not likely since under City of Hollister Municipal Code 15.16.080(a) only the

property owner can request the local historic resource designation. Therefore no further compliance effort regarding Project impacts to P-35-000564 is warranted.

Should you have any questions relating to this report and its findings please do not hesitate to contact me directly.

Sincerely,



John P. Schlagheck, M.A., RPA
Archaeologist
DUDEK
Office: (831) 345-8715
Cell: (831)-212-3886
Email: jschlagheck@dudek.com

Figure 1. Project Location Map

Figure 2. Project Area and Survey Coverage Boundary

Attachment 1. National Archaeological Database Information

Attachment 2. NWIC Records Search

Attachment 3. Native American Outreach

Attachment 4. Interested Party Outreach

Attachment 5. Project Photos

cc: Micah Hale, Dudek
Ryan Brady, Dudek

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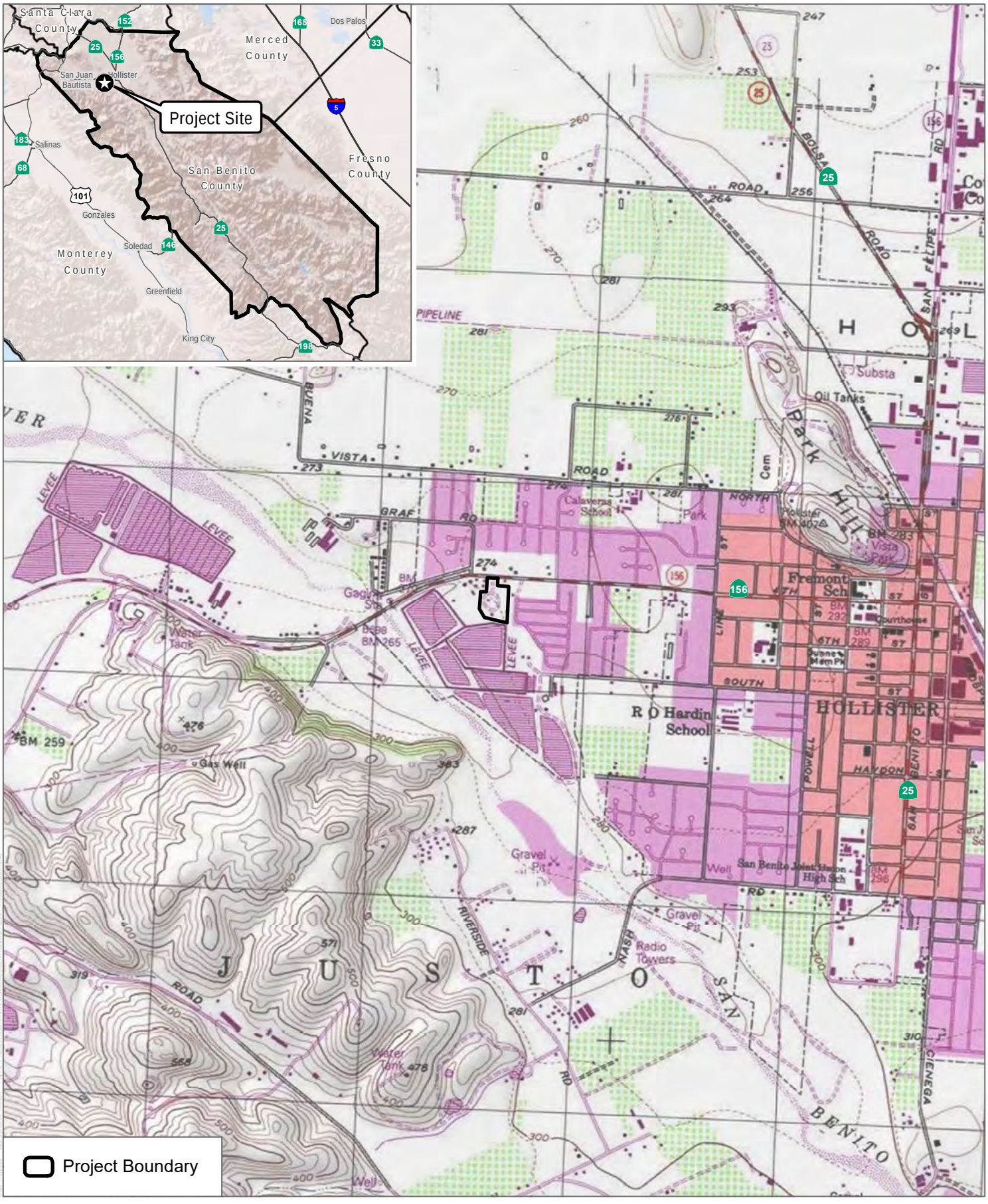
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SOURCE: USGS 7.5-Minute Series Hollister Quadrangle

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Sanchez-Mesa Apartments, Hollister, California



SOURCE: ESRI (Accessed 2020)

DUDEK

0 50 100 Feet

FIGURE 2

Project Boundary and Survey Results

Sanchez-Mesa Apartments, Hollister, California

Attachment 1

National Archaeological Database Information

NATIONAL ARCHAEOLOGICAL DATABASE (NADB) INFORMATION

Authors:	John P. Schlagheck, MA, RPA
Firm:	Dudek
Project Proponent:	City of Hollister, California
Report Date:	August 2020
Report Title:	Cultural Resources Assessment for Sanchez-Mesa Apartments, City of Hollister, San Benito County, California (letter report)
Type of Study:	Phase I Cultural Resources Assessment
Resources:	P-35-000564
USGS Quads:	7.5-minute *Hollister* Quad
Acreage:	5.5 acres
Permit Numbers:	None
Keywords:	Archaeological survey, Hollister, CA

Attachment 2

NWIC Records Search

CHRIS Data Request Form

ACCESS AND USE AGREEMENT NO.: _____ **IC FILE NO.:** 10

To: Northwest Information Center

Print Name: Sarah Brewer Date: 7/6/2020

Affiliation: Dudek

Address: 725 Front Street, Suite 400

City: Santa Cruz State: CA Zip: 95060

Phone: (831) 227-6301 Fax: _____ Email: sbrewer@dudek.com

Billing Address (if different than above): 605 Third Street, Encinitas, CA 92024

Billing Email: _____ Billing Phone: _____

Project Name / Reference: 12801: Sanchez-Mesa Apartments

Project Street Address: 1550 San Juan Road, Hollister, California, 95023

County or Counties: San Benito

Township/Range/UTMs: T12S, R5E, S28, 33

USGS 7.5' Quad(s): Hollister

PRIORITY RESPONSE (Additional Fee): yes ☐ / no ☐

TOTAL FEE NOT TO EXCEED: $_____
(If blank, the Information Center will contact you if the fee is expected to exceed $1,000.00)

Special Instructions:

Information Center Use Only

Date of CHRIS Data Provided for this Request: _____

Confidential Data Included in Response: yes ☐ / no ☐

Notes: _____

_____

CHRIS Data Request Form

Mark the request form as needed. Attach a PDF of your project area (with the radius if applicable) mapped on a 7.5' USGS topographic quadrangle to scale 1:24000 ratio 1:1 neither enlarged nor reduced and include a shapefile of your project area, if available. Shapefiles are the current CHRIS standard for submitting digital spatial data for your project area or radius. **Check with the appropriate IC for current availability of digital data products.**

- Documents will be provided in PDF format. Paper copies will only be provided if PDFs are not available at the time of the request or under specially arranged circumstances.
- Location information will be provided as a digital map product (Custom Maps or GIS data) unless the area has not yet been digitized. In such circumstances, the IC may provide hand drawn maps.
- In addition to the $150/hr. staff time fee, client will be charged the Custom Map fee when GIS is required to complete the request [e.g., a map printout or map image/PDF is requested and no GIS Data is requested, or an electronic product is requested (derived from GIS data) but no mapping is requested].

For product fees, see the CHRIS IC Fee Structure on the OHP website.

1. Map Format Choice:

Select One: Custom GIS Maps ☐ GIS Data ☐ Custom GIS Maps **and** GIS Data ☐ No Maps ☐

Any selection below left unmarked will be considered a "no. "

2. Location Information:

	Within project area	Within 1/4 mi. radius
ARCHAEOLOGICAL Resource Locations[1]	yes ☐ / no ☐	yes ▪ / no ☐
NON-ARCHAEOLOGICAL Resource Locations	yes ▪ / no ☐	yes ▪ / no ☐
Report Locations[1]	yes ▪ / no ☐	yes ▪ / no ☐
"Other" Report Locations[2]	yes ☐ / no ☐	yes ☐ / no ☐

3. Database Information:

(contact the IC for product examples, or visit the SSJVIC website for examples)

	Within project area	Within 1/4 mi. radius
ARCHAEOLOGICAL Resource Database[1]		
List (PDF format)	yes ☐ / no ▪	yes ☐ / no ☐
Detail (PDF format)	yes ☐ / no ☐	yes ☐ / no ☐
Excel Spreadsheet	yes ▪ / no ☐	yes ▪ / no ☐
NON-ARCHAEOLOGICAL Resource Database		
List (PDF format)	yes ☐ / no ☐	yes ☐ / no ☐
Detail (PDF format)	yes ☐ / no ☐	yes ☐ / no ☐
Excel Spreadsheet	yes ▪ / no ☐	yes ▪ / no ☐
Report Database[1]		
List (PDF format)	yes ☐ / no ☐	yes ☐ / no ☐
Detail (PDF format)	yes ☐ / no ☐	yes ☐ / no ☐
Excel Spreadsheet	yes ▪ / no ☐	yes ▪ / no ☐
Include "Other" Reports [2]	yes ☐ / no ☐	yes ☐ / no ☐

4. Document PDFs (paper copy only upon request)**:**

	Within project area	Within 1/4 mi. radius
ARCHAEOLOGICAL Resource Records[1]	yes ▪ / no ☐	yes ☐ / no ☐
NON-ARCHAEOLOGICAL Resource Records	yes ▪ / no ☐	yes ☐ / no ☐
Reports[1]	yes ▪ / no ☐	yes ☐ / no ☐
"Other" Reports[2]	yes ☐ / no ☐	yes ☐ / no ☐

CHRIS Data Request Form

5. Eligibility Listings and Documentation:

	Within project area	Within 1/4 mi. radius
OHP Built Environment Resources Directory[3]:		
Directory listing only (Excel format)	yes ☐ / no ☐	yes ☐ / no ☐
Associated documentation[4]	yes ☐ / no ☐	yes ☐ / no ☐
OHP Archaeological Resources Directory[1,5]:		
Directory listing only (Excel format)	yes ☐ / no ☐	yes ☐ / no ☐
Associated documentation[4]	yes ☐ / no ☐	yes ☐ / no ☐
***California Inventory of Historic Resources* (1976):**		
Directory listing only (PDF format)	yes ☐ / no ☐	yes ☐ / no ☐
Associated documentation[4]	yes ☐ / no ☐	yes ☐ / no ☐

6. Additional Information:

The following sources of information may be available through the Information Center. However, several of these sources are now available on the OHP website and can be accessed directly. The Office of Historic Preservation makes no guarantees about the availability, completeness, or accuracy of the information provided through these sources. Indicate below if the Information Center should review and provide documentation (if available) of any of the following sources as part of this request.

Caltrans Bridge Survey	yes ☐ / no ☐
Ethnographic Information	yes ☐ / no ☐
Historical Literature	yes ☐ / no ☐
Historical Maps	yes ☐ / no ☐
Local Inventories	yes ☐ / no ☐
GLO and/or Rancho Plat Maps	yes ☐ / no ☐
Shipwreck Inventory	yes ☐ / no ☐
Soil Survey Maps	yes ☐ / no ☐

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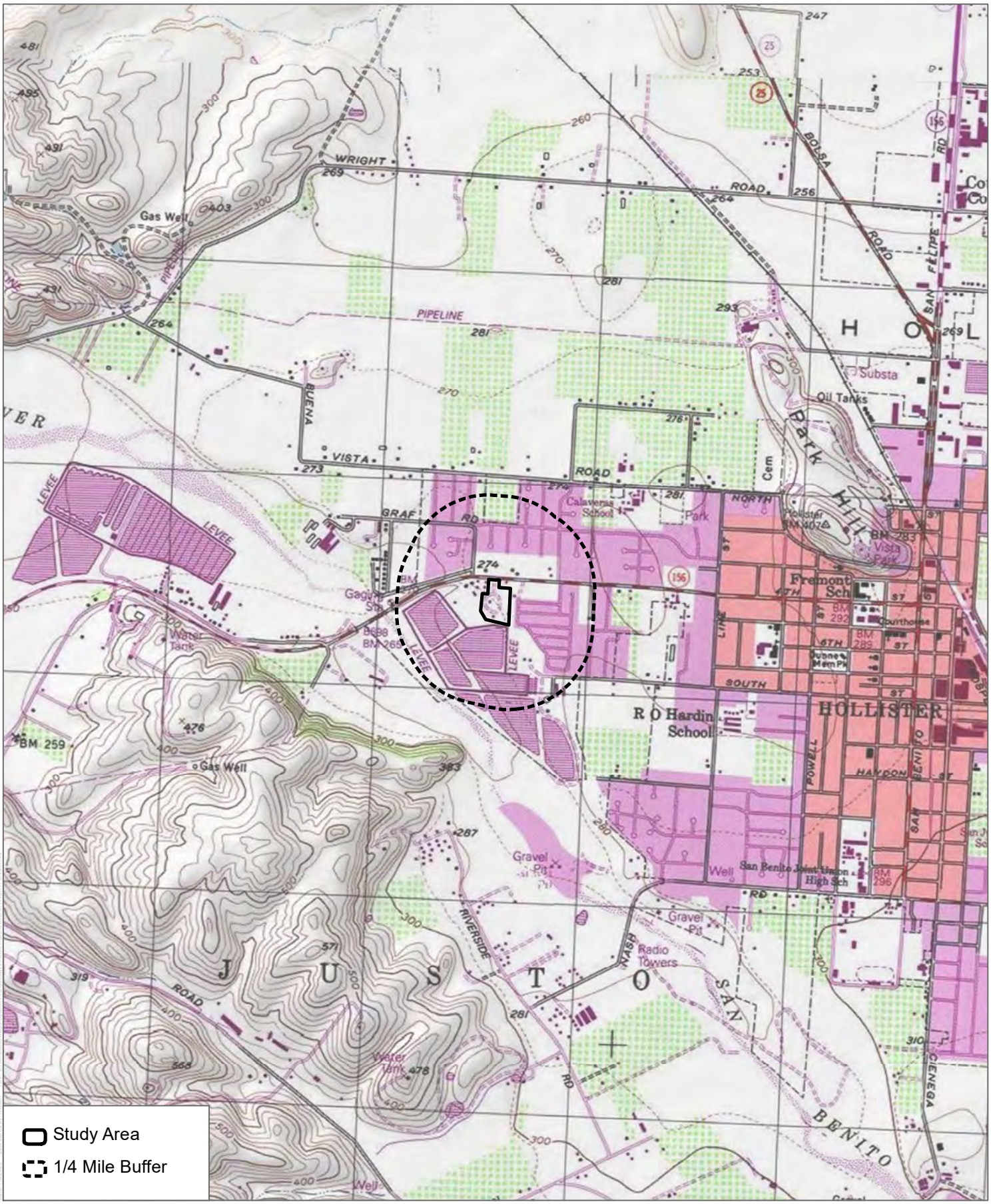
[1] In order to receive archaeological information, requestor must meet qualifications as specified in Section III of the current version of the California Historical Resources Information System Information Center Rules of Operation Manual and be identified as an Authorized User or Conditional User under an active CHRIS Access and Use Agreement.

[2] "Other" Reports GIS layer consists of report study areas for which the report content is almost entirely non-fieldwork related (e.g., local/regional history, or overview) and/or for which the presentation of the study area boundary may or may not add value to a record search.

[3] Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Includes, but not limited to, information regarding National Register of Historic Places, California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and historic building surveys. Previously known as the HRI and then as the HPD, it is now known as the Built Environment Resources Directory (BERD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.

[4] Associated documentation will vary by resource. Contact the IC for further details.

[5] Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Previously known as the Archaeological Determinations of Eligibility, now it is known as the Archaeological Resources Directory (ARD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.



SOURCE: USGS 7.5-Minute Series Hollister Quadrangle
Township 12S; Range 5E; Sections 28, 33

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0 285 570 Meters
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Records Search

Sanchez-Mesa Apartments, Hollister, California

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

ALAMEDA
COLUSA
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLATA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
http://www.sonoma.edu/nwic

8/13/2020 NWIC File No.: 20-0028

Sarah Brewer
Dudek
725 Front Street, Suite 400
Santa Cruz, CA 95060

Re: 12801: Sanchez-Mesa Apartments

The Northwest Information Center received your record search request for the project area referenced above, located on the Hollister USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a ¼ mi. radius:

Resources within project area:	P-35-000564
Resources within ¼ mi. radius:	P-35-000534
Reports within project area:	S-5222, 42057, 44151
Reports within ¼ mi. radius:	S-3274, 12886, 13334, 38061, 46392

Resource Database Printout (list):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Digital Database Records:	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (list):	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Report Digital Database Records:	☒ enclosed	☐ not requested	☐ nothing listed
Resource Record Copies:	☒ enclosed	☐ not requested	☐ nothing listed
Report Copies:	☒ enclosed	☐ not requested	☐ nothing listed
OHP Built Environment Resources Directory:	☐ enclosed	☒ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	☒ nothing listed
CA Inventory of Historic Resources (1976):	☒ enclosed	☐ not requested	☐ nothing listed
Ethnographic Information:	☒ enclosed	☐ not requested	☐ nothing listed
Historical Maps:	☐ enclosed	☐ not requested	☒ nothing listed
GLO and/or Rancho Plat Maps:	☐ enclosed	☐ not requested	☒ nothing listed

*Notes:

** Current versions of these resources are available on-line:

Caltrans Bridge Survey: http://www.dot.ca.gov/hq/structur/strmaint/historic.htm

Soil Survey: http://www.nrcs.usda.gov/wps/portal/nrcs/surveylist/soils/survey/state/?stateId=CA

Shipwreck Inventory: http://www.slc.ca.gov/Info/Shipwrecks.html

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

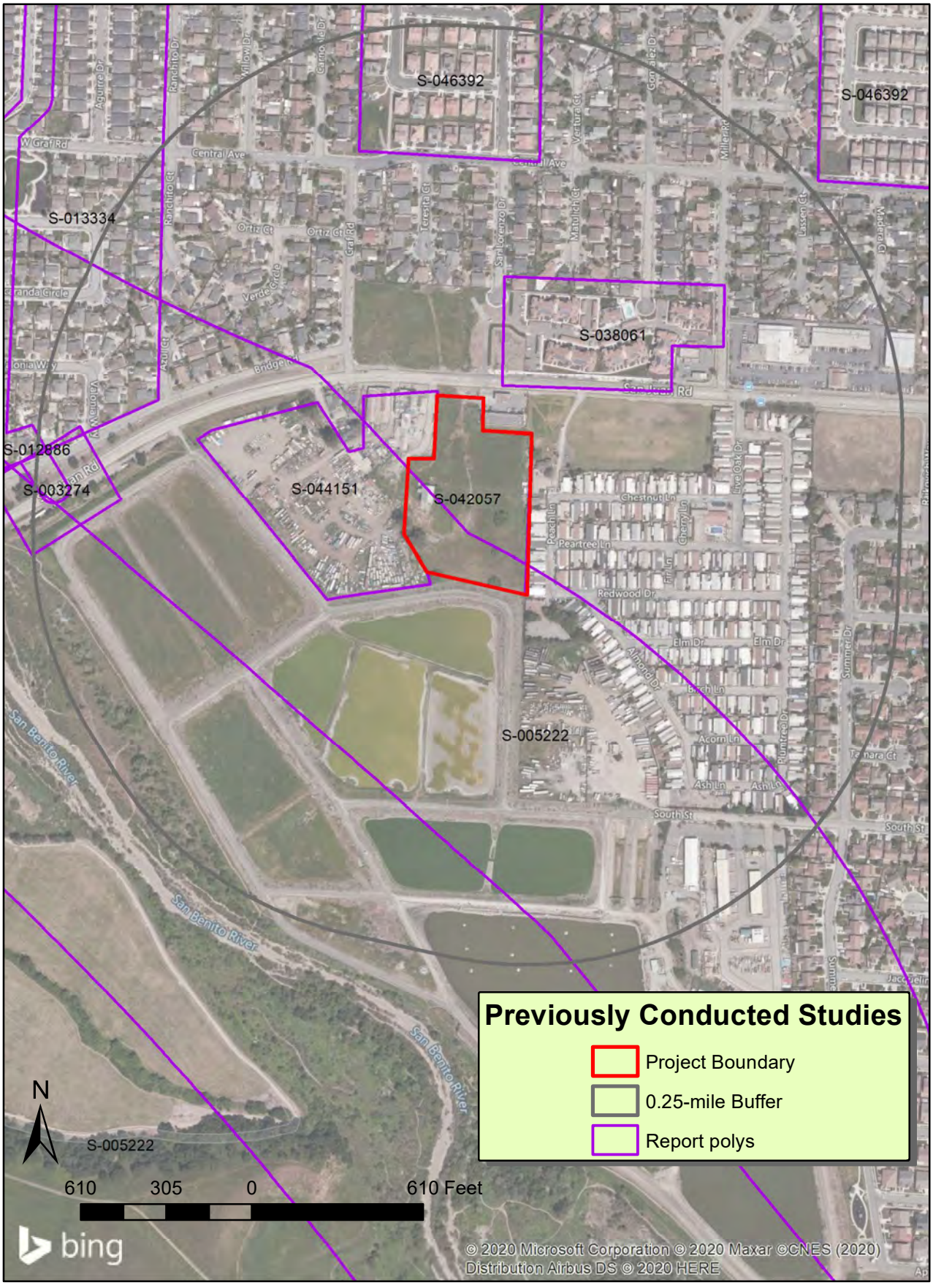
Annette Neal

Researcher

Cultural Resource Reports within the Study Area

Report No.	Authors	Year	Title	Publisher
Within Project Area				
S-005222	Thomas F. King and Patricia P. Hickman	1973	Archaeological Impact Evaluation: San Felipe Division, Central Valley Project, Part I; The Southern Santa Clara Valley, California: A General Plan for Archaeology	California State University, San Francisco
S-005222a	Thomas F. King	1973	Archaeological Impact Evaluation: San Felipe Division, Central Valley Project, Part II: The Direct Impact of San Felipe Division Facilities on Archaeological Resources	California State University, San Francisco
S-005222b	Gary S. Breschini and Trudy Haversat	1978	A Preliminary Archaeological Surface Reconnaissance of the San Felipe Division, Central Valley Project, Santa Clara and San Benito Counties, California	Archaeological Consulting
S-005222c	David M. Van Horn	1980	Archaeological and Historical Investigations in Portions of the Central Valley Project, San Felipe Division	ESCA - Tech Corp
S-042057	Scott M. Hudlow	2013	A Phase I Cultural Resource Survey for Hollister Family Apartments, City of Hollister, California	Hudlow Cultural Resource Associates
S-044151	Melinda A. Peak	2012	Determination of Eligibility and Effect for the Gardens at San Juan Project, City of Hollister, California	Peak & Associates, Inc.
Within 0.25-mile Study buffer				
S-003274	Laurence W. Spanne	1979	Supplement to Archaeological Survey Report, 05-SBt-156, P.M. 2.2/9.1, San Benito County, 05201-248801 by James McManus	Caltrans
S-012886	William Shapiro	1991	Cultural Resources Investigation for the Proposed Gas Line 103 Replacement Project, City of Hollister, San Benito County, California	PAR Environmental Services, Inc.
S-013334		1991	Cultural Resource Evaluation of a Parcel Located off Buena Vista Road in the City of Hollister, County of San Benito	Archaeological Resource Management
S-038061	Melinda A. Peak	2010	Determination of Eligibility and Effect for the Hollister Family Apartments Project, City of Hollister, California	Peak & Associates, Inc.
S-046392	John Schlagheck	2014	Archaeological Records Search and Surface Reconnaissance, 1261, 1271, and 1601 Buena Vista Road, County of San Benito, California	Holman & Associates Archaeological Consultants

Records Search 20-0028, Studies



12801
Studies Map

Resources within the Study Area

Primary	Trinomial	Resource Name	Resource Type	Age	Attributes	Recording Events
Resources within the Project Area						
P-35-000564	N/A	CBH-2	Building	Historic	Ancillary building	2013 (Scott Hudlow, Hudlow Cultural Resource Associates)
Resources within the 0.25-mile buffer						
P-35-000534	N/A	PA-09-22	Building	Historic	Single-family property, ancillary building	2009 (Michael Lawson, Peak & Associates)

Records Search 20-0028, Resources



12801
Resources Map

PRIMARY RECORD

Review Code: **Reviewer:** **Date:**

Resource Name or #: CBH-2

P1. Other Identifier:

P2. Location: □ **Not for Publication x Unrestricted**

a. County: San Benito

b. USGS 7.5' Quadrangle Hollister □ **Date** 1995, undivided portion of Rancho San Justo, T12S., R5E., MD**B.M.**

c. Address: 1550 San Juan Road **City:** Hollister **Zip:**

d. UTM, Zone 11, 640540 **m Easting,** 4079440 **m Northing.**

e. Other Locational Data: South side of San Juan Road, 1550 San Juan Road.

P3a. Description: One cultural resource, CBH-2, was identified. It is a ca. 1930s, two-story, gable-roofed, abandoned shed/barn. A concrete ramp on the north elevation accesses the second floor of the barn. The reinforced concrete ramp has been poured-in-place. The barn's location was excavated to achieve this ramped effect. Large sliding doors access the barn's interior on the north and south elevations. The barn rests on concrete sills and is clad with vertical-hanging sheet metal. A large tree shades the barn's eastern elevation. Casement windows provide light on the west elevation, possibly denoting the location of interior workshops. Also, a gable-roofed addition has been attached to the west elevation.



P5b. CBH-2, View toward the Southeast

P3b. Resource Attributes: HP4, Ancillary Building

P4. Resources Present: X Building □ Structure □ Object □ Site □ District □□□□ □ Element of District

P5a. Photograph or Drawing:

P6. Date Constructed/Age and Sources: ca. 1905-1930

SEP 2 6 2013

□ Prehistoric X Historic □ Both

P7. Owner and Address: Private

P8. Recorded by: Scott M. Hudlow, *Hudlow Cultural Resource Associates*, 1405 Sutter Lane, Bakersfield, California 93309

P9. Date Recorded: August 29, 2013

P10. Type of Survey: X Intensive □ Reconnaissance □ Other
Describe: Phase I Cultural Resource Survey

P11. Report Citation:
Hudlow, Scott M.
2013 A Phase I Cultural Resource Survey For Hollister Family Apartments, City of Hollister, California

Attachments: □NONE X Map Sheet □Continuation Sheet x Building, Structure, and Object Record □Linear Resource Record □Archaeological Record □District Record □Milling Station Record □Rock Art Record □Artifact Record X Photograph Record □Other (List):

PHOTOGRAPH RECORD



CBH-2, View toward the Southwest



CBH-2, View toward the North, South, East, and West Elevations

PHOTOGRAPH RECORD



CBH-2, View toward the North, South and West Elevations

BUILDING, STRUCTURE, AND OBJECT RECORD

Resource Name or #: CBH-2

B1. Historic Name:

B2. Common Name:

B3. Original Use: Agricultural

B4. Present Use: Abandoned

B5. Architectural Style: Vernacular

B6. Construction History: One cultural resource, CBH-2, was identified. It is a ca. 1930s, two-story, gable-roofed, abandoned shed/barn. A concrete ramp on the north elevation accesses the second floor of the barn. The reinforced concrete ramp has been poured-in-place. The barn's location was excavated to achieve this ramped effect. Large sliding doors access the barn's interior on the north and south elevations. The barn rests on concrete sills and is clad with vertical-hanging sheet metal. A large tree shades the barn's eastern elevation. Casement windows provide light on the west elevation, possibly denoting the location of interior workshops. Also, a gable-roofed addition has been attached to the west elevation.

B7. Moved? X No ☐Yes ☐Unknown **Date:** N/A **Original Location:** N/A

B8. Related Features: N/A

B9a. Architect: **B9b. Builder:**

B10. Significance: Theme: Agricultural **Area:** Hollister
Period of Significance: 1930s **Property Type:** Commercial
Applicable Criteria: N/A

B11. Applicable Resource Attributes: HP4, Ancillary Building

B12. References:

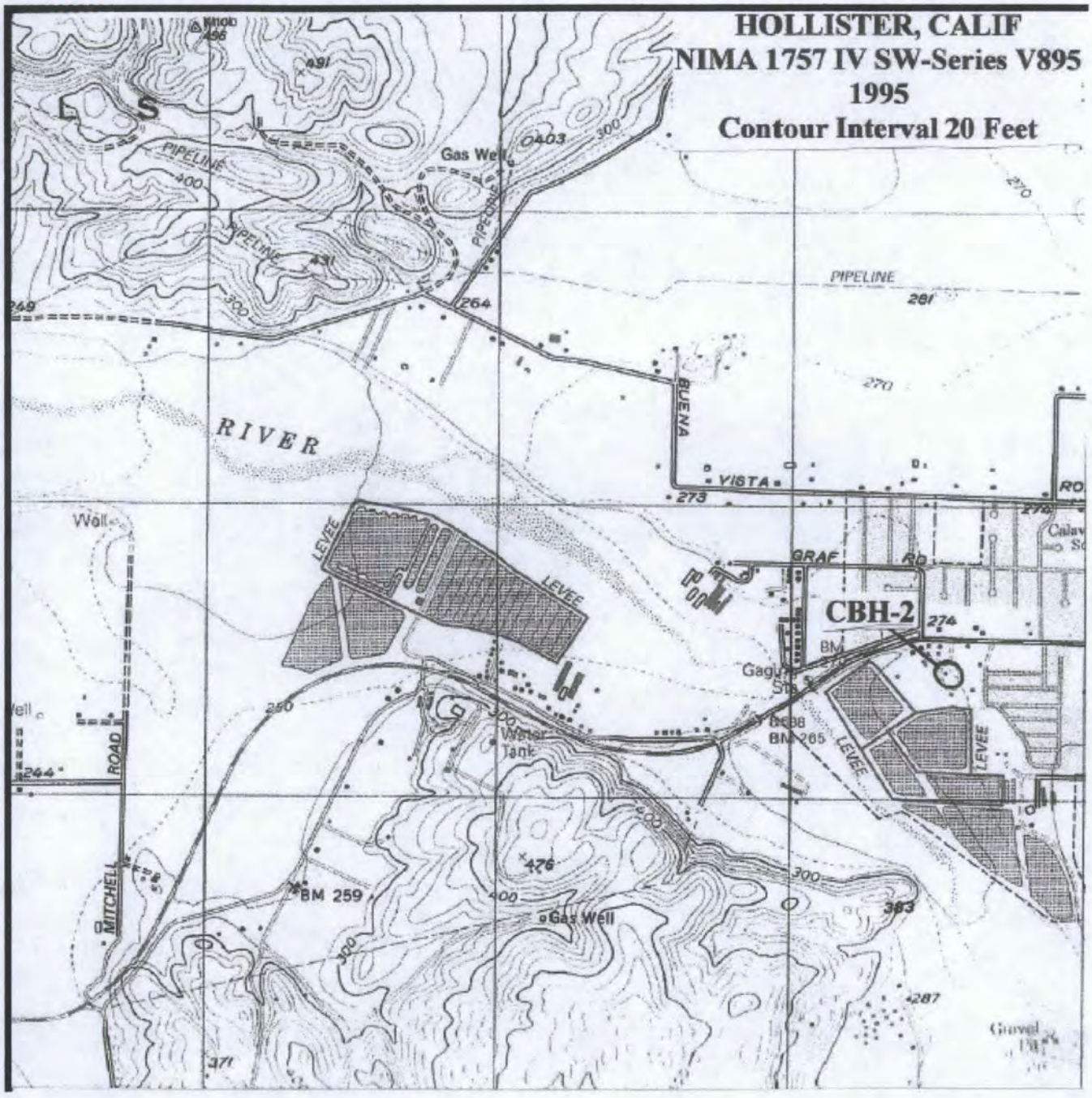
B13. Remarks:

B14. Evaluator: Scott M. Hudlow
Date of Evaluation: August 29, 2013

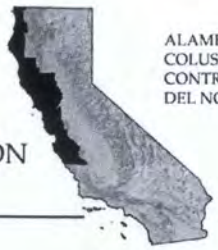
(This space reserved for official comments)

Primary #: P-35-000564
HRI #:
Other Designations:
NRHP Status Code:

LOCATION MAP



CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM



ALAMEDA
COLUSA
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLATA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
http://www.sonoma.edu/nwic

Date: 16 January 2014

To: Scott M. Hudlow, Hudlow Cultural Resource Associate, 1405 Sutter Lane, Bakersfield, CA 93309

From: Leigh Jordan, Coordinator

Re: Primary Number and/or Trinomial Assignment

Thank you for your recent submission of the resource record(s). The following Primary Number(s) and/or Trinomial(s) have been assigned:

Resource Name	Primary Number	Trinomial
CBH-2	P-35-000564	

Attachment 3

Native American Outreach

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: Dudek Project 12801: Sanchez-Mesa Apartments, Hollister, CA

County: San Benito

USGS Quadrangle Name: Hollister

Township: 12S **Range:** 5E **Section(s):** 28, 33

Company/Firm/Agency: Dudek

Street Address: 725 Front Street, Suite 400

City: Santa Cruz, CA **Zip:** 95060

Phone: (831) 227-6301

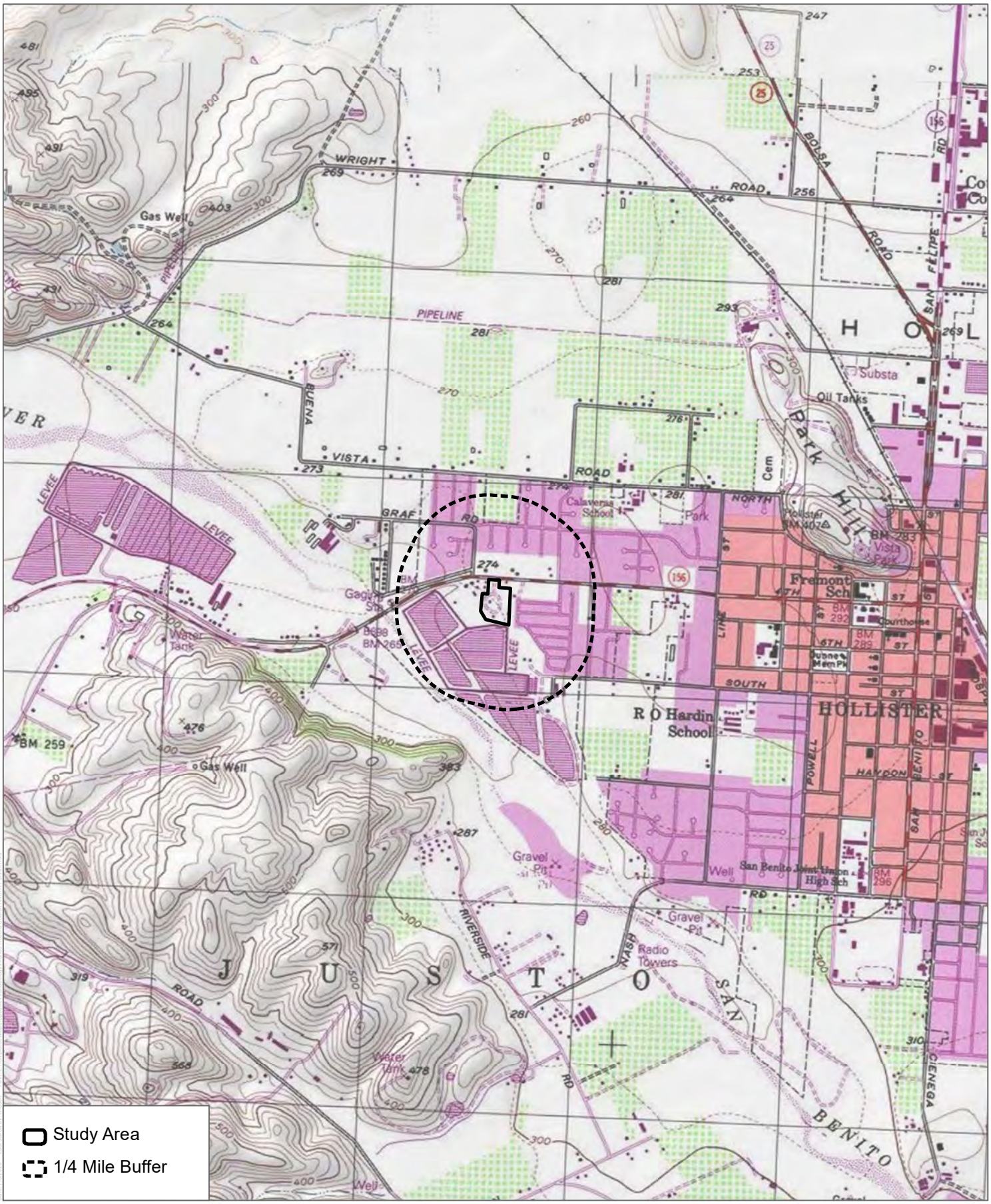
Fax:

Email: sbrewer@dudek.com

Project Description:

The client intends to build a house on this lot, which is currently vacant.

Dudek is requesting a NAHC search of the Sacred Lands Files or other Native American cultural resources that may fall within the proposed project location or a surrounding one-half-mile buffer. Please provide a Contact List with all Native American tribal representatives that may have traditional interests in the project location or surrounding area.



SOURCE: USGS 7.5-Minute Series Hollister Quadrangle
Township 12S; Range 5E; Sections 28, 33

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Records Search

Sanchez-Mesa Apartments, Hollister, California

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
Marshall McKay
Wintun

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[**Vacant**]

COMMISSIONER
[**Vacant**]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

July 8, 2020

Sarah Brewer, Archaeologist
Dudek

Via Email to: sbrewer@dudek.com
Cc to: vlopez@amahmutsun.org

Re: Dudek Project 12801: Sanchez-Mesa Apartments, Hollister Project, San Benito County

Dear Ms. Brewer:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were positive. Please contact the Amah Mutsun Tribal Band on the attached list for more information. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Sarah.Fonseca@nahc.ca.gov.

Sincerely,

Sarah Fonseca
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
San Benito County
7/8/2020

Amah MutsunTribal Band
Valentin Lopez, Chairperson
P.O. Box 5272
Galt, CA, 95632
Phone: (916) 743 - 5833
vlopez@amahmutsun.org

Costanoan
Northern Valley
Yokut

Amah MutsunTribal Band of Mission San Juan Bautista
Irenne Zwierlein, Chairperson
789 Canada Road
Woodside, CA, 94062
Phone: (650) 851 - 7489
Fax: (650) 332-1526
amahmutsuntribal@gmail.com

Costanoan

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister, CA, 95024
Phone: (831) 637 - 4238
ams@indiancanyon.org

Costanoan

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Dudek Project 12801: Sanchez-Mesa Apartments, Hollister Project, San Benito County.

July 9, 2020 PN: 12801

Chairperson Ann Marie Sayers [typical letter to Native American representatives]
P.O. Box 28
Hollister, CA 95024

Subject: Sanchez-Mesa Apartment Project, Hollister, San Benito County-Native American Outreach

Dear Chairperson Sayers,

Dudek is conducting a cultural resources study for a construction project (Project) located at 1550 San Juan Road (APN 052-090-008), Hollister, San Benito County, California (Figure 1). The project includes construction of a mixed-use development with 157 apartment units and 6,812 square feet of commercial space with associated on-site parking and site improvements on the 241,244-square foot lot.

As part of our efforts to identify cultural resources that may be affected by the project, Dudek is reaching out to Native American tribes with local knowledge of the Project vicinity. Dudek requested a Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC). The NAHC found positive results for the SLF search and directed us to the Amah Mutsun Tribal Band for more information.

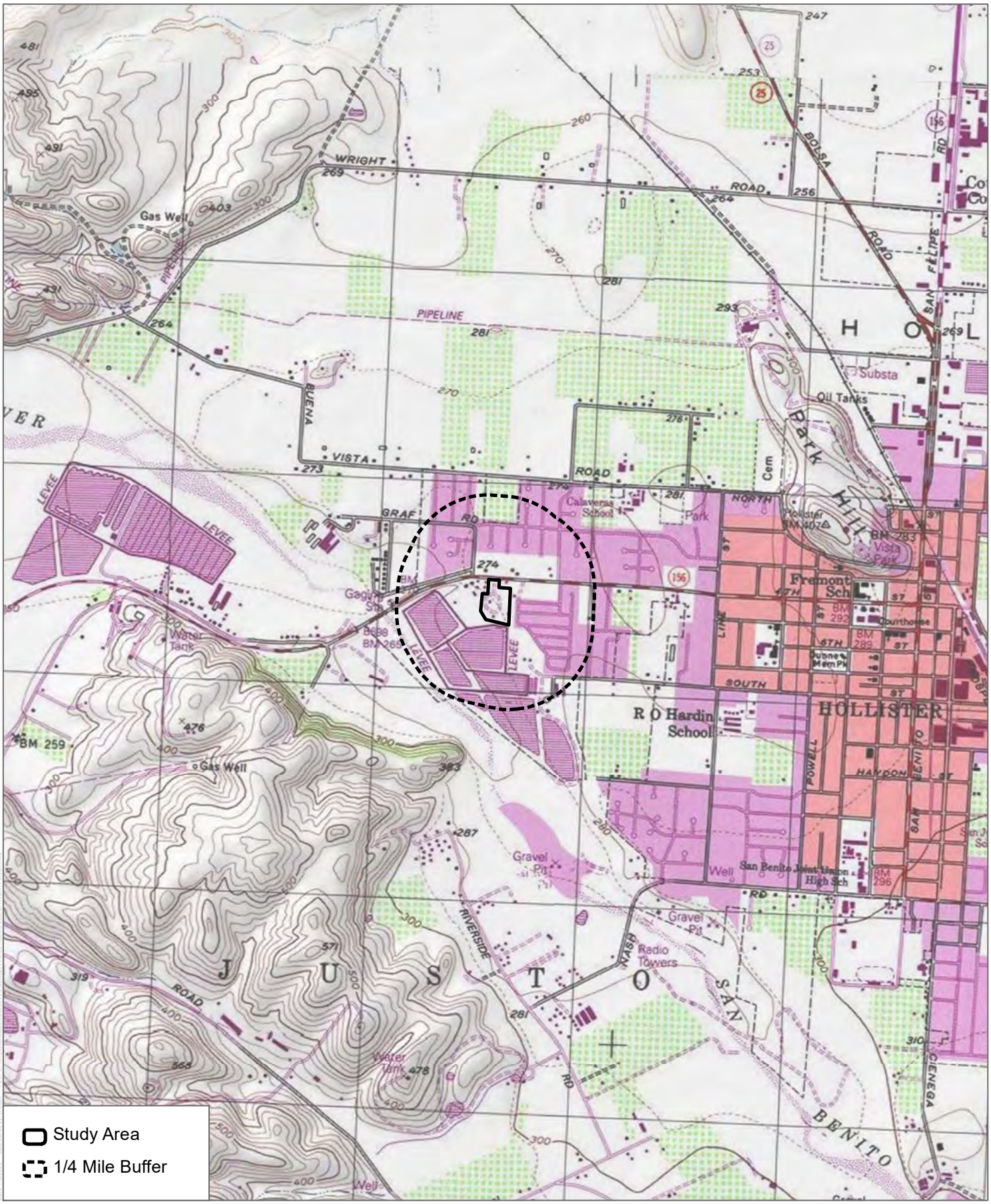
The NAHC provided us your contact as someone who may have additional information regarding cultural resources or sacred sites in the vicinity. Any information you provide will remain confidential and be used for planning purposes for this project only.

Please review the records search maps attached to this letter and respond within 14 days if you have any questions or comments. You may respond by mail, e-mail or telephone. If you have any questions or comments, you can reach me by telephone at (831) 226-9472, or by e-mail at sbrewer@dudek.com. All comments and letters received will be included in our confidential report. Thank you very much for your time regarding our request.

Sincerely,

Sarah Brewer, BA
Cultural Resources
DUDEK
725 Front Street, Suite 400 Santa Cruz, California 95060 T: 831.226.9472 sbrewer@dudek.com

Attachment: Figure 1. Records Search Map



SOURCE: USGS 7.5-Minute Series Hollister Quadrangle
Township 12S; Range 5E; Sections 28, 33

DUDEK

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0 285 570 Meters
1:24,000

Records Search

Sanchez-Mesa Apartments, Hollister, California

Sarah Brewer

From: Val Lopez <vlopez@amahmutsun.org>
Sent: Thursday, August 6, 2020 9:05 AM
To: Sarah Brewer
Cc: John Schlagheck; Rob Cuthrell; Aerieways
Subject: Re: Tribal outreach for Sanchez-Mesa Apartments, Hollister, San Benito County

Dear Ms. Brewer,

The Amah Mutsun Tribal Band request a Native American monitor from our Amah Mutsun Tribal Band be used on this project. With the positive finding for cultural resource material a monitor must be on site for all ground disturbance work.

Rob Cuthrell, Ph.D., who's cc'd on this email will be the contact person for arranging the monitor.

Thank you,

Valentin Lopez, Chair
Amah Mutsun Tribal Band
916-743-5833

On Thu, Jul 9, 2020 at 12:54 PM Sarah Brewer <sbrewer@dudek.com> wrote:

> Dear Chairperson Lopez,
>
> Dudek is conducting a cultural resources study for a construction project (Project) located at 1550 San Juan Road (APN 052-090-008), Hollister, San Benito County, California (see attached). The project includes construction of a mixed-use development with 157 apartment units and 6,812 square feet of commercial space with associated on-site parking and site improvements on the 241,244-square foot lot.
>
> As part of our efforts to identify cultural resources that may be affected by the project, Dudek is reaching out to Native American tribes with local knowledge of the Project vicinity. Dudek requested a Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC). **The NAHC found positive results for the SLF search and directed us to the Amah Mutsun Tribal Band for more information.**
>
> The NAHC provided us your contact as someone who may have additional information regarding cultural resources

Native American Contact (as of August 17, 2020)

Date	Contact Type	From	To	Communications
7/6/2020	Email	Dudek	Native American Heritage Commission (NAHC)	Request Sacred Lands file (SLF) search and list of Native American contacts in the Project Area
7/8/2020	Email	Native American Heritage Commission (NAHC)	Dudek	Sacred Lands File indicated positive results and recommended contacting the Amah Mutsun Tribal Band. Included list of Native American contacts for the Project Area.
7/9/2020	Email	Dudek	Valentin Lopez, Chair of the Amah Mutsun Tribal Band	Introduction to the project and request for information on additional resources in the Project Area
7/9/2020	Email	Dudek	Ann Marie Sayers, Chair of Indian Canyon Mutsun Band of Costanoan	Introduction to the project and request for information on additional resources in the Project Area
7/9/2020	Email	Dudek	Irenne Zwierlein, Chair of Amah Mutsun Tribal Band of Mission San Juan Bautista Ohlone Costanoan	Introduction to the project and request for information on additional resources in the Project Area
7/10/2020	Email	Ann Marie Sayers, Chair of Indian Canyon Mutsun Band of Costanoan	Dudek	Email sent 7/9/2020 returned as "undeliverable"
8/6/2020	Email and follow-up telephone call	Valentin Lopez, Chair of the Amah Mutsun Tribal Band	Dudek	"The Amah Mutsun Tribal Band request a Native American monitor from our Amah Mutsun Tribal Band be used on this project. With the positive finding for cultural resource material a monitor must be on site for all ground disturbance work."
8/10/2020	Email	Dudek	Ann Marie Sayers, Chair of Indian Canyon Mutsun Band of Costanoan	Introduction to the project and request for information on additional resources in the Project Area (re-send)
8/14/2020	Phone	Dudek	Ann Marie Sayers, Chair of Indian Canyon Mutsun Band of Costanoan	Follow-up telephone call. No answer and voicemail box full.

Attachment 4

Interested Party Outreach

725 FRONT STREET, SUITE 400
SANTA CRUZ, CALIFORNIA 95060
T 831.600.1400 F 831.600.1401

August 11, 2020

San Benito County Historical Society
Research Department
498 Fifth Street
Hollister, CA 95023

12801

Subject: Sanchez-Mesa Apartments, 1550 San Juan Road, Assessor's Parcel Number (APN) 052-090-008

Dear San Benito County Historical Society Researchers:

Dudek is conducting a cultural resources inventory and evaluation study for the Sanchez-Mesa Apartment project (Proposed Project) in Hollister, California. The Proposed Project includes the demolition of one structure and construction of a 157-unit apartment complex with related parking and landscaping improvements on an existing 5.5-acre parcel (Project Area). The Project Area is located on the south side of San Juan Road (1550 San Juan Road) approximately 800 west of Live Oak Drive in the southwest portion of the City of Hollister. The subject property is found on the USGS *Hollister* 7.5-minute topographic Quad (Figure 1) and on the attached aerial photo (Figure 2). The subject parcel is currently designated as Assessor's Parcel Number (APN) 052-090-008.

As part of our study, we are consulting regional historical organizations such as yours to determine if there are any known historic or cultural resources that may be affected by the Proposed Project. Your efforts in this process will provide valuable information for the proper identification and treatment of such resources. If you have any information regarding known cultural resources in the Proposed Project area, please feel free to contact me via phone or email (listed below). All comments, emails, or letters received will be included in the reports generated by this study. Thank you for your time regarding our request.

Sincerely,



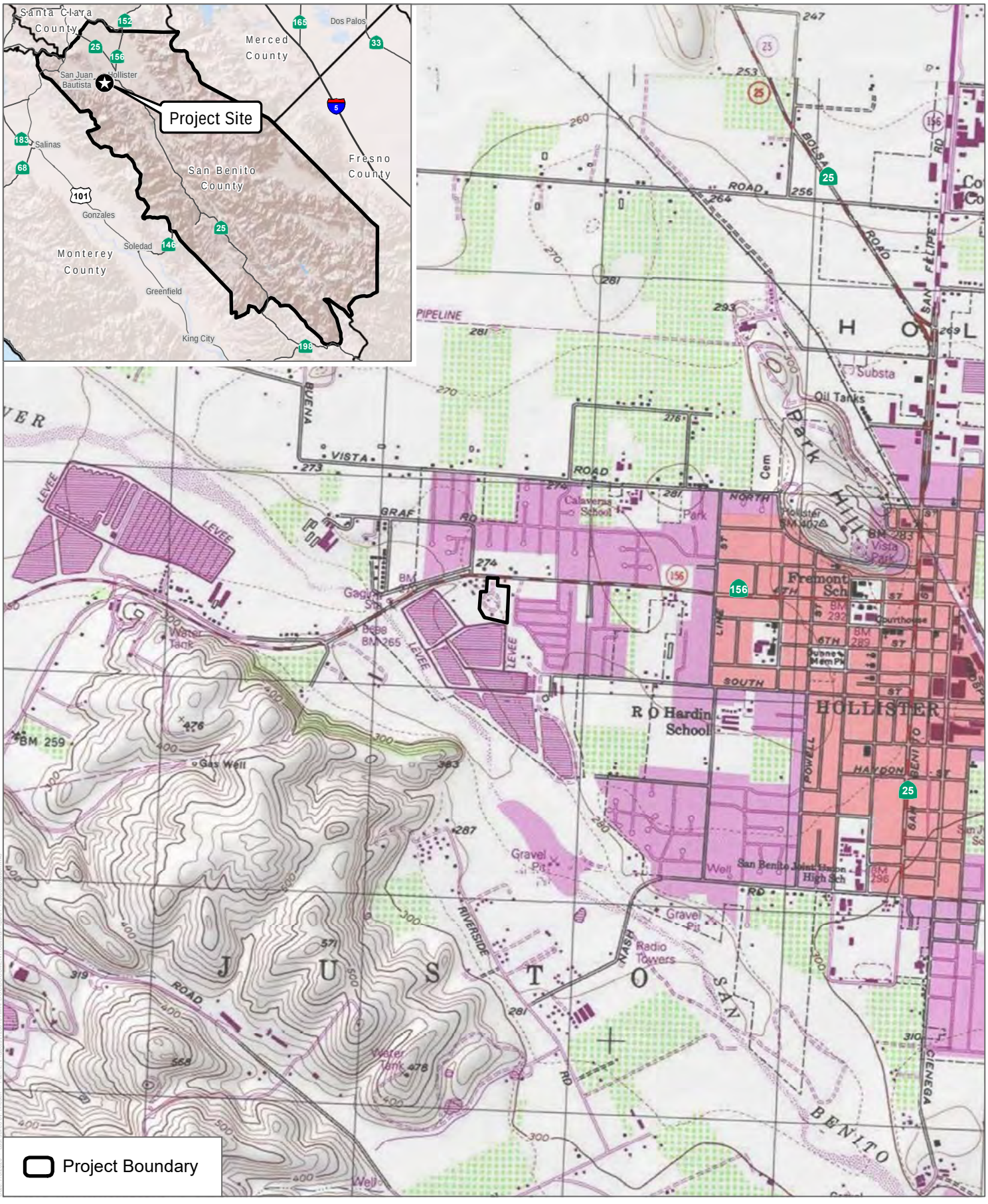
_____

John P. Schlagheck, MA, RPA
Project Manager

DUDEK

Direct: 831-212-3886
Email: jschlagheck@dudek.com

Att: Figure 1: Project Location Map
Figure 2: Aerial Photo with Project Boundary



SOURCE: USGS 7.5-Minute Series Hollister Quadrangle

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Sanchez-Mesa Apartments, Hollister, California

Dudek Cultural Resoruces Study
Sanchez-Mesa Apartments
1550 San Juan Road, Hollister, California



Figure 2: Aerial photo with project boundary

Attachment 5

Project Photos



Photo 1: Project Area looking south from north boundary



Photo 2: Interior of P-35-00564 facing northeast corner of structure



Photo 3: Project Area looking north from southeast corner of property boundary



Photo 4: Project Area looking west from central portion of the property

Appendix C

Energy Calculations

On-Site Diesel[1]	$MTCO_2e$	Gallons of Fuel[4]	Construction Year County Fuel (2022)	Percent
Demolition	17	1,675		
Site Preparation/Grading	62	6,069		
Building Construction	493	48,571		
Paving	23	2,266		
Architectural Coating	6	591		
Total	601	59,172	23,255,605	0.2544%
Off-Site Diesel[1]				
Demolition	1	99		
Site Preparation/Grading	28	2,719		
Building Construction	157	15,468		
Paving	0	0		
Architectural Coating	0	0		
Total	186	18,286	23,255,605	0.0786%
Off-Site Gasoline[2]				
Demolition	0	56		
Site Preparation/Grading	3	295		
Building Construction	218	24,688		
Paving	1	114		
Architectural Coating	4	454		
Total	226	25,606	27,611,047	0.0927%
Total Diesel Fuel		77,458	23,255,605	0.3331%
Total Gasoline Fuel		25,606	27,611,047	0.0927%
Total Construction Fuel	1,012	103,064		

UPDATED 4/19/2022

Construction Phase[3]	**Demolition**			**Site Preparation**			**Grading**			**Building Construction**			**Paving**			**Architectural Coating**		
	On-Site Diesel (Off-Road)	**Off-Site Diesel (Hauling/Vendor)**	**Off-Site Gas (Worker)**	**On-Site Diesel (Off-Road)**	**Off-Site Diesel (Hauling/Vendor)**	**Off-Site Gas (Worker)**	**On-Site Diesel (Off-Road)**	**Off-Site Diesel (Hauling/Vendor)**	**Off-Site Gas (Worker)**	**On-Site Diesel (Off-Road)**	**Off-Site Diesel (Hauling/Vendor)**	**Off-Site Gas (Worker)**	**On-Site Diesel (Off-Road)**	**Off-Site Diesel (Hauling/Vendor)**	**Off-Site Gas (Worker)**	**On-Site Diesel (Off-Road)**	**Off-Site Diesel (Hauling/Vendor)**	**Off-Site Gas (Worker)**
2022	17	1	0	17	0	1	45	28	2	12	4	5	23	0	1			
2023										303	97	135						
2024										178	56	78				6	0	4
Total	**17**	**1**	**0**	**17**	**0**	**1**	**45**	**28**	**2**	**493**	**157**	**218**	**23**	**0**	**1**	**6**	**0**	**4**

Notes:

[1] Fuel used for off-road, hauling, and vendor trips assumed to be diesel.

[2] Fuel used for worker trips assumed to be gasoline.

[3] $MTCO_2e$ rates from CalEEMod (3.0 Construction Details).

[4] For CO2e emissions, see Chapter 13 (page 94); Conversion Ratios: Climate Registry, General Reporting Protocol, 2016.

2024

UPDATED 4/19/2022

Vehicle Type	Percent[1]	Annual VMT[2]	MGP3	Annual Fuel	Fuel Type	Operational Year County Gallons[4]	County Percent		Statewide	Statewide percent
Passenger Cars	0.7937	2,183,370	21.6	101,082	Gas	27,486,528	0.3678%		15,589,042,965	0.0006%
Light/Medium Trucks	0.04089	112,498	17.2	6,541	Diesel	23,071,011	0.0283%	0.3517%	3,107,823,655	0.0002%
Heavy Trucks/Other	0	455,088	6.1	74,605	Diesel	23,071,011	0.3234%			
Total	1.000	2,750,959		81,145						

Land Use[1]	LDA	LDT1	LDT2	MCY	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	SBUS	MH
Apartments Mid Rise	0.487067	0.02401	0.172977	0.005596	0.104026	0.020215	0.004444	0.012289	0.165429	0.001449	0.001128	0.000598	0.00077
Regional Shopping Center	0.487067	0.02401	0.172977	0.005596	0.104026	0.020215	0.004444	0.012289	0.165429	0.001449	0.001128	0.000598	0.00077

Notes:

[1] Percent of vehicle trip distribution based on fleet mix from CalEEMod (4.4 Fleet Mix).

[2] Total annual operational VMT based on mitigated annual VMT from CalEEMod (4.2 Trip Summary Information).

[3] Average fuel economy derived from Department of Transportation.

[4] Total annual county fuel per EMFAC 2017 model of projected operational fuel usage.

UPDATED 4/19/2022

	Mitigated Project Annual Energy	County Annual Energy[3]	Percentage Increase
Electricity (kWh/yr)	687,871	390,671,108	0.1761%
Electricity (MWh/yr)	688	390,671	0.1761%
Electricity (GWh/yr)	0.687871	390.671108	0.1761%
Natural Gas (million therms)		15.012815	
Natural Gas (kBTU/yr)	1,325,046	1,501,281,500	0.0883%
Natural Gas (therms)	13,250.46	15,012,815	0.0883%

1 kBtu =	0.01	therms
1 therm =	100	kBtu

Land Use	Electricity[1] (kWh/yr)		Natural Gas[2] (kBTU/yr)	
	Unmitigated	Mitigated	Unmitigated	Mitigated
Apartments Mid Rise	607030	607030	1.32E+06	1.32E+06
Parking Lot	40320	40320	0	0
Shopping Center	40,521	40,521	9,126	9,126
Total Energy	**687,871**	**687,871**	**1,325,046**	**1,325,046**

Notes:

[1] Electricity use per CalEEMod (5.3 Energy by Land Use).

[2] Natural Gas use per CalEEMod (5.2 Natural Gas by Land Use).

[3] County total energy values from California Energy Commission energy reports available through ecdms.energy.ca.gov.

Daily Soil Disturbance[1]	**15**	acres	
Days of Soil Disturbance[2]	**44**	days	
Water Concentration[3]	3,020	gallons/acre	
Water Energy Intensity[4]	3,500	kWh/MG	0.000018
Total Construction Water	**1.99**	million gallons	
Construction Water Energy	**6,976**	kWh	
	0.0070	GWh	
Percentage Increase Countywide	**0.001786%**		

UPDATED 4/19/2022

Notes:

[1] Total daily acres disturbed from offroad equipment per CalEEMod (3.0 Construction Detail) and maximum SCAQMD LST values for soil-disturbing equipment.

[2] Number of days of construction with soil-disturbing equipment per CalEEMod (3.0 Construction Detail).

[3] Water application rate per Air and Waste Management Association's Air Pollution Engineering Manual.

[4] Water energy intensity factor for county subarea per CalEEMod User Guide, Appendix D, page D-343.

Mitigated Indoor	10.5	million gallons		UPDATED 4/19/2022
Indoor Energy Intensity Factor[1]	5,411	kWh/MG		
Mitigated Outdoor	6.6	million gallons	379870420	
Outdoor Energy Intensity Factor[2]	3,500	kWh/MG	0.0002104	
Operational Water Energy	**79915.50**	kWh	0.0210376	
	79.92	MWh		
Operational Water Energy	**0.08**	GWh		
Total water use	**17.10**	million gallons		

Land Use[3]	Unmitigated (MG)		Mitigated (MG)	
	Indoor	Outdoor	Indoor	Outdoor
Apartments Mid Rise	10.2	6.4	10.2	6.4
Shopping Center	0.3	0.2	0.3	0.2
	10.5	**6.6**	**10.5**	**6.6**

Notes:

[1] Indoor water energy intensity factor for county subarea per CalEEMod User Guide, Appendix D, page D-343. Factor includes supply, treatment, distribution, and wastewater.

[2] Outdoor water energy intensity factor for county subarea per CalEEMod User Guide, Appendix D, page D-343. Factor includes supply, treatment, and distribution.

[3] Operational water use values per CalEEMod (7.2 Water by Land Use).

Appendix D

Preliminary Geotechnical Report

SOIL SURVEYS GROUP INC.

103 CHURCH ST • SALINAS, CALIFORNIA 93901 • TELEPHONE (831) 757-2172

February 19, 2019
Job #7235

Mr. Laith Agha
449 Alvarado Street
Monterey, CA 93940

Dear Mr. Agha:

Submitted herewith is the report of our Geotechnical Investigation for the proposed new apartment building (four stories with underground parking), community building and a three story mixed use building with new parking areas to be located at 1550 San Juan Road, APN 052-090-008, in Hollister, California. Six borings were drilled on January 11, 2019, for geotechnical investigation purposes. Laboratory tests were subsequently made on driven soil core samples taken from the borings to determine the near surface and subsurface soil conditions and suitability for the construction of the proposed apartments and community room buildings. We find that the project site is suitable for the proposed use with the recommendations made herein.

It is a pleasure working with you on this project. If you have any questions regarding our geotechnical investigation or this report, please contact us.

Very truly yours,

SOIL SURVEYS GROUP, INC.

REGISTERED PROFESSIONAL ENGINEER BELINDA A. TALUBAN No. 44217 EXP. 6/30/19 CIVIL STATE OF CALIFORNIA

Belinda A. Taluban, P.E.
R.C.E. 44217

CERTIFIED ENGINEERING GEOLOGIST STATE OF CALIFORNIA No. 2668 exp 3/31/19

Michelle M. Garcia, C.E.G.
Engineering Geologist 2668

BAT/MMG/tr

cc. City of Hollister

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Figure I - Site Location Map
Figure II - Boring Locations (approx.)

Appendix A - Boring Logs
Appendix B - Direct Shear Test
Appendix C - R-Value Test

SOIL SURVEYS GROUP INC.

103 CHURCH ST • SALINAS, CALIFORNIA 93901 • TELEPHONE (831) 757-2172

GEOTECHNICAL INVESTIGATION

FOR THE PROPOSED NEW FOUR STORY APARTMENT BUILDING

WITH UNDERGROUND PARKING, COMMUNITY BUILDING,

AND THREE STORY MIXED USE BUILDING WITH NEW PARKING AREAS

1550 SAN JUAN ROAD

APN 052-090-008

HOLLISTER, CALIFORNIA

MR. LAITH AGHA

FEBRUARY 19, 2019; JOB #7235

I. INTRODUCTION:

This Geotechnical Investigation was made to determine the suitability of the soils at the project site for the proposed new apartment building (four stories with underground parking), community building and a three story mixed use building with new parking areas to be located at 1550 San Juan Road, APN 052-090-008, in Hollister, California. Six borings were drilled on January 11, 2019, and core samples were taken from the borings for laboratory testing. The boring logs, our field observations, and field and laboratory test data were analyzed to determine the following:

1. **Suitability of the soils at the project site for the proposed buildings with new parking areas.**
2. **Unsuitable or unstable soil conditions, if any.**
3. **Foundation, retaining wall, and pavement design criteria for the proposed buildings with new parking areas.**
4. **Subsurface groundwater and soil moisture considerations.**
5. **Surface drainage considerations.**
6. **Analysis of seismic hazards and seismic design factors per the 2016 California Building Code.**

Site Setting: The 5.45 acre parcel is relatively flat in the northern half and slopes at 15 to 20 percent down to the property boundary in the southern half. The property is vegetated with grasses and several trees.

II. LABORATORY TEST DATA[1]:

Fifty-three moisture density tests were made from the driven core samples. Standard Penetration Tests (SPT) were performed with a Terzaghi Split Spoon sampler. Core samples were also taken with a 2 ½-inch interior diameter (i.d.) Modified California Sampler. All samplers were driven into the soil by a 140 lb. hammer dropped a vertical distance of 30 inches at the sample location. Results of these tests are shown as follows:

MOISTURE DENSITY TESTS

Boring No.	Depth Ft.	Water Content %	Dry Density p.c.f.	Standard penetration Tests, Blows /foot	Pocket Penetrometer Tons S.F.
B-1	2-2.5	14.2	75.1	11	---
B-1	4-4.5	16.5	76.3	12	1.25
B-1	5.5-6	7.6	82.6	16(10)*	---
B-1	6-6.5	16.4	79.0	27(16)*	1.0
B-1	7.5-8	15.7	80.8	20	1.75
B-1	13-13.5	2.9	89.9	34	---
B-1	17.375-17.875	3.1	119.6	73/10.5"	---
B-1	21-21.5	3.4	116.8	9	---
B-1	25-25.5	3.7	114.8	43	---
B-2	2-2.5	5.2	93.2	9	---
B-2	4-4.5	4.9	101.0	10	---
B-2	6-6.5	5.4	95.9	18	---
B-2	9-9.5	4.1	114.6	14	---
B-2	13-13.5	5.6	104.7	22	---
B-2	16.5-17	25.7	103.7	56	1.0
B-2	21-21.5	3.2	111.2	44	---
B-3	2-2.5	6.8	96.4	3	---
B-3	4-4.5	3.0	96.6	12	---

[1] Boring Logs are located in Appendix A

B-3	6-6.5	10.6	88.1	14	---
B-3	9-9.5	5.5	91.7	16	---
B-3	13-13.5	9.2	110.1	20	---
B-3	17-17.5	2.6	103.4	25	---
B-3	21-21.5	2.5	119.7	74	---
B-4	2-2.5	20.0	80.5	7	1.25
B-4	4-4.5	3.3	97.8	15	---
B-4	5.5-6	8.3	103.9	20(12)*	---
B-4	6-6.5	6.1+	90.8+	31(19)*	---
B-4	7.5-8	2.6	103.8	28	---
B-4	10.5-11	2.8	117.3	36(22)*	---
B-4	11-11.5	7.5	113.9	56(34)*	---
B-4	12-12.5	6.0	121.6	21	---
B-4	17-17.5	3.3	129.1	30	---
B-4	21-21.5	3.1	122.3	40	---
B-4	25-25.5	7.8	118.3	18	---
B-4	29-29.5	32.6	88.5	8	0.5
B-4	33-33.5	29.0	83.5	18	0.75
B-4	37-37.5	38.0	86.7	8	2.5
B-4	41-41.5	31.4	90.5	18	---
B-5	2-2.5	12.5	76.5	7	---
B-5	4-4.5	27.4	72.5	6	0.75
B-5	5.5-6	19.1	84.3	8	0.75
B-5	6-6.5	6.0	87.9	10	---
B-5	9-9.5	2.8	110.9	9	---
B-5	13-13.5	2.5	96.9	38	---
B-5	17-17.5	2.6	114.6	34	---

B-5	21-21.5	3.2	119.7	17	---
B-6	2-2.5	14.4	66.2	4	---
B-6	4-4.5	32.4	79.4	7	1.0
B-6	6-6.5	25.8	84.1	6	---
B-6	9-9.5	29.7	90.9	13	2.25
B-6	13-13.5	2.9	104.3	14	---
B-6	17-17.5	2.7	110.9	22	---
B-6	21-21.5	3.7	116.9	41	---

*= 2.5-inch mod. Cal not SPT, ( ) = value adjusted to approximate SPT values
+ = Average water content and dry density from Direct Shear data

Nine Sieve Analysis tests were made on driven core samples. Results of these tests are shown as follows:

A.S.T.M. D 422 SIEVE ANALYSIS TEST-Percent Passing

Boring No.	Depth/ Ft.	Sieve No. 4	Sieve No. 10	Sieve No. 20	Sieve No. 30	Sieve No. 40	Sieve No. 100	Sieve No. 200
B-1	2-2.5	100	100	99	99	99	97	93
B-1	13-13.5	96	90	76	62	44	14	10
B-2	13-13.5	71	56	43	37	31	15	12
B-3	2-2.5	100	99	96	92	83	21	10
B-4	5.5-6	78	66	49	42	35	26	24
B-4	11-11.5	87	73	54	45	37	21	18
B-5	9-9.5	95	86	71	63	25	10	5
B-5	21-21.5	87	75	60	50	37	9	6
B-6	4-4.5	100	100	100	100	99	99	99

Nine plasticity index tests were performed on driven core samples. Results of these tests are as follows:

PLASTICITY INDEX TEST

Boring No.	Depth/ Feet	% Passing Sieve No. 40	% Passing Sieve No. 200	Liquid Limit	Plastic Limit	Plasticity Index
B-1	2-2.5	99	93	43	25	18
B-1	13-13.5	44	10	n/p	non-plastic	n/p
B-2	13-13.5	31	12	22	16	6
B-3	2-2.5	83	10	n/p	non-plastic	n/p
B-4	5.5-6	35	24	38	18	20
B-4	11-11.5	37	18	28	15	13
B-5	9-9.5	25	5	n/p	non-plastic	n/p
B-5	21-21.5	37	6	n/p	non-plastic	n/p
B-6	4-4.5	99	99	49	24	25

The test results for samples taken from the borings indicate that the fine fraction of the near surface fine grained, sandy silty soils encountered in Boring 1 at 2.0 to 2.5 feet and in Boring 6 at 4.0 to 4.5 feet in depth are moderately plastic and moderately expansive. The near surface fine to medium grained sandy soils encountered in Boring 3 at 2.0 to 2.5 feet in depth are non-plastic and non-expansive and the near surface silty, sandy soils encountered in Boring 4 at 5.5 to 6.0 feet in depth area moderately plastic and moderately expansive. The deeper subsurface silty, fine to coarse grained, sandy soils in Boring 2 at 13.0 to 13.5 feet and in Boring 4 at 11.0 to 11.5 feet in depth are slightly to moderately plastic and slightly expansive. The deeper subsurface slightly silty, fine to coarse grained, sandy soils in Boring 1 at 13.0 to 13.5 feet and in Boring 5 at 9.0 to 9.5 feet and 21.0 to 21.5 feet in depth are non-plastic and non-expansive.

One Direct Shear test was made from a soil sample taken from Boring 4 at 6 to 6.5 feet below surface. Results of this test are summarized as follows (see Appendix B for full report sheet):

Boring No.	Depth/ Ft.	Internal Frict. Angle, $\varphi°$	Cohesion, C p.s.f.	Soil Weight p.c.f.	Description of soil
B-4	6-6.5	36.3	50	96.3	Light grey, silty sand

Boring 1 was located near the northeasterly corner of the proposed apartment building, as shown on Figure II. The near surface soil consists of stiff, fine grained, sandy silt to a depth of 6.5 feet overlying medium dense to dense, silty, fine to medium grained sand to a depth of 13.5 feet. Below this depth, the soils consist of very dense, fine to coarse grained sand with coarse gravels to 17.5 feet underlain by loose, fine to coarse grained sand with scattered gravels to a depth of 21.5 feet overlying dense, fine to coarse grained sand with scattered gravels to the bottom of the boring at 25.5 feet in depth.

Boring 2 was located near the southeasterly corner of the proposed apartment building, as shown on Figure II. The near surface soil consists of loose to medium dense, slightly silty, fine to medium grained sand to a depth of 6.5 feet underlain by medium dense, clayey, silty, fine to coarse grained sand with scattered gravels to a depth of 15.5 feet. Below this depth, the soils consist of hard, fine grained, sandy, silty clay to a depth of 18.0 feet overlying dense, fine to coarse grained sand to the bottom of the boring at 21.5 feet in depth.

Boring 3 was located near the southwesterly corner of the proposed apartment building, as shown on Figure II. The near surface soil consists of very loose to medium dense, slightly silty, fine to medium grained sand with scattered gravels to a depth of 5.5 feet underlain by stiff, silty clay to a depth of 6.5 feet. Below this depth, the soils consist of silty, fine to coarse grained sand to a depth of 17.5 feet overlying very dense, slightly silty, fine to coarse grained sand with scattered, subrounded gravels to the bottom of the boring at 21.5 feet in depth.

Boring 4 was located near the location of the proposed community building, as shown on Figure II. The near surface soil consists of silty sand with gravels to a depth of one foot overlying firm, clayey silt with traces of sand to a depth of three feet overlying medium dense, silty, fine grained sand with traces of clay to a depth of 4.5 feet. Below this depth, the soils consist of medium dense to dense, fine to coarse grained sand to a depth of 11.5 feet underlain by medium dense, silty, clayey, fine to coarse grained sand with scattered gravels to a depth of 16.5 feet overlying dense, fine to coarse grained sand with scattered gravels to 25.5 feet. Below this depth, the soils consist of firm to very stiff, fine grained, sandy, silty clay to a depth of 37.5 feet underlain by very stiff/medium dense, fine grained, sandy, silty clay/silty, clayey sand to the bottom of the boring at 41.5 feet in depth.

Boring 5 was located near the northwesterly corner of the proposed apartment building, as shown on Figure II. The near surface soil consists of firm, clayey silt with traces of sand to a depth of 2.5 feet underlain by firm/loose, fine grained, sandy silt/silty sand to a depth of 4.5 feet overlying stiff, silty clay/clayey silt to a depth of six feet. Below this depth, the soils consist of loose to medium dense, slightly silty, fine to coarse grained sand with scattered gravels to a depth of 9.5 feet underlain by dense, fine to coarse grained sand with scattered gravels to the bottom of the boring at 21.5 feet in depth.

Boring 6 was located near the proposed three story mixed use building, as shown on Figure II. The near surface soil consists of very loose/soft, fine grained, silty sand/sandy silt to a depth of 2.5 feet overlying firm to stiff, fine grained, sandy silts and silty clays to a depth of 11.5 feet. Below this depth, the soils consist of medium dense, slightly silty, fine to coarse grained sand with scattered gravels to the bottom of the boring at 21.5 feet in depth.

Groundwater was observed in Boring 4 at a depth of 40.5 feet, prior to backfilling the borings on the day of drilling. The actual depth to groundwater during rainy months is unknown, but it should be noted that groundwater fluctuations can occur due to variations in rainfall, temperature and other factors not evident during the time of our investigation.

III. SUITABILITY OF SITE FOR PROPOSED USE:

No unsuitable or unstable soil conditions were found at the boring locations except for soft/loose soil in the upper three to ten feet and slightly to moderately expansive soils at footing depths. In our opinion, the site is suitable for the proposed four story apartment building with underground parking, community building, and a three story mixed used building with the recommendations made herein, specifically the recommendations for the recompaction of any soft/loose soils and the mitigation of any expansive soils.

IV. RECOMMENDED FOUNDATION DESIGN CRITERIA:

Spread footings may be used for the project community building and the three story mixed used building foundations after the site is cleared, grubbed and the proposed building pads are graded, compacted and properly prepared. Spread footings shall be installed to a minimum depth of 18 inches for both one story and any two story portions of the proposed community building and 24 inches for the three story mixed use building and a minimum of 24 inches for the four story apartment building with underground parking (however, the Structural Engineer shall determine footing dimensions using our retaining wall design criteria in Section VIII). The minimum depths shall be measured from the **inside building pad soil subgrade.** Mitigation for recompaction of any soft/loose soil conditions must be followed.

Allowable foundation pressures after any recompaction of the building pad areas are:
Continuous footings = 1500p.s.f.
Isolated rectangular footings = 1800 p.s.f.

Continuous footings shall be reinforced with four #4 steel reinforcement bars; two placed near the bottom of the footing and two placed near the top of the footing. Spread footings shall also meet the minimum requirements of the 2016 California Building Code and the City of Hollister Building ordinances for width, thickness, embedment and reinforcement steel. The new buildings and any future building additions shall be designed in strict accordance with the requirements specified in the 2016 California Building Code, or latest approved edition, to resist seismic forces.

All concrete floor and garage slabs-on-grade shall be a minimum of five inches thick and shall be reinforced with a minimum of #3 steel reinforcement bars at 12 inches on center or #4 steel reinforcement bars placed 24 inches on center, each way and shall extend into perimeter foundation. *The reinforcement steel must be firmly held in the vertical center of the slabs during placement and finishing of concrete with pre-cast concrete dobies.* All new concrete floor slabs-on-grade shall be underlain by an approved 15 mil. vapor barrier installed over a minimum four inch thick open graded gravel capillary break with two inches of clean sand placed over the vapor barrier as recommended in Section VIII-C herein. ***Concrete slabs shall have weakened plane joints a maximum of fifteen feet on center, each way. All concrete shall be properly cured with an approved curing compound or wetted burlap for a minimum of 14 days.***

Soil Surveys Group, Inc. shall inspect and approve the foundation footing excavations and the subgrade beneath concrete floor slabs for suitable soil bearing and proper penetration into competent soil. We also recommend that Soil Surveys Group, Inc. review and approve the grading, drainage and foundation plans prior to building construction.

A. Concrete Sidewalks and Outside Flatwork:
We recommend that any new on-site concrete sidewalks and outside flatwork be at least five inches thick and be placed over a compacted subgrade. All concrete flatwork should be divided into as nearly square panels as possible. Frequent joints should be installed to provide articulation to the concrete panels. Landscaping and planters adjacent to concrete flatwork should be designed in such a manner that positive drainage away from the new project buildings is achieved. It is assumed that the outside concrete flatwork will be subjected only to pedestrian traffic.

V. SOFT/LOOSE AND EXPANSIVE SOIL MITIGATIONS:

To mitigate the effects of any soft/loose near surface soil conditions and the slightly to moderately expansive soils at footing depths, the following measures are recommended:

1. Any existing loose soil within the proposed new building pads and extending a minimum of five feet in all directions outside of the proposed building foundations shall be recompacted **as necessary** to 90 percent relative compaction at the direction of Soil Surveys Group, Inc. prior to placing additional building pad fill or finishing the building pad subgrade. Soil Surveys Group, Inc. shall determine the depth of recompaction (up to three feet is anticipated for the community building and up to nine feet for the three story mixed use building and up to thirteen feet is anticipated for the apartment building) within the building perimeters after clearing, grubbing, and pad excavation are completed. Subexcavation and recompaction should be extended under any proposed patios or other permanent flatwork. The bottom of overexcavation and pad grading bottom should be scarified at least 12 inches, moisture conditioned, and recompacted to 90 percent relative compaction. Shoring may be necessary to support the excavations in the underground parking areas.

2. Spread footings shall be constructed a minimum of 18 inches deep for both one story and any two story portions of the proposed new community building and 24 inches for the proposed three story mixed use building and the four story apartment building with underground parking as measured from the lowest adjacent grade. Continuous non-retaining footings shall be reinforced with four #4 reinforcement bars, two placed near the bottom and two placed near the top of footing. The Structural Engineer shall determine all footing dimensions.

3. All new concrete floor slabs-on-grade shall be a minimum of five inches thick and shall be reinforced with a minimum of #3 steel reinforcement bars at 12 inches on center or #4 steel reinforcement bars at 24 inches on center, each way and shall be bent to extend a minimum of eight inches into the perimeter footing.

4. The foundation excavations shall be flooded with three to four inches of water at least 24 hours prior to pouring concrete, and the subgrade for concrete slabs and foundations should be brought to at least three percent over optimum moisture for a depth of at least eight inches prior to pouring concrete. No free water shall remain in the footing excavations during the concrete pour. To achieve the proper moisture conditioning in the subgrade beneath concrete slabs, water should be applied each evening for several days prior to placement of reinforcing steel and concrete.

5. Roof and site rain water should be directed away from the proposed building foundations. Rainfall runoff must not be allowed to collect or flow in a downslope direction against any building foundation.

6. Soil Surveys Group, Inc. shall be retained to inspect and test the recompaction of any soft/loose native soil and new engineered fill within the building pad perimeter and shall inspect and approve foundation footing excavations for soil bearing conditions. Soil Surveys Group, Inc. shall also inspect and approve the subgrade below concrete floor slabs prior to placement of reinforcing steel and shall inspect and approve the installation of all roof and yard drainage facilities.

VI. SURFACE AND SUBSURFACE DRAINAGE AND EROSION CONSIDERATIONS:

The near surface soil at the project site has the potential to erode, especially if protective vegetation is removed. Therefore all new cut and fill slopes, as well as disturbed soil areas, must be seeded with grass or landscape plants for erosion control and to prevent sloughing soil from blocking drainage patterns at the project site. Such erosion control measures shall be taken during and at completion of grading and during building construction operations.

Concentrated storm water runoff from the project site should not be allowed to discharge uncontrolled onto sloping ground. Suitable energy dissipation systems shall be designed where rainfall runoff is concentrated, or the drainage water should be collected and piped to flat ground or discharged onto a rocked energy dissipater down slope of the building foundations. Rock energy dissipaters consisting of four inch to six inch diameter rock or rubble rip rap should be installed at collection pipe discharge points to reduce soil erosion. Rain gutter downspouts shall discharge onto concrete splash blocks, or shall discharge into collector pipes. The building sites, any new paved areas and ground adjacent to the buildings shall be graded so that rainfall runoff does not become trapped or flow against any new or existing building foundations.

The boring logs do not indicated the need for a shallow subsurface drain system. However, the Geotechnical engineer may recommend a system of subsurface drains should wet subsurface soil conditions be encountered during site preparation or excavations for any new building foundations.

VII. RETAINING WALL AND POOL DESIGN CRITERIA:

The following design criteria are recommended for the project retaining walls:

Friction Angle	φ	*= 36.3 °*
Cohesion	*c*	*= 50 p.s.f.*
Soil Weight,	*w*	*= 96.3 p.c.f.*
Equivalent fluid pressure, active		*= 30 pounds per square foot per foot of depth for* ***Level Grade***
Equivalent fluid pressure, active		*= 35 p.c.f. with* ***2:1 slope behind wall***
Equivalent fluid pressure, at rest		*= 39 p.c.f., restrained condition*
Equivalent fluid pressure, passive		*= 376 p.c.f.*
Sliding friction	*f*	*= 0.30*
Allowable Footing Toe Pressure		*= 2,500 p.s.f. plus ⅓ additional for seismic force (if added)*

Retaining walls that are more than five feet high, or are part of or within ten feet of a building should include the seismic force of the soil against the retaining wall. The estimated seismically generated ground accelerations to be used for this area are:

PAGA = 0.801 g
RHGA =0.53 g = k_h
w =96.3 p.c.f.

The resultant seismic force is calculated by the formula: 3/8 w H^2 k_h per linear foot of retaining wall, or for this case **19.1 H^2**, ***where H is the height of the retaining wall. These forces, where needed, should be applied at a height of 0.6H above the base of the retaining wall and must be combined with the force produced by active soil pressure.***

These retaining wall design criteria are based on a fully drained condition. Therefore we recommend that a four-inch diameter perforated NDS or PVC pipe be installed behind or along the top of the footing, holes placed down, behind all walls that retain earth. The pipe shall be covered with a 12-inch wide envelope of ¾-inch drain rock or Class 2 Permeable Material (per Caltrans Standard Specifications Section 68-1.025) which shall extend to at least one foot above the top of pipe, and a filter fabric shall be installed over the top of the drain rock. However, no gravel shall be placed below the pipe. The remainder of the trench can be backfilled with clean native sand. As an alternative to installing drain rock or permeable material, a composite filter material, eg. Miradrain, can be installed with a perforated pipe at the bottom of the material. Clean-out risers must be installed on the perforated pipe at the up-stream ends, every 100-feet, and at 90° angle points. The capped end of the cleanout riser shall be located at the ground surface outside of or behind the retaining walls.

VIII. RECOMMENDED SPECIFICATIONS:

A. GRADING:

The building pads, extending a minimum of five feet in each direction past new foundation footings shall be cleared and grubbed of all surface vegetation, demolition debris, and organic topsoil before recompacting the original ground, placing engineered fill or finishing the subgrade for the new building pads. On site surface or subsurface grass, roots, deleterious material, or brush (if any) within the new building pad areas shall be removed. Soil Surveys Group, Inc. should determine the exact depth of subexcavation necessary, if any, after pad grading is complete at each building location. Based on our investigation, up to three feet of loose material was encountered at the proposed community building location, up to nine feet of loose material was encountered at the proposed three story mixed use building location, and eleven to thirteen feet of loose material was encountered in the apartment building location (it is anticipated that most of this material will be removed during excavation of the underground parking area). Subexcavated soil shall then be backfilled in eight inch loose lifts and recompacted to 90 percent relative compaction, prior to placing engineered fill or finishing subgrade of the new building pads. The bottom of overexcavation and pad grading bottom should be scarified at least 12 inches, moisture conditioned, and recompacted to 90 percent relative compaction

Any new cut and fill slopes shall be 2:1 or flatter unless retained. The native soil is suitable to be used as engineered fill provided any organics or debris are first removed from the soil to be used as fill. Any native soil used for fill, or any imported fill soil for the new building pads shall be compacted to at least 90 percent relative compaction, and any cut portions of the new building pads, if located within both cut and fill, shall be subexcavated a minimum of two feet, backfilled in eight inch loose lifts and recompacted to a minimum of 90 percent relative compaction. All fills placed on slope grades of 5:1 or greater shall be provided with a keyway excavated a minimum of two feet below grade, a minimum of 10 feet wide and at a 2% slope into the slope. The bottom of the keyway should be moisture conditioned, compacted (if necessary) and approved by Soil Surveys Group, Inc. prior to backfilling in eight inch loose lifts and compacting the backfill to 90 percent relative compaction. ***Grading, filling, compaction operations and foundation excavations shall be inspected and tested by Soil Surveys Group, Inc.***

B. COMPACTION:

Laboratory soils compaction test method shall be *A.S.T.M. D 1557-12.* Subgrade *in existing soil* beneath the new building pads shall be compacted to 90 percent relative compaction unless waived by the Geotechnical engineer. Subgrade soil below any new pavement shall also be compacted to

95 percent relative compaction, and aggregate base beneath new pavement shall be compacted to 95 percent relative compaction. Any imported sandy soil fill placed for the new building pads shall be compacted to a minimum of 95 percent relative compaction.

C. CONCRETE FLOOR SLABS-ON-GRADE:

Subgrade in recompacted soil under any new concrete floor slabs-on-grade shall be brought to at least 2% over optimum moisture prior to placing native or imported sandy soil fill, prior to placing the capillary break rock and moisture proof barrier or prior to pouring concrete. We recommend that a capillary break consisting of:

- a mat of clean, open graded rock, four inches thick, shall be placed over the finished soil subgrade,
- a minimum 15 mil. water-proof membrane (such as Stego, Moistop or equal) shall be placed over the open graded rock,
- two inches of clean, moistened sand shall be placed between the water-proof membrane and the bottom of the concrete floor slab. The moistened sand will help protect the membrane and will assist in equalizing the concrete curing rate to minimize shrinkage cracking.

Class 2 Aggregate Base or sand should not be used as the capillary break material. Capillary break material shall comply with and be installed according to the following:

1. MATERIAL:

The mineral aggregate for use under the floor slabs shall consist of broken stone, crushed or uncrushed gravel, quarry waste, or a combination of the above. The aggregate shall be free of adobe, vegetable matter, loam, volcanic tuff and other deleterious materials. It shall be of such quality that the absorption of water in a saturated, surface dry condition does not exceed 3% of the oven dry weight of the sample.

2. GRADING:

The mineral aggregate shall be of such size that the percentage composition by dry weight as determined by laboratory sieves (U.S. Sieves) will conform to the following grading:

Sieve Size	Percentage Passing Sieve
⅜" to ½"	100
No. 4	0-10
No. 200	0-2

3. PLACING:

Subgrade, upon which aggregate base, gravel or crushed rock is to be placed, shall be prepared by removing grass and roots. Where loose topsoil is present, it shall be removed and cleaned of debris and recompacted to 90 percent of maximum density.

4. THICKNESS AND STRENGTH:

Concrete slabs should be at least five inches thick. Concrete shall be five sack minimum (5.5 sack if pumped) and shall achieve a 28 day compressive strength of at least 2500 p.s.i., or as specified by the project engineer.

5. REINFORCEMENT:

Concrete slabs-on-grade shall be reinforced with a minimum of #3 steel reinforcement bars placed 12 inches on center, each way or #4 reinforcement bars placed 24 inches on center, each way and shall be bent to extend a minimum of eight inches into the perimeter footings.

D. UTILITY TRENCH BACKFILL:

All new on-site utility trenches shall be backfilled with a clean sand having a sand equivalent of 30 or higher. A two feet thick plug of compacted, **clayey soil backfill** or lean concrete shall be required around the pipe or conduit at places where utility trenches intersect the building perimeter. All trench backfill of imported clean sand or clean native sand shall be compacted to 95 percent relative compaction at all locations. Clean native sand shall be approved by Soil Surveys Group, Inc. prior to using for trench backfill.

E. PAVEMENT DESIGN CRITERIA:

A representative composite sample of the native subgrade and an R-value test was run. The R-Value was 21. Based on the Traffic Indices given in the table below, asphalt pavement should consist of the relevant thickness of Hot Mix Asphalt (HMA) over the relevant thickness of Class 2 Aggregate Base (AB), compacted to 95 percent relative compaction. The underlying soil subgrade shall be scarified a minimum of twelve inches, moisture conditioned and recompacted to 95 percent relative compaction. Soil Surveys Group, Inc. shall test and approve the finished soil subgrade and finished subgrade of Class 2 Aggregate Base.

Traffic Index (T.I.)	Thickness of H.M.A.	Thickness of A.B.
5	2.5"	12.5"
6	3.5"	14.5"
7	4.0"	17.5"

IX. GEOLOGIC AND SEISMIC CONSIDERATIONS:

San Benito County is in a seismically active area of the state of California. The following table provides a list of nearby faults that could produce an earthquake that could impact the project site.

Fault Name	Approximate Distance to Site	Orientation from Site	Data Source
Calaveras Fault (Well Constrained)	1.55 km	East	San Benito County GIS
Sargent Fault (Well Constrained)	3.36 km	North	San Benito County GIS
San Andreas Fault (Well Constrained)	7.04 km	Southwest	San Benito County GIS
Quien Sabe Fault (Well Constrained)	7.98 km	Northeast	San Benito County GIS

Fault Name	Approximate Distance to Site	Orientation from Site	Data Source
San Andreas Fault (Creeping Section)	9.0 km	South	Uniform Building Code, 1997
Zayante-Vergeles Fault	10.25 km	Southwest	Uniform Building Code, 1997

The new apartment building, community building, three story mixed use building, and any future building additions must be designed in strict compliance with the 2016 California Building Code to help withstand such seismically generated ground accelerations for a reasonably expected duration without suffering major damage.

The following are the project site coordinates and the seismic design criteria/coefficients per the requirements of the 2016 California Building Code (CBC):

Site Class	Latitude	Longitude	S_S	S_1	F_a	F_v
D	36.8519°	-121.4244°	2.237	0.857	1.00	1.50

Frame and semi-rigid structures with proper strengthening connections and hold-down fasteners (where needed) are recommended for the new apartment building, community building, three story mixed use building and any future building additions. With proper design parameters, seismic damage to the building can be mitigated for major earthquakes centered near the project area.

Surface rupture, liquefaction, lurch cracking, lateral spreading, and differential settlement are seismic hazards that must be considered at the project site. Surface rupture usually occurs along fault lines, and no known faults have been mapped through the project site. Therefore, the potential for surface rupture or lurch cracking is considered to be low.

Liquefaction and lateral spreading tend to occur in loose, fine saturated sands and in places where the liquefied soils can move toward a free face (e.g. a cliff or ravine). The deeper soils underlying the project site are typically medium dense to dense, slightly silty, fine to coarse grained sands and stiff to very stiff, fine grained, sandy clays. Groundwater was encountered in Boring 4 at a depth of 40.5 feet. Considering the deeper, dense, fine to coarse grained, sandy clays and the lack of shallow ground water, the potential risk for occurrence of damaging liquefaction or lateral spreading is considered to be low to moderate during a strong seismic event.

Differential compaction and settlement occur generally in loose, granular or unconsolidated semi-cohesive soils during severe ground vibration. In our opinion, the risk for soil consolidation caused differential compaction and settlement during a major seismic event is considered to be low.

X. UNFORESEEN OR UNUSUAL CONDITIONS:

If any unforseen or unsuitable soils conditions are found during grading or construction of the new buildings, the Geotechnical engineer shall be notified immediately so that remedial action can be taken. Such unsuitable conditions could be:

1. Wet, soft or unsuitable pockets of sandy soil within the proposed building sites.
2. Soil with a high organic content at the finished subgrade of the building pads.
3. Any other unforeseen conditions that would require remedial action by the Geotechnical engineer, project engineer, architect or contractor.

XI. CONCLUSIONS AND RECOMMENDATIONS:

From our field observations, analysis of the test data, and knowledge of the general area soils, the following are concluded:

1. The project soil conditions are suitable for the proposed new four story apartment building, community building and three story mixed use building provided any soft/loose near surface soil is recompacted prior to excavating for the new building foundation or finishing the subgrade of the building pad as recommended in Sections V and VIII herein.

2. Design criteria for a spread footing foundation system for the project buildings is provided in Sections IV and V. Retaining wall design criteria is provided in Section VII. Pavement design criteria is provided in Section VIII-E. Design criteria for concrete slabs-on-grade are provided in Sections IV, V and VIII herein.

3. Surface storm water runoff should be carefully controlled around the proposed buildings to provide positive drainage away from new and existing building foundations as discussed in Section VI herein.

4. The Geotechnical engineer should review the building and site grading plans for compliance with the recommendations herein and may provide additional specific recommendations for surface or subsurface drainage. The Geotechnical engineer shall inspect and approve all new foundation footing excavations.

5. Grading and compaction specifications and specifications for new concrete floor slabs-on-grade are provided in Section VIII herein.

6. Seismic considerations are discussed, and geoseismic design coefficients are provided in Section IX herein per the 2016 CBC. The potential for damaging earthquake related liquefaction is considered to be low to moderate at the project site.

XII. LIMITATIONS:

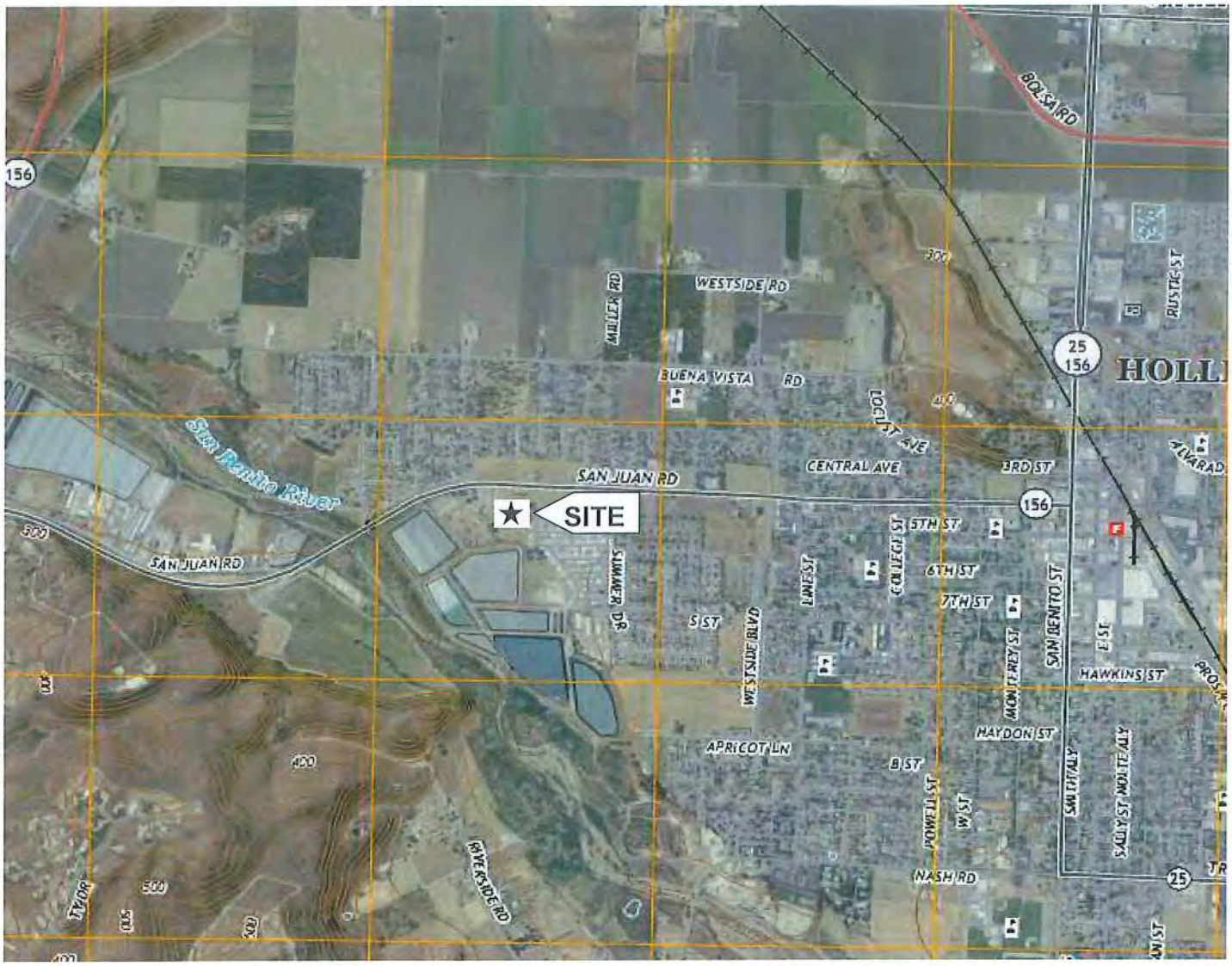
This report necessarily assumes that the subsurface conditions are as found in the borings. It should be recognized that the soil conditions described in this report are based on six borings and our knowledge of the general area soils. It must be understood that subsurface soil conditions can vary between borings and from site to site. If any unusual soil conditions are found during grading, installation of underground utilities or building construction, the Geotechnical engineer should be notified immediately so that remedial action can be taken (see Section X).

This report is issued with the understanding that it is the responsibility of the Owner or his representative to ensure that the applicable provisions of the recommendations contained herein are incorporated into the plans and specifications and that the necessary steps are taken to see that contractors and subcontractors carry out such provisions in the field. The use of this report, its contents or any part thereof, by a party or its

agents, other than Mr. Laith Agha, his engineer, architect, contractor or designated agents, is hereby disallowed unless specific permission is given to do so by Soil Surveys Group, Inc. This investigation and report were prepared with the understanding that new four story apartments with underground parking, community building and three story mixed use building with parking areas will be constructed at the project site as shown on the Figure II map enclosed herein. The use of this report, boring logs and laboratory test data shall be restricted to the original use for which they were prepared and publication by any method, in whole or in part, is prohibited without the written consent of Soil Surveys Group, Inc. Title to the designs remains with Soil Surveys Group, Inc. without prejudice. Visual contact with this report and drawings constitutes prima facie evidence of the acceptance of these restrictions.

Soil Surveys Group, Inc. will not take responsibility for or assume any liability for the recommendations made in this report unless Soil Surveys Group, Inc. performs the field inspections and testing mentioned herein.

The findings and recommendations of this report are considered valid at the present date. However, changes in the property conditions can occur with the passage of time on this or adjacent properties, whether due to natural processes or the works of man. Therefore, the findings of this report shall be considered valid for a period of not more than three years without being reviewed and updated by Soil Surveys Group, Inc.



BASE: U.S. Geological Survey, Hollister 7.5' Quadrangle, Hollister, CA

FIGURE I: VICINITY MAP

NO SCALE

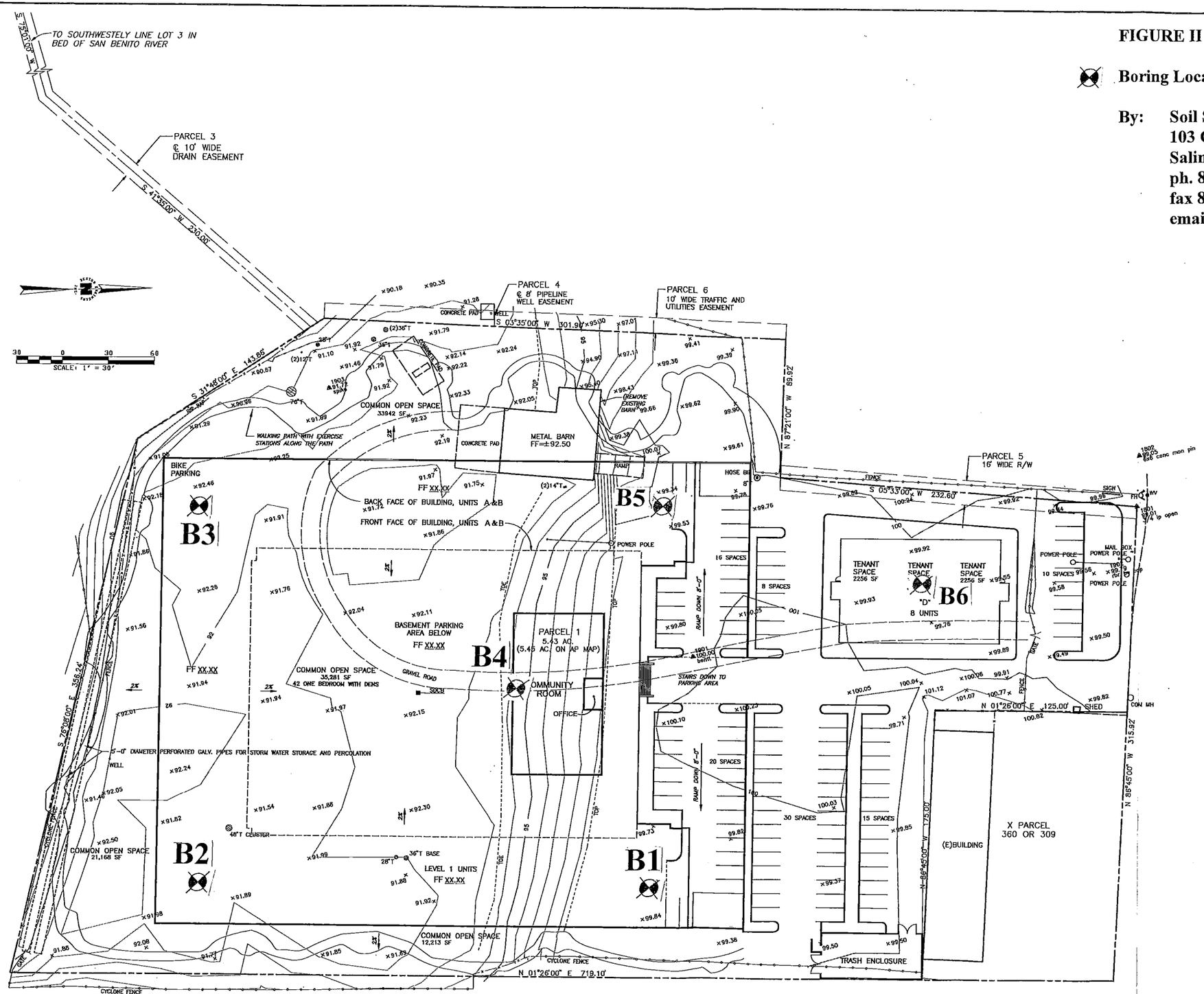
By: Soil Surveys Group, Inc.
103 Church Street
Salinas, CA 93901
831-757-2172

Job #7235

FIGURE II

Boring Locations (approx.)

By: Soil Surveys Group, Inc.
103 Church Street
Salinas, CA 93901
ph. 831-757-2172
fax 831-755-7330
email: info@soilsurveys.net



BASE: **1550 San Juan Road, in Hollister, California**
APN: 052-090-008
Grading and Drainage Plan by Scarlett Bestor Engineers, Inc., August 2018
Job #7235

REVISIONS

DESIGNED BY
DRAWN BY

ENGINEER
RCE:

DATE: PRELIMINARY

PRELIMINARY
NOT FOR CONSTRUCTION

BESTOR ENGINEERS, INC.
CIVIL ENGINEERING - SURVEYING - LAND PLANNING
9701 BLUE LARKSPUR LANE, MONTEREY, CALIFORNIA 93940
Ph 831.373.2941 F 831.649.4119 www.bestor.com

GRADING AND DRAINAGE
1550 SAN JUAN ROAD, HOLLISTER
APN 052-090-008
COUNTY OF SAN BENITO, CALIFORNIA

PREPARED FOR: Nader Agha

SCALE: 1"= 30'
DATE: AUGUST, 2018
SHEET: C-01
WO: 7123.00

L:\7123\712300\Dwgs\Planshts\C-01.DWG - sbojtsr - AUG 22, 2018 - 16:26:42

THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THEY WERE PREPARED AND PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH USE. REPRODUCTION, OR PUBLICATION BY ANY METHOD, IN WHOLE OR IN PART, IS PROHIBITED. TITLE TO THE PLANS AND SPECIFICATIONS REMAINS IN THE DESIGNER WITHOUT PREJUDICE. VISUAL CONTACT WITH THESE PLANS AND SPECIFICATIONS SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF THE ACCEPTANCE OF THESE RESTRICTIONS.

APPENDIX A
BORING LOGS

PRIMARY DIVISIONS			GROUP SYMBOL	SECONDARY DIVISIONS
COARSE GRAINED SOILS (MORE THAN HALF OF MATERIAL IS LARGER THAN NO. 200 SIEVE SIZE)	GRAVELS (MORE THAN HALF OF COARSE FRACTION IS LARGER THAN NO. 4 SIEVE)	CLEAN GRAVELS (LESS THAN 5% FINES)	GW	Well graded gravels, gravel-sand mixtures, little or no fines.
			GP	Poorly graded gravels or gravel-sand mixtures, little or no fines.
		GRAVEL WITH FINES	GM	Silty gravels, gravel-sand-silt mixtures, non-plastic fines
			GC	Clayey gravels, gravel-sand-clay mixtures, plastic fines.
	SANDS (MORE THAN HALF OF COARSE FRACTION IS SMALLER THAN NO. 4 SIEVE)	CLEAN SANDS (LESS THAN 5% FINES)	SW	Well graded sands, gravelly sands, little or no fines.
			SP	Poorly graded sands or gravelly sands, little or no fines.
		SANDS WITH FINES	SM	Silty sands, sand-silt mixtures, non-plastic fines.
			SC	Clayey sands, sand-clay mixtures, plastic fines.
FINE GRAINED SOILS (MORE THAN HALF OF MATERIAL IS SMALLER THAN NO. 200 SIEVE SIZE)	SILTS AND CLAYS (LIQUID LIMIT IS LESS THAN 50%)		ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
			OL	Organic silts and organic silty clays of low plasticity.
	SILTS AND CLAYS (LIQUID LIMIT IS GREATER THAN 50%)		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
			CH	Inorganic clays of high plasticity, fat clays.
			OH	Organic clays of medium to high plasticity, organic silts.
HIGHLY ORGANIC SOILS			Pt	Peat and other highly organic soils.

GRAIN SIZES

U.S STANDARD SERIES SIEVE — CLEAR SQUARE SIEVE OPENINGS

200	40	10	4	3/4"	3"	12"

SILTS AND CLAYS	SAND			GRAVEL		COBBLES	BOULDERS
	FINE	MEDIUM	COARSE	FINE	COARSE		

RELATIVE DENSITY

SANDS AND GRAVELS	BLOWS/FT*
VERY LOOSE	0 - 4
LOOSE	4-10
MEDIUM DENSE	10 - 30
DENSE	30 - 50
VERY DENSE	OVER 50

CONSISTENCY

SILTS AND CLAYS	STRENGTH**	BLOWS/FT*
VERY SOFT	0 - 1/4	0 - 2
SOFT	1/4 - 1/2	2 - 4
FIRM	1/2 - 1	4 - 8
STIFF	1 - 2	8 - 16
VERY STIFF	2 - 4	16 - 32
HARD	OVER 4	OVER 32

*Number of blows of 140 pound hammer falling 30 inches to drive a 2 inch O.D. (1 3/8 inch I.D) split spoon (ASTM D-1586)

**Unconfined compressive strength in tons/ft^2 as determined by laboratory testing or approximated by the standard penetration test (ASTM D-1586), pocket penetrometer, torvane, or visual observation

FIGURE NO. KEY TO LOGS

EXPLORATION DRILL LOG

BORING NO. B-1

PROJECT 1550 San Juan Road, Hollister | Job #7235 | DATE 1.11.19 | LOGGED BY JG

DRILL RIG Central Coast Drilling Tractor | HOLE DIA. 5" | SAMPLER Terzaghi Split Spoon (SPT) & 2.5"Cal

GROUNDWATER DEPTH: | INITIAL --- | FINAL --- | HOLE ELEV. ---

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	DRY DENSITY (pcf)	WATER CONTENT %	LIQUID LIMIT	PLASTIC LIMIT	POCKET PEN. (tsf)
Grasses/light olive-tan, fine grained, sandy, clayey	ML/CL								
SILT; moist		1							
Light olive-tan, fine grained, sandy SILT with clay;	ML		SPT						
moist, stiff		2							
			XXX	11	75.1	14.2	43	25	---
		3							
Light olive-tan, SILT with trace fine sand; dry, stiff	ML		SPT						
		4							
			XXX	12	76.3	16.5			1.25
		5							
Light olive-tan, fine grained, sandy SILT with thin	ML		2.5"Cal						
veins of clay; dry, stiff		6	XXX	16(10)	82.6	7.6			---
			XXX	27(16)	79.0	16.4			1.0
Light olive-tan silty, fine grained SAND with thin	SM	7	SPT						
veins of silty clay; moist, medium dense									
		8	XXX	20	80.8	15.7			1.75
		9							
		10							
Grades to light greyish-tan, silty, fine grained SAND	SM								
		11							
		12							
Light greyish-brown, slightly silty, fine to medium	SM		SPT						
grained SAND with scattered, rounded gravels;		13							
slightly moist, dense			XXX	34	89.9	2.9	non	plastic	---
		14							
		15							
		16							
Light brown, light grey, fine to coarse grained	SP		SPT						
SAND with scattered, subrounded gravels; slightly		17							
moist, very dense			XXX	73/10.5"	119.6	3.1			---
		18							
		19							
Rounded cobble up to 2.5" in diameter in tailings									
		20							

DEPTH 25.5'

SOIL SURVEYS GROUP, INC.

EXPLORATION DRILL LOG

BORING NO. B-1 CONTINUED

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	DRY DENSITY (pcf)	WATER CONTENT %	LIQUID LIMIT	PLASTIC LIMIT	POCKET PEN. (tsf)
Light greyish-tan, fine to coarse grained SAND with	SP		SPT						
scattered, subrounded gravels; moist, loose		21							
(slough in boring affecting blow counts)			XXX	9	116.8	3.4			---
		22							
		23							
		24							
Light greyish-tan, fine to coarse grained SAND with	SP		SPT						
scattered, subrounded gravels; moist, dense		25							
Bottom of boring at 25.5'	SP		XXX	43	114.8	3.7			---
		26							
		27							
		28							
		29							
		30							
		31							
		32							
		33							
		34							
		35							
		36							
		37							
		38							
		39							
		40							
		41							
		42							

DEPTH 25.5' Job #7235 SOIL SURVEYS GROUP, INC.

EXPLORATION DRILL LOG

BORING NO. B-2

PROJECT 1550 San Juan Road, Hollister | Job #7235 | DATE 1.11.19 | LOGGED BY JG

DRILL RIG Central Coast Drilling Tractor | HOLE DIA. 5" | SAMPLER Terzaghi Split Spoon (SPT) & 2.5"Cal

GROUNDWATER DEPTH: | INITIAL --- | FINAL --- | HOLE ELEV. ---

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	DRY DENSITY (pcf)	WATER CONTENT %	LIQUID LIMIT	PLASTIC LIMIT	POCKET PEN. (tsf)
Grasses/light greyish-brown, SILT; moist	ML								
		1							
Light greyish-tan, fine to medium grained SAND;	SP		SPT						
moist, loose		2							
			XXX	9	93.2	5.2			---
		3							
Light greyish-tan, dark brown, fine to medium	SP		SPT						
grained SAND; moist, loose to medium dense		4							
			XXX	10	101.0	4.9			---
		5							
Greyish-brown, slightly silty, fine to medium	SM/SP		SPT						
grained SAND; moist, medium dense		6							
			XXX	18	95.9	5.4			---
		7							
		8							
Greyish-tan, clayey, silty, fine to coarse grained	SM		SPT						
SAND with rounded, coarse gravels and thin veins		9							
of clay; moist, medium dense			XXX	14	114.6	4.1			---
		10							
		11							
		12							
Dark brown, silty, fine to coarse grained SAND	SM		SPT						
with rounded, coarse gravels; moist, medium dense		13							
			XXX	22	104.7	5.6	22	16	---
		14							
		15							
		16							
Olive-tan, reddish-yellow, fine grained, sandy,	CL		SPT						
silty CLAY with iron staining; moist, hard		17	XXX	56	103.7	25.7			1.0
		18							
		19							
Dark greyish-tan, fine to coarse grained SAND;									
moist	SP	20							

DEPTH 21.5'

SOIL SURVEYS GROUP, INC.

EXPLORATION DRILL LOG

BORING NO. B-2 CONTINUED

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	DRY DENSITY (pcf)	WATER CONTENT %	LIQUID LIMIT	PLASTIC LIMIT	POCKET PEN. (tsf)
Light tan, dark grey, fine to coarse grained SAND;	SP		SPT						
moist, dense		21							
Bottom of boring at 21.5'	SP		XXX	44	111.2	3.2			---
		22							
		23							
		24							
		25							
		26							
		27							
		28							
		29							
		30							
		31							
		32							
		33							
		34							
		35							
		36							
		37							
		38							
		39							
		40							
		41							
		42							

DEPTH 21.5' Job #7235 SOIL SURVEYS GROUP, INC.

EXPLORATION DRILL LOG

BORING NO. B-3

PROJECT 1550 San Juan Road, Hollister | Job #7235 | DATE 1.11.19 | LOGGED BY JG

DRILL RIG Central Coast Drilling Tractor | HOLE DIA. 5" | SAMPLER Terzaghi Split Spoon (SPT)

GROUNDWATER DEPTH: | INITIAL --- | FINAL --- | HOLE ELEV. ---

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	DRY DENSITY (pcf)	WATER CONTENT %	LIQUID LIMIT	PLASTIC LIMIT	POCKET PEN. (tsf)
Grasses/dark reddish-brown, clayey, silty SAND	SM								
with organics and scattered gravels; moist		1							
Light greyish-brown, fine to medium grained	SP		SPT						
SAND; moist, very loose		2							
			XXX	3	96.4	6.8	non	plastic	---
		3							
Light tan, slightly silty, fine to medium grained	SM		SPT						
SAND with scattered, subrounded gravels; moist,		4							
medium dense			XXX	12	96.6	3.0			---
		5							
	SM		SPT						
Dark olive-tan, silty CLAY; moist, stiff	CL	6							
			XXX	14	88.1	10.6			---
Greyish-brown, slightly silty, fine to coarse grained	SM	7							
SAND with subrounded to rounded gravels; moist,									
medium dense		8							
Light tan silty, fine grained SAND; moist, medium	SM		SPT						
dense		9							
			XXX	16	91.7	5.5			---
		10							
		11							
		12							
Dark greyish-tan, silty, fine to coarse grained SAND	SM		SPT						
with thin veins of clay and subangular to		13							
subrounded gravels; moist, medium dense			XXX	20	110.1	9.2			---
		14							
		15							
(Coarse, subrounded to rounded gravels up to 3" in									
diameter in cuttings)		16							
Light brown, dark grey, light greyish-tan, fine to	SP		SPT						
coarse grained, subangular to subrounded SAND;		17							
moist, medium dense			XXX	25	103.4	2.6			---
		18							
		19							
Same	SP	20							

DEPTH 21.5'

SOIL SURVEYS GROUP, INC.

EXPLORATION DRILL LOG

BORING NO. B-3 CONTINUED

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	DRY DENSITY (pcf)	WATER CONTENT %	LIQUID LIMIT	PLASTIC LIMIT	POCKET PEN. (tsf)
Light tan, light grey, dark grey, slightly silty, fine to	SM		SPT						
coarse grained SAND with fine to coarse grained,		21							
subrounded to rounded gravels; moist, very dense	SM		XXX	74	119.7	2.5			---
Bottom of boring at 21.5'		22							
		23							
		24							
		25							
		26							
		27							
		28							
		29							
		30							
		31							
		32							
		33							
		34							
		35							
		36							
		37							
		38							
		39							
		40							
		41							
		42							

DEPTH 21.5' Job #7235 SOIL SURVEYS GROUP, INC.

EXPLORATION DRILL LOG

BORING NO. B-4

PROJECT 1550 San Juan Road, Hollister | Job #7235 | DATE 1.11.19 | LOGGED BY JG

DRILL RIG Central Coast Drilling Tractor | HOLE DIA. 5" | SAMPLER Terzaghi Split Spoon (SPT) & 2.5"Cal

GROUNDWATER DEPTH: | INITIAL 40.5' | FINAL 40.5' | HOLE ELEV. ---

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	DRY DENSITY (pcf)	WATER CONTENT %	LIQUID LIMIT	PLASTIC LIMIT	POCKET PEN. (tsf)
Grass/dark reddish-brown, silty SAND with gravels	SM								
and cobble; moist		1							
Dark olive-tan, clayey SILT with trace fine sand;	ML/CL		SPT						
moist, firm		2							
			XXX	7	80.5	20.0			1.25
		3							
Light olive-tan, silty, fine grained SAND with trace	SM		SPT						
clay; moist, medium dense		4							
@4.25' Light tan, dark grey, fine to coarse grained	SP		XXX	15	97.8	3.3			----
SAND; moist, medium dense		5							
			2.5"Cal						
		6	XXX	20(12)	103.9	8.3	38	18	---
			XXX	31(19)	90.8	6.1	Shear	Test	---
Light greyish-tan, fine to medium grained SAND;	SP	7	SPT						
moist, medium dense									
		8	XXX	28	103.8	2.6			---
		9							
		10							
Light greyish-tan, fine to coarse grained SAND with	SP		2.5"Cal						
scattered, rounded gravels; moist, medium dense to		11	XXX	36(22)	117.3	2.8	28	15	---
dense			XXX	56(34)	113.9	7.5			---
Light greyish-tan, light tan, dark grey, slightly silty,	SM/SP	12	SPT						
fine to coarse grained SAND with scattered, sub-			XXX	21	121.6	6.0			---
angular to subrounded gravels; moist, medium dense		13							
		14							
		15							
Reddish-olive tan, silty, clayey, fine to coarse	SC/SM								
grained SAND with gravels; moist		16							
			SPT						
Dark grey, light grey, dark tan, fine to coarse	SP	17							
grained SAND with fine, subangular to subrounded			XXX	30	129.1	3.3			---
gravels; moist, dense		18							
		19							
		20							

DEPTH 41.5'

SOIL SURVEYS GROUP, INC.

EXPLORATION DRILL LOG

BORING NO. B-4 CONTINUED

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	DRY DENSITY (pcf)	WATER CONTENT %	LIQUID LIMIT	PLASTIC LIMIT	POCKET PEN. (tsf)
Light tan, dark grey, fine to coarse grained SAND	SP		SPT						
with rounded gravels; moist, dense		21							
			XXX	40	122.3	3.1			---
		22							
		23							
Light tan, dark greyish-tan, dark grey, slightly silty,		24							
fine to coarse grained SAND with fine to medium	SP		SPT						
gravels; moist, medium dense		25							
Olive-tan, light grey, mottled silty CLAY with fine	CL		XXX	18	118.3	7.8			---
to coarse grained sand; moist, very stiff		26							
		27							
		28							
Olive-tan, fine grained, sandy, silty CLAY; moist,	CL/ML		SPT						
firm to stiff		29							
			XXX	8	88.5	32.6			0.5
		30							
		31							
		32							
Olive-tan, reddish-yellow, tan, light grey, mottled,	CL		SPT						
silty CLAY with thin layers of fine sand and iron		33							
staining; moist, very stiff			XXX	18	83.5	29.0			0.75
		34							
		35							
		36							
Olive-tan, reddish-yellow, tan, silty CLAY with	CL		SPT						
trace fine sand; moist, firm to stiff		37							
			XXX	8	86.7	38.0			2.5
		38							
		39							
		40							
Water at 40.5'	▼CL/SC		SPT						
Olive-tan, fine grained, sandy, silty CLAY/silty,		41							
clayey SAND; wet, very stiff/medium dense	CL/SC		XXX	18	90.5	31.4			---
Bottom of boring at 41.5'		42							

DEPTH 41.5' Job #7235 SOIL SURVEYS GROUP, INC.

EXPLORATION DRILL LOG

BORING NO. B-5

PROJECT 1550 San Juan Road, Hollister | Job #7235 | DATE 1.11.19 | LOGGED BY JG

DRILL RIG Central Coast Drilling Tractor | HOLE DIA. 5" | SAMPLER Terzaghi Split Spoon (SPT)

GROUNDWATER DEPTH: | INITIAL --- | FINAL --- | HOLE ELEV. ---

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	DRY DENSITY (pcf)	WATER CONTENT %	LIQUID LIMIT	PLASTIC LIMIT	POCKET PEN. (tsf)
Grasses/dark reddish-brown, silty SAND with	SM								
organics; moist		1							
Dark olive-tan, clayey SILT with fine sand; moist	ML/CL		SPT						
firm		2							
			XXX	7	76.5	12.5			---
		3							
Olive-tan, fine grained, sandy SILT with thin layers	ML		SPT						
of slightly clayey, silty, fine grained sand; moist,		4							
firm			XXX	6	72.5	27.4			0.75
		5							
Dark olive-tan, silty CLAY/clayey SILT; moist, stiff	CL/ML		SPT						
		6	XXX	8	84.3	19.1			0.75
Light greyish-tan, slightly silty, fine to coarse	SM		XXX	10	87.9	6.0			---
grained SAND with scattered, fine, subrounded		7							
gravels; moist, loose to medium dense									
		8							
Light tan, dark greyish-tan, slightly silty, fine to	SM		SPT						
coarse grained SAND with subangular to sub-		9							
rounded gravels; moist, loose			XXX	9	110.9	2.8	non	plastic	---
		10							
		11							
		12							
Light greyish-tan, fine to coarse grained SAND with	SP		SPT						
subrounded, fine gravels; moist, dense		13							
			XXX	38	96.9	2.5			---
		14							
		15							
		16							
Light greyish-tan, fine to coarse grained SAND with	SP		SPT						
fine, subrounded gravels; slightly moist, dense		17							
			XXX	34	114.6	2.6			---
		18							
		19							
		20							

DEPTH 21.5'

SOIL SURVEYS GROUP, INC.

EXPLORATION DRILL LOG

BORING NO. B-5 CONTINUED

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	DRY DENSITY (pcf)	WATER CONTENT %	LIQUID LIMIT	PLASTIC LIMIT	POCKET PEN. (tsf)
Dark tan, fine to coarse grained SAND with	SP		SPT						
scattered, subrounded fine gravels; moist, medium		21							
dense. Bottom of boring at 21.5'	SP		XXX	17	119.7	3.2			---
		22							
		23							
		24							
		25							
		26							
		27							
		28							
		29							
		30							
		31							
		32							
		33							
		34							
		35							
		36							
		37							
		38							
		39							
		40							
		41							
		42							

DEPTH 21.5' Job #7235 SOIL SURVEYS GROUP, INC.

EXPLORATION DRILL LOG

BORING NO. B-6

PROJECT 1550 San Juan Road, Hollister - Apartments - Job #7235 DATE 1.11.19 LOGGED BY JG

DRILL RIG Central Coast Drilling Tractor HOLE DIA. 6" SAMPLER Terzaghi Split Spoon (SPT) & 2.5"Cal

GROUNDWATER DEPTH: INITIAL --- FINAL --- HOLE ELEV. ---

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	DRY DENSITY (pcf)	WATER CONTENT %	LIQUID LIMIT	PLASTIC LIMIT	POCKET PEN. (tsf)
Grasses/dark brown, silty SAND with organics;	SM								
moist		1							
Light olive-tan, silty, fine grained SAND/fine, sandy	SM/ML		SPT						
SILT; moist, very loose to loose/soft to firm		2							
			XXX	4	66.2	14.4			---
		3							
Olive-tan, fine grained, sandy, silty CLAY/fine,	CL/ML		SPT						
sandy, clayey SILT; moist, firm		4							
			XXX	7	79.4	32.4	49	24	1.0
		5							
Olive-tan, fine grained, sandy SILT with thin veins	ML/CL		SPT						
of silty clay; moist, firm		6							
			XXX	6	84.1	25.8			---
		7							
		8							
Olive-tan, silty CLAY; moist, stiff	CL		SPT						
		9							
			XXX	13	90.9	29.7			2.25
		10							
		11							
		12							
Dark brown, dark grey, light tan, slightly silty, fine	SM		SPT						
to coarse grained SAND with scattered, fine to		13							
medium, subrounded gravels; moist, medium dense			XXX	14	104.3	2.9			---
		14							
		15							
		16							
Dark brown, dark grey, light tan, fine to coarse	SP		SPT						
grained SAND with subangular to subrounded		17							
gravels; moist, medium dense			XXX	22	110.9	2.7			---
		18							
		19							
		20							

DEPTH 21.5'

SOIL SURVEYS GROUP, INC.

EXPLORATION DRILL LOG

BORING NO. B-6 CONTINUED

DESCRIPTION	SOIL TYPE	DEPTH	SAMPLE	BLOWS PER FOOT	DRY DENSITY (pcf)	WATER CONTENT %	LIQUID LIMIT	PLASTIC LIMIT	POCKET PEN. (tsf)
Dark brown, dark grey, slightly silty, fine to coarse	SM		SPT						
grained SAND with scattered, fine, subrounded		21							
gravels; moist, dense. Bottom of boring at 21.5'	SM		XXX	41	116.9	3.7			---
		22							
		23							
		24							
		25							
		26							
		27							
		28							
		29							
		30							
		31							
		32							
		33							
		34							
		35							
		36							
		37							
		38							
		39							
		40							
		41							
		42							

DEPTH 21.5' Job #7235 SOIL SURVEYS GROUP, INC.

APPENDIX B

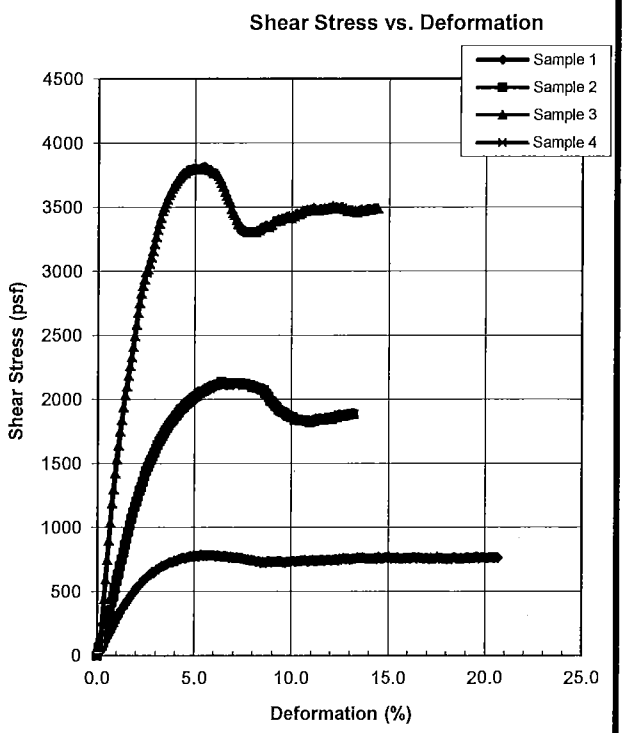
DIRECT SHEAR TEST

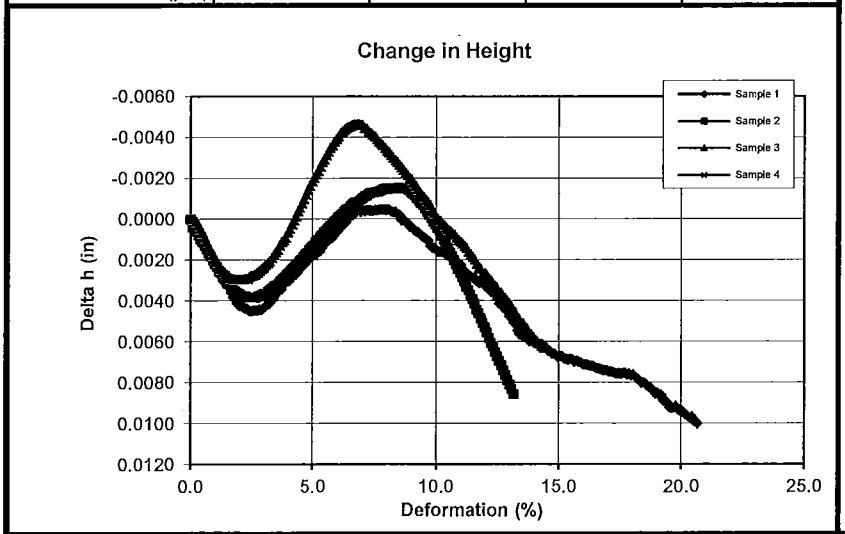
Consolidated Drained Direct Shear (ASTM D3080)

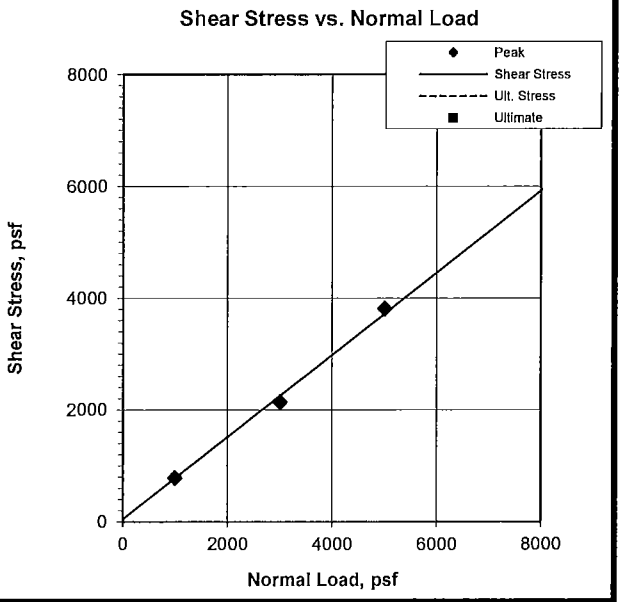
CTL Job #:	699-164	Project #:	7235	By:	MD
Client:	Soil Surveys Inc.	Date:	1/29/2019	Checked:	PJ
Project Name:	1550 San Juan Road	Remolding Info:			

Specimen Data				
	1	2	3	4
Boring:	B-4	B-4	B-4	
Sample:				
Depth (ft):	6-6.5	6-6.5	6-6.5	
Visual Description:	Light Gray Silty SAND/ SAND w/ Silt	Light Gray Silty SAND/ SAND w/ Silt	Light Gray Silty SAND/ SAND w/ Silt	
Normal Load (psf)	1000	3000	5000	
Dry Mass of Specimen (g)	105.9	110.9	112.0	
Initial Height (in)	1.00	1.00	1.00	
Initial Diameter (in)	2.42	2.42	2.42	
Initial Void Ratio	0.922	0.835	0.817	
Initial Moisture (%)	6.1	6.0	6.2	
Initial Wet Density (pcf)	93.0	97.3	98.5	
Initial Dry Density (pcf)	87.7	91.8	92.8	
Initial Saturation (%)	17.8	19.3	20.4	
ΔHeight Consol (in)	0.0252	0.0304	0.0367	
At Test Void Ratio	0.874	0.780	0.750	
At Test Moisture (%)	27.6	25.5	24.1	
At Test Wet Density (pcf)	114.8	118.9	119.5	
At Test Dry Density (pcf)	90.0	94.7	96.3	
At Test Saturation (%)	85.3	88.5	86.7	
Strain Rate (%/min)	0.01	0.01	0.01	
Strengths Picked at	Peak	Peak	Peak	
Shear Stress (psf)	785	2140	3815	
ΔHeight (in) at Peak	0.0007	-0.0005	-0.0029	
Ultimate Stress (psf)				

Phi (deg)	36.3	Ult. Phi (deg)	
Cohesion (psf)	50	Ult. Cohesion (psf)	







Remarks:

©

APPENDIX C

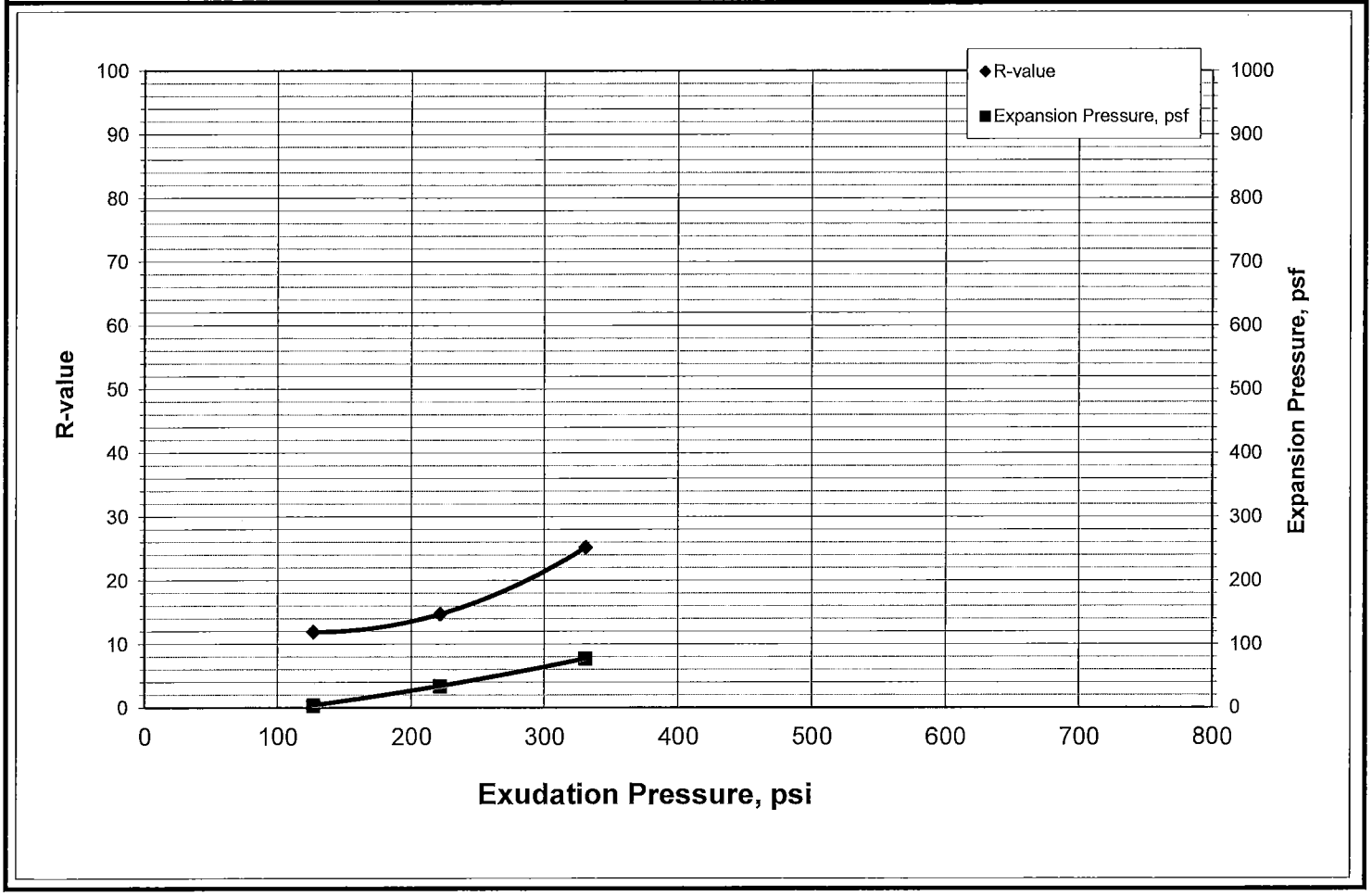
R-VALUE TEST

R-value Test Report (Caltrans 301)

Job No.:	699-164	**Date:**	01/25/19	**Initial Moisture,**	10.0
Client:	Soil Surveys Inc	**Tested**	PJ	**R-value**	21
Project:	7235	**Reduced**	RU		
Sample	R-1 @ 0.5-1.5'	**Checked**	DC	**Expansion Pressure**	60 psf
Soil Type:	Olive Gray Sandy CLAY				

Specimen Number	A	B	C	D
Exudation Pressure, psi	127	222	331	
Prepaired Weight, grams	1200	1200	1200	
Final Water Added, grams/cc	100	80	60	
Weight of Soil & Mold, grams	3174	3132	3172	
Weight of Mold, grams	2113	2098	2098	
Height After Compaction, in.	2.60	2.45	2.53	
Moisture Content, %	19.2	17.4	15.5	
Dry Density, pcf	103.8	109.0	111.4	
Expansion Pressure, psf	4	34	77	
Stabilometer @ 1000				
Stabilometer @ 2000	129	124	101	
Turns Displacement	4.70	4.20	4.34	
R-value	12	15	25	

Remarks:



Appendix E

Greenhouse Gas Emissions Data

1550 San Juan - San Benito County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

1550 San Juan

San Benito County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	288.00	Space	2.59	115,200.00	0
Apartments Mid Rise	157.00	Dwelling Unit	4.13	157,000.00	449
Regional Shopping Center	3.90	1000sqft	0.09	3,900.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.5	**Precipitation Freq (Days)**	50
Climate Zone	4			**Operational Year**	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Per Construction Questionnaire

Demolition -

Grading -

Vehicle Trips - Per trip gen table

Construction Off-road Equipment Mitigation - Per MBARD rul compliance

Water Mitigation -

Waste Mitigation - Per AB 939

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	43.00
tblConstructionPhase	NumDays	230.00	423.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	20.00	34.00
tblConstructionPhase	NumDays	20.00	23.00
tblGrading	MaterialExported	0.00	7,270.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	ST_TR	4.91	4.29
tblVehicleTrips	ST_TR	46.12	52.01
tblVehicleTrips	SU_TR	4.09	4.29
tblVehicleTrips	SU_TR	21.10	52.01
tblVehicleTrips	WD_TR	5.44	4.29
tblVehicleTrips	WD_TR	37.75	52.01

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.0935	0.9410	0.7648	1.7100e-003	0.2425	0.0418	0.2843	0.1148	0.0386	0.1534	0.0000	152.6393	152.6393	0.0352	5.0900e-003	155.0359
2023	0.2740	2.1454	2.6919	5.9200e-003	0.1999	0.0934	0.2932	0.0539	0.0879	0.1417	0.0000	528.1931	528.1931	0.0763	0.0174	535.2892
2024	1.1901	1.2145	1.6090	3.5600e-003	0.1233	0.0496	0.1729	0.0332	0.0468	0.0800	0.0000	318.0526	318.0526	0.0448	0.0101	322.1833
Maximum	**1.1901**	**2.1454**	**2.6919**	**5.9200e-003**	**0.2425**	**0.0934**	**0.2932**	**0.1148**	**0.0879**	**0.1534**	**0.0000**	**528.1931**	**528.1931**	**0.0763**	**0.0174**	**535.2892**

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	0.0935	0.9410	0.7648	1.7100e-003	0.1144	0.0418	0.1561	0.0520	0.0386	0.0906	0.0000	152.6391	152.6391	0.0352	5.0900e-003	155.0358
2023	0.2740	2.1454	2.6919	5.9200e-003	0.1898	0.0934	0.2832	0.0514	0.0879	0.1393	0.0000	528.1928	528.1928	0.0763	0.0174	535.2888
2024	1.1901	1.2145	1.6090	3.5600e-003	0.1170	0.0496	0.1667	0.0317	0.0468	0.0784	0.0000	318.0524	318.0524	0.0448	0.0101	322.1831
Maximum	**1.1901**	**2.1454**	**2.6919**	**5.9200e-003**	**0.1898**	**0.0934**	**0.2832**	**0.0520**	**0.0879**	**0.1393**	**0.0000**	**528.1928**	**528.1928**	**0.0763**	**0.0174**	**535.2888**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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**	**25.54**	**0.00**	**19.25**	**33.09**	**0.00**	**17.80**	**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	**9-1-2022**	**11-30-2022**	0.8598	0.8598
2	**12-1-2022**	**2-28-2023**	0.5623	0.5623
3	**3-1-2023**	**5-31-2023**	0.6110	0.6110
4	**6-1-2023**	**8-31-2023**	0.6088	0.6088
5	**9-1-2023**	**11-30-2023**	0.6065	0.6065
6	**12-1-2023**	**2-29-2024**	0.5844	0.5844
7	**3-1-2024**	**5-31-2024**	0.5741	0.5741
8	**6-1-2024**	**8-31-2024**	1.4248	1.4248
		Highest	1.4248	1.4248

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.7882	0.0187	1.6221	9.0000e-005		8.9800e-003	8.9800e-003		8.9800e-003	8.9800e-003	0.0000	2.6520	2.6520	2.5600e-003	0.0000	2.7159
Energy	7.1400e-003	0.0611	0.0262	3.9000e-004		4.9400e-003	4.9400e-003		4.9400e-003	4.9400e-003	0.0000	134.3541	134.3541	0.0117	2.5400e-003	135.4036
Mobile	0.5254	1.1360	4.9717	0.0111	1.0299	0.0121	1.0420	0.2756	0.0115	0.2871	0.0000	1,044.5475	1,044.5475	0.0591	0.0668	1,065.9343
Waste						0.0000	0.0000		0.0000	0.0000	15.4902	0.0000	15.4902	0.9155	0.0000	38.3764
Water						0.0000	0.0000		0.0000	0.0000	3.3369	7.4115	10.7484	0.3439	8.2400e-003	21.8016
Total	**1.3208**	**1.2158**	**6.6200**	**0.0116**	**1.0299**	**0.0261**	**1.0559**	**0.2756**	**0.0254**	**0.3010**	**18.8271**	**1,188.9650**	**1,207.7922**	**1.3327**	**0.0776**	**1,264.2318**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.7882	0.0187	1.6221	9.0000e-005		8.9800e-003	8.9800e-003		8.9800e-003	8.9800e-003	0.0000	2.6520	2.6520	2.5600e-003	0.0000	2.7159
Energy	7.1400e-003	0.0611	0.0262	3.9000e-004		4.9400e-003	4.9400e-003		4.9400e-003	4.9400e-003	0.0000	134.3541	134.3541	0.0117	2.5400e-003	135.4036
Mobile	0.5254	1.1360	4.9717	0.0111	1.0299	0.0121	1.0420	0.2756	0.0115	0.2871	0.0000	1,044.5475	1,044.5475	0.0591	0.0668	1,065.9343
Waste						0.0000	0.0000		0.0000	0.0000	7.7451	0.0000	7.7451	0.4577	0.0000	19.1882
Water						0.0000	0.0000		0.0000	0.0000	2.6695	6.2275	8.8970	0.2752	6.6000e-003	17.7425
Total	**1.3208**	**1.2158**	**6.6200**	**0.0116**	**1.0299**	**0.0261**	**1.0559**	**0.2756**	**0.0254**	**0.3010**	**10.4146**	**1,187.7810**	**1,198.1956**	**0.8063**	**0.0760**	**1,240.9845**

	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**	**44.68**	**0.10**	**0.79**	**39.50**	**2.11**	**1.84**

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	9/1/2022	9/14/2022	5	10	
2	Site Preparation	Site Preparation	9/15/2022	9/28/2022	5	10	
3	Grading	Grading	9/29/2022	11/15/2022	5	34	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	11/16/2022	12/16/2022	5	23	
5	Building Construction	Building Construction	12/19/2022	7/31/2024	5	423	
6	Architectural Coating	Architectural Coating	6/3/2024	7/31/2024	5	43	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 34

Acres of Paving: 2.59

Residential Indoor: 317,925; Residential Outdoor: 105,975; Non-Residential Indoor: 5,850; Non-Residential Outdoor: 1,950; Striped Parking Area: 6,912 (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
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	27.00	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	909.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	163.00	36.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	33.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Fugitive Dust					2.9400e-003	0.0000	2.9400e-003	4.4000e-004	0.0000	4.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0132	0.1286	0.1030	1.9000e-004		6.2100e-003	6.2100e-003		5.7800e-003	5.7800e-003	0.0000	16.9951	16.9951	4.7700e-003	0.0000	17.1145
Total	**0.0132**	**0.1286**	**0.1030**	**1.9000e-004**	**2.9400e-003**	**6.2100e-003**	**9.1500e-003**	**4.4000e-004**	**5.7800e-003**	**6.2200e-003**	**0.0000**	**16.9951**	**16.9951**	**4.7700e-003**	**0.0000**	**17.1145**

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	5.0000e-005	2.0900e-003	4.2000e-004	1.0000e-005	2.3000e-004	2.0000e-005	2.5000e-004	6.0000e-005	2.0000e-005	8.0000e-005	0.0000	0.7845	0.7845	0.0000	1.2000e-004	0.8213
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	2.4000e-004	1.7000e-004	1.9200e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4860	0.4860	2.0000e-005	1.0000e-005	0.4909
Total	**2.9000e-004**	**2.2600e-003**	**2.3400e-003**	**2.0000e-005**	**8.3000e-004**	**2.0000e-005**	**8.5000e-004**	**2.2000e-004**	**2.0000e-005**	**2.4000e-004**	**0.0000**	**1.2706**	**1.2706**	**2.0000e-005**	**1.3000e-004**	**1.3122**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

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					1.2600e-003	0.0000	1.2600e-003	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0132	0.1286	0.1030	1.9000e-004		6.2100e-003	6.2100e-003		5.7800e-003	5.7800e-003	0.0000	16.9951	16.9951	4.7700e-003	0.0000	17.1144
Total	**0.0132**	**0.1286**	**0.1030**	**1.9000e-004**	**1.2600e-003**	**6.2100e-003**	**7.4700e-003**	**1.9000e-004**	**5.7800e-003**	**5.9700e-003**	**0.0000**	**16.9951**	**16.9951**	**4.7700e-003**	**0.0000**	**17.1144**

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	5.0000e-005	2.0900e-003	4.2000e-004	1.0000e-005	2.2000e-004	2.0000e-005	2.4000e-004	6.0000e-005	2.0000e-005	8.0000e-005	0.0000	0.7845	0.7845	0.0000	1.2000e-004	0.8213
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	2.4000e-004	1.7000e-004	1.9200e-003	1.0000e-005	5.7000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4860	0.4860	2.0000e-005	1.0000e-005	0.4909
Total	**2.9000e-004**	**2.2600e-003**	**2.3400e-003**	**2.0000e-005**	**7.9000e-004**	**2.0000e-005**	**8.1000e-004**	**2.1000e-004**	**2.0000e-005**	**2.3000e-004**	**0.0000**	**1.2706**	**1.2706**	**2.0000e-005**	**1.3000e-004**	**1.3122**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0983**	**8.0600e-003**	**0.1064**	**0.0505**	**7.4200e-003**	**0.0579**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

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	2.1000e-004	2.3100e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5833	0.5833	2.0000e-005	2.0000e-005	0.5891
Total	**2.9000e-004**	**2.1000e-004**	**2.3100e-003**	**1.0000e-005**	**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5833**	**0.5833**	**2.0000e-005**	**2.0000e-005**	**0.5891**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

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					0.0420	0.0000	0.0420	0.0216	0.0000	0.0216	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0420**	**8.0600e-003**	**0.0501**	**0.0216**	**7.4200e-003**	**0.0290**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

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	2.1000e-004	2.3100e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.9000e-004	0.0000	0.5833	0.5833	2.0000e-005	2.0000e-005	0.5891
Total	**2.9000e-004**	**2.1000e-004**	**2.3100e-003**	**1.0000e-005**	**6.8000e-004**	**0.0000**	**6.8000e-004**	**1.8000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.5833**	**0.5833**	**2.0000e-005**	**2.0000e-005**	**0.5891**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					0.1209	0.0000	0.1209	0.0583	0.0000	0.0583	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0331	0.3545	0.2596	5.0000e-004		0.0160	0.0160		0.0147	0.0147	0.0000	44.2931	44.2931	0.0143	0.0000	44.6512
Total	**0.0331**	**0.3545**	**0.2596**	**5.0000e-004**	**0.1209**	**0.0160**	**0.1369**	**0.0583**	**0.0147**	**0.0730**	**0.0000**	**44.2931**	**44.2931**	**0.0143**	**0.0000**	**44.6512**

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	1.7000e-003	0.0703	0.0141	2.7000e-004	7.7600e-003	7.3000e-004	8.4900e-003	2.1400e-003	6.9000e-004	2.8300e-003	0.0000	26.4119	26.4119	8.0000e-005	4.1500e-003	27.6512
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	8.1000e-004	5.8000e-004	6.5400e-003	2.0000e-005	2.0300e-003	1.0000e-005	2.0400e-003	5.4000e-004	1.0000e-005	5.5000e-004	0.0000	1.6525	1.6525	6.0000e-005	5.0000e-005	1.6691
Total	**2.5100e-003**	**0.0709**	**0.0206**	**2.9000e-004**	**9.7900e-003**	**7.4000e-004**	**0.0105**	**2.6800e-003**	**7.0000e-004**	**3.3800e-003**	**0.0000**	**28.0644**	**28.0644**	**1.4000e-004**	**4.2000e-003**	**29.3203**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

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					0.0517	0.0000	0.0517	0.0249	0.0000	0.0249	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0331	0.3545	0.2596	5.0000e-004		0.0160	0.0160		0.0147	0.0147	0.0000	44.2931	44.2931	0.0143	0.0000	44.6512
Total	**0.0331**	**0.3545**	**0.2596**	**5.0000e-004**	**0.0517**	**0.0160**	**0.0677**	**0.0249**	**0.0147**	**0.0396**	**0.0000**	**44.2931**	**44.2931**	**0.0143**	**0.0000**	**44.6512**

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	1.7000e-003	0.0703	0.0141	2.7000e-004	7.4200e-003	7.3000e-004	8.1400e-003	2.0500e-003	6.9000e-004	2.7400e-003	0.0000	26.4119	26.4119	8.0000e-005	4.1500e-003	27.6512
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	8.1000e-004	5.8000e-004	6.5400e-003	2.0000e-005	1.9300e-003	1.0000e-005	1.9400e-003	5.1000e-004	1.0000e-005	5.2000e-004	0.0000	1.6525	1.6525	6.0000e-005	5.0000e-005	1.6691
Total	**2.5100e-003**	**0.0709**	**0.0206**	**2.9000e-004**	**9.3500e-003**	**7.4000e-004**	**0.0101**	**2.5600e-003**	**7.0000e-004**	**3.2600e-003**	**0.0000**	**28.0644**	**28.0644**	**1.4000e-004**	**4.2000e-003**	**29.3203**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 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	0.0127	0.1279	0.1677	2.6000e-004		6.5300e-003	6.5300e-003		6.0100e-003	6.0100e-003	0.0000	23.0317	23.0317	7.4500e-003	0.0000	23.2179
Paving	3.3900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0161**	**0.1279**	**0.1677**	**2.6000e-004**		**6.5300e-003**	**6.5300e-003**		**6.0100e-003**	**6.0100e-003**	**0.0000**	**23.0317**	**23.0317**	**7.4500e-003**	**0.0000**	**23.2179**

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	5.5000e-004	3.9000e-004	4.4200e-003	1.0000e-005	1.3700e-003	1.0000e-005	1.3800e-003	3.7000e-004	1.0000e-005	3.7000e-004	0.0000	1.1179	1.1179	4.0000e-005	3.0000e-005	1.1291
Total	**5.5000e-004**	**3.9000e-004**	**4.4200e-003**	**1.0000e-005**	**1.3700e-003**	**1.0000e-005**	**1.3800e-003**	**3.7000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.1179**	**1.1179**	**4.0000e-005**	**3.0000e-005**	**1.1291**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2022

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	0.0127	0.1279	0.1677	2.6000e-004		6.5300e-003	6.5300e-003		6.0100e-003	6.0100e-003	0.0000	23.0317	23.0317	7.4500e-003	0.0000	23.2179
Paving	3.3900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0161**	**0.1279**	**0.1677**	**2.6000e-004**		**6.5300e-003**	**6.5300e-003**		**6.0100e-003**	**6.0100e-003**	**0.0000**	**23.0317**	**23.0317**	**7.4500e-003**	**0.0000**	**23.2179**

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	5.5000e-004	3.9000e-004	4.4200e-003	1.0000e-005	1.3000e-003	1.0000e-005	1.3100e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.1179	1.1179	4.0000e-005	3.0000e-005	1.1291
Total	**5.5000e-004**	**3.9000e-004**	**4.4200e-003**	**1.0000e-005**	**1.3000e-003**	**1.0000e-005**	**1.3100e-003**	**3.5000e-004**	**1.0000e-005**	**3.6000e-004**	**0.0000**	**1.1179**	**1.1179**	**4.0000e-005**	**3.0000e-005**	**1.1291**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 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	8.5300e-003	0.0781	0.0818	1.3000e-004		4.0500e-003	4.0500e-003		3.8100e-003	3.8100e-003	0.0000	11.5863	11.5863	2.7800e-003	0.0000	11.6557
Total	**8.5300e-003**	**0.0781**	**0.0818**	**1.3000e-004**		**4.0500e-003**	**4.0500e-003**		**3.8100e-003**	**3.8100e-003**	**0.0000**	**11.5863**	**11.5863**	**2.7800e-003**	**0.0000**	**11.6557**

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	4.7000e-004	0.0108	3.6000e-003	4.0000e-005	1.1900e-003	1.2000e-004	1.3100e-003	3.4000e-004	1.1000e-004	4.6000e-004	0.0000	3.6956	3.6956	2.0000e-005	5.4000e-004	3.8565
Worker	2.5800e-003	1.8600e-003	0.0209	6.0000e-005	6.5000e-003	4.0000e-005	6.5300e-003	1.7300e-003	3.0000e-005	1.7600e-003	0.0000	5.2817	5.2817	1.8000e-004	1.6000e-004	5.3346
Total	**3.0500e-003**	**0.0127**	**0.0245**	**1.0000e-004**	**7.6900e-003**	**1.6000e-004**	**7.8400e-003**	**2.0700e-003**	**1.4000e-004**	**2.2200e-003**	**0.0000**	**8.9773**	**8.9773**	**2.0000e-004**	**7.0000e-004**	**9.1911**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2022

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	8.5300e-003	0.0781	0.0818	1.3000e-004		4.0500e-003	4.0500e-003		3.8100e-003	3.8100e-003	0.0000	11.5863	11.5863	2.7800e-003	0.0000	11.6556
Total	**8.5300e-003**	**0.0781**	**0.0818**	**1.3000e-004**		**4.0500e-003**	**4.0500e-003**		**3.8100e-003**	**3.8100e-003**	**0.0000**	**11.5863**	**11.5863**	**2.7800e-003**	**0.0000**	**11.6556**

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	4.7000e-004	0.0108	3.6000e-003	4.0000e-005	1.1400e-003	1.2000e-004	1.2600e-003	3.3000e-004	1.1000e-004	4.4000e-004	0.0000	3.6956	3.6956	2.0000e-005	5.4000e-004	3.8565
Worker	2.5800e-003	1.8600e-003	0.0209	6.0000e-005	6.1600e-003	4.0000e-005	6.1900e-003	1.6400e-003	3.0000e-005	1.6800e-003	0.0000	5.2817	5.2817	1.8000e-004	1.6000e-004	5.3346
Total	**3.0500e-003**	**0.0127**	**0.0245**	**1.0000e-004**	**7.3000e-003**	**1.6000e-004**	**7.4500e-003**	**1.9700e-003**	**1.4000e-004**	**2.1200e-003**	**0.0000**	**8.9773**	**8.9773**	**2.0000e-004**	**7.0000e-004**	**9.1911**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 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	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3462**	**301.3462**	**0.0717**	**0.0000**	**303.1383**

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	7.3100e-003	0.2332	0.0815	9.7000e-004	0.0310	1.5300e-003	0.0325	8.9500e-003	1.4600e-003	0.0104	0.0000	93.0342	93.0342	4.0000e-004	0.0135	97.0768
Worker	0.0622	0.0422	0.4987	1.4400e-003	0.1689	8.8000e-004	0.1698	0.0449	8.1000e-004	0.0457	0.0000	133.8128	133.8128	4.2300e-003	3.8800e-003	135.0741
Total	**0.0695**	**0.2754**	**0.5802**	**2.4100e-003**	**0.1999**	**2.4100e-003**	**0.2023**	**0.0539**	**2.2700e-003**	**0.0561**	**0.0000**	**226.8470**	**226.8470**	**4.6300e-003**	**0.0174**	**232.1509**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2023

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	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	**0.2045**	**1.8700**	**2.1117**	**3.5000e-003**		**0.0910**	**0.0910**		**0.0856**	**0.0856**	**0.0000**	**301.3458**	**301.3458**	**0.0717**	**0.0000**	**303.1380**

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	7.3100e-003	0.2332	0.0815	9.7000e-004	0.0297	1.5300e-003	0.0312	8.6300e-003	1.4600e-003	0.0101	0.0000	93.0342	93.0342	4.0000e-004	0.0135	97.0768
Worker	0.0622	0.0422	0.4987	1.4400e-003	0.1601	8.8000e-004	0.1610	0.0428	8.1000e-004	0.0436	0.0000	133.8128	133.8128	4.2300e-003	3.8800e-003	135.0741
Total	**0.0695**	**0.2754**	**0.5802**	**2.4100e-003**	**0.1898**	**2.4100e-003**	**0.1922**	**0.0514**	**2.2700e-003**	**0.0537**	**0.0000**	**226.8470**	**226.8470**	**4.6300e-003**	**0.0174**	**232.1509**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2024

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	0.1126	1.0285	1.2368	2.0600e-003		0.0469	0.0469		0.0441	0.0441	0.0000	177.3646	177.3646	0.0419	0.0000	178.4131
Total	**0.1126**	**1.0285**	**1.2368**	**2.0600e-003**		**0.0469**	**0.0469**		**0.0441**	**0.0441**	**0.0000**	**177.3646**	**177.3646**	**0.0419**	**0.0000**	**178.4131**

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	4.0800e-003	0.1367	0.0457	5.6000e-004	0.0182	8.9000e-004	0.0191	5.2700e-003	8.5000e-004	6.1200e-003	0.0000	54.0025	54.0025	2.2000e-004	7.8700e-003	56.3529
Worker	0.0341	0.0219	0.2721	8.2000e-004	0.0994	4.9000e-004	0.0999	0.0264	4.5000e-004	0.0269	0.0000	76.8248	76.8248	2.2500e-003	2.1100e-003	77.5099
Total	**0.0382**	**0.1586**	**0.3178**	**1.3800e-003**	**0.1176**	**1.3800e-003**	**0.1190**	**0.0317**	**1.3000e-003**	**0.0330**	**0.0000**	**130.8273**	**130.8273**	**2.4700e-003**	**9.9800e-003**	**133.8628**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Building Construction - 2024

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	0.1126	1.0285	1.2368	2.0600e-003		0.0469	0.0469		0.0441	0.0441	0.0000	177.3644	177.3644	0.0419	0.0000	178.4129
Total	**0.1126**	**1.0285**	**1.2368**	**2.0600e-003**		**0.0469**	**0.0469**		**0.0441**	**0.0441**	**0.0000**	**177.3644**	**177.3644**	**0.0419**	**0.0000**	**178.4129**

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	4.0800e-003	0.1367	0.0457	5.6000e-004	0.0175	8.9000e-004	0.0183	5.0800e-003	8.5000e-004	5.9300e-003	0.0000	54.0025	54.0025	2.2000e-004	7.8700e-003	56.3529
Worker	0.0341	0.0219	0.2721	8.2000e-004	0.0942	4.9000e-004	0.0947	0.0252	4.5000e-004	0.0256	0.0000	76.8248	76.8248	2.2500e-003	2.1100e-003	77.5099
Total	**0.0382**	**0.1586**	**0.3178**	**1.3800e-003**	**0.1117**	**1.3800e-003**	**0.1131**	**0.0302**	**1.3000e-003**	**0.0315**	**0.0000**	**130.8273**	**130.8273**	**2.4700e-003**	**9.9800e-003**	**133.8628**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

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	1.0335					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.8900e-003	0.0262	0.0389	6.0000e-005		1.3100e-003	1.3100e-003		1.3100e-003	1.3100e-003	0.0000	5.4895	5.4895	3.1000e-004	0.0000	5.4972
Total	**1.0374**	**0.0262**	**0.0389**	**6.0000e-005**		**1.3100e-003**	**1.3100e-003**		**1.3100e-003**	**1.3100e-003**	**0.0000**	**5.4895**	**5.4895**	**3.1000e-004**	**0.0000**	**5.4972**

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	1.9400e-003	1.2400e-003	0.0155	5.0000e-005	5.6500e-003	3.0000e-005	5.6800e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.3712	4.3712	1.3000e-004	1.2000e-004	4.4102
Total	**1.9400e-003**	**1.2400e-003**	**0.0155**	**5.0000e-005**	**5.6500e-003**	**3.0000e-005**	**5.6800e-003**	**1.5000e-003**	**3.0000e-005**	**1.5300e-003**	**0.0000**	**4.3712**	**4.3712**	**1.3000e-004**	**1.2000e-004**	**4.4102**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2024

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	1.0335					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.8900e-003	0.0262	0.0389	6.0000e-005		1.3100e-003	1.3100e-003		1.3100e-003	1.3100e-003	0.0000	5.4895	5.4895	3.1000e-004	0.0000	5.4972
Total	**1.0374**	**0.0262**	**0.0389**	**6.0000e-005**		**1.3100e-003**	**1.3100e-003**		**1.3100e-003**	**1.3100e-003**	**0.0000**	**5.4895**	**5.4895**	**3.1000e-004**	**0.0000**	**5.4972**

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	1.9400e-003	1.2400e-003	0.0155	5.0000e-005	5.3600e-003	3.0000e-005	5.3900e-003	1.4300e-003	3.0000e-005	1.4600e-003	0.0000	4.3712	4.3712	1.3000e-004	1.2000e-004	4.4102
Total	**1.9400e-003**	**1.2400e-003**	**0.0155**	**5.0000e-005**	**5.3600e-003**	**3.0000e-005**	**5.3900e-003**	**1.4300e-003**	**3.0000e-005**	**1.4600e-003**	**0.0000**	**4.3712**	**4.3712**	**1.3000e-004**	**1.2000e-004**	**4.4102**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.5254	1.1360	4.9717	0.0111	1.0299	0.0121	1.0420	0.2756	0.0115	0.2871	0.0000	1,044.5475	1,044.5475	0.0591	0.0668	1,065.9343
Unmitigated	0.5254	1.1360	4.9717	0.0111	1.0299	0.0121	1.0420	0.2756	0.0115	0.2871	0.0000	1,044.5475	1,044.5475	0.0591	0.0668	1,065.9343

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	673.53	673.53	673.53	2,185,498	2,185,498
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	202.84	202.84	202.84	565,460	565,460
Total	876.37	876.37	876.37	2,750,959	2,750,959

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
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	100	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	100	0	0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.490419	0.048398	0.169688	0.158955	0.035733	0.008666	0.009296	0.040569	0.000480	0.000312	0.031681	0.000875	0.004926
Parking Lot	0.490419	0.048398	0.169688	0.158955	0.035733	0.008666	0.009296	0.040569	0.000480	0.000312	0.031681	0.000875	0.004926
Regional Shopping Center	0.490419	0.048398	0.169688	0.158955	0.035733	0.008666	0.009296	0.040569	0.000480	0.000312	0.031681	0.000875	0.004926

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	63.6444	63.6444	0.0103	1.2500e-003	64.2737
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	63.6444	63.6444	0.0103	1.2500e-003	64.2737
NaturalGas Mitigated	7.1400e-003	0.0611	0.0262	3.9000e-004		4.9400e-003	4.9400e-003		4.9400e-003	4.9400e-003	0.0000	70.7097	70.7097	1.3600e-003	1.3000e-003	71.1299
NaturalGas Unmitigated	7.1400e-003	0.0611	0.0262	3.9000e-004		4.9400e-003	4.9400e-003		4.9400e-003	4.9400e-003	0.0000	70.7097	70.7097	1.3600e-003	1.3000e-003	71.1299

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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					
Apartments Mid Rise	1.31592e+006	7.1000e-003	0.0606	0.0258	3.9000e-004		4.9000e-003	4.9000e-003		4.9000e-003	4.9000e-003	0.0000	70.2227	70.2227	1.3500e-003	1.2900e-003	70.6400
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
Regional Shopping Center	9126	5.0000e-005	4.5000e-004	3.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4870	0.4870	1.0000e-005	1.0000e-005	0.4899
Total		**7.1500e-003**	**0.0611**	**0.0262**	**3.9000e-004**		**4.9300e-003**	**4.9300e-003**		**4.9300e-003**	**4.9300e-003**	**0.0000**	**70.7097**	**70.7097**	**1.3600e-003**	**1.3000e-003**	**71.1299**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

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					
Apartments Mid Rise	1.31592e+006	7.1000e-003	0.0606	0.0258	3.9000e-004		4.9000e-003	4.9000e-003		4.9000e-003	4.9000e-003	0.0000	70.2227	70.2227	1.3500e-003	1.2900e-003	70.6400
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
Regional Shopping Center	9126	5.0000e-005	4.5000e-004	3.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4870	0.4870	1.0000e-005	1.0000e-005	0.4899
Total		**7.1500e-003**	**0.0611**	**0.0262**	**3.9000e-004**		**4.9300e-003**	**4.9300e-003**		**4.9300e-003**	**4.9300e-003**	**0.0000**	**70.7097**	**70.7097**	**1.3600e-003**	**1.3000e-003**	**71.1299**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	607030	56.1647	9.0900e-003	1.1000e-003	56.7200
Parking Lot	40320	3.7306	6.0000e-004	7.0000e-005	3.7675
Regional Shopping Center	40521	3.7492	6.1000e-004	7.0000e-005	3.7862
Total		**63.6444**	**0.0103**	**1.2400e-003**	**64.2737**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	607030	56.1647	9.0900e-003	1.1000e-003	56.7200
Parking Lot	40320	3.7306	6.0000e-004	7.0000e-005	3.7675
Regional Shopping Center	40521	3.7492	6.1000e-004	7.0000e-005	3.7862
Total		**63.6444**	**0.0103**	**1.2400e-003**	**64.2737**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	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	0.7882	0.0187	1.6221	9.0000e-005		8.9800e-003	8.9800e-003		8.9800e-003	8.9800e-003	0.0000	2.6520	2.6520	2.5600e-003	0.0000	2.7159
Unmitigated	0.7882	0.0187	1.6221	9.0000e-005		8.9800e-003	8.9800e-003		8.9800e-003	8.9800e-003	0.0000	2.6520	2.6520	2.5600e-003	0.0000	2.7159

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	0.1034					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6358					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0490	0.0187	1.6221	9.0000e-005		8.9800e-003	8.9800e-003		8.9800e-003	8.9800e-003	0.0000	2.6520	2.6520	2.5600e-003	0.0000	2.7159
Total	**0.7882**	**0.0187**	**1.6221**	**9.0000e-005**		**8.9800e-003**	**8.9800e-003**		**8.9800e-003**	**8.9800e-003**	**0.0000**	**2.6520**	**2.6520**	**2.5600e-003**	**0.0000**	**2.7159**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

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	0.1034					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6358					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0490	0.0187	1.6221	9.0000e-005		8.9800e-003	8.9800e-003		8.9800e-003	8.9800e-003	0.0000	2.6520	2.6520	2.5600e-003	0.0000	2.7159
Total	**0.7882**	**0.0187**	**1.6221**	**9.0000e-005**		**8.9800e-003**	**8.9800e-003**		**8.9800e-003**	**8.9800e-003**	**0.0000**	**2.6520**	**2.6520**	**2.5600e-003**	**0.0000**	**2.7159**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	8.8970	0.2752	6.6000e-003	17.7425
Unmitigated	10.7484	0.3439	8.2400e-003	21.8016

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	10.2292 / 6.44883	10.4548	0.3345	8.0100e-003	21.2044
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.288883 / 0.177057	0.2936	9.4500e-003	2.3000e-004	0.5972
Total		**10.7484**	**0.3439**	**8.2400e-003**	**21.8016**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	8.18335 / 6.05545	8.6541	0.2676	6.4200e-003	17.2567
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.231106 / 0.166257	0.2429	7.5600e-003	1.8000e-004	0.4858
Total		**8.8970**	**0.2752**	**6.6000e-003**	**17.7425**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.7451	0.4577	0.0000	19.1882
Unmitigated	15.4902	0.9155	0.0000	38.3764

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	72.22	14.6600	0.8664	0.0000	36.3196
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	4.09	0.8302	0.0491	0.0000	2.0569
Total		**15.4902**	**0.9155**	**0.0000**	**38.3764**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	36.11	7.3300	0.4332	0.0000	18.1598
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	2.045	0.4151	0.0245	0.0000	1.0284
Total		**7.7451**	**0.4577**	**0.0000**	**19.1882**

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

11.0 Vegetation

Appendix F

Hazards Materials Assessment/Phase I ESA

MEMORANDUM

To: Mr. Abraham Prado and Ms. Ambur Cameron
City of Hollister Development Services Department
375 Fifth Street
Hollister, CA 95023

Date: August 24, 2020

Subject: Mixed-Use Residential Project at 1550 San Juan Road – Hazardous Materials Assessment

PROJECT UNDERSTANDING

Kimley-Horn and Associates, Inc. (Kimley-Horn) as requested by the City of Hollister is contracted to provide an assessment of the potential for hazardous materials at a project located at 1550 San Juan Road in the City of Hollister. The Project proposes a mixed-use development that consists of 157 multi-family residential units, a community building and 2,000 square feet of commercial space (**see Exhibit 1**). The Project is located in the West Gateway Mixed-Use Zoning District. The Project is also located along San Juan Road/4th Street, which has a West Gateway Beautification Project that proposes to construct a roundabout at the intersection of 4th Street and Graf Road.

PURPOSE

The purpose of this letter is to provide an initial assessment of the likelihood of the presence of hazardous substances or petroleum products on the Site under conditions indicative of an existing release, past release, or a material threat of a release that could affect the Site, based on a review of regulatory agency databases and a site visit. This assessment is ***not consistent*** with the American Society for Testing and Materials (ASTM) Standard Method E 1527-13 and should be used for planning purposes only.

SCOPE OF SERVICES

The scope of services for this assessment consisted of 1) an environmental database search and 2) a site visit.

ENVIRONMENTAL DATABASE SEARCH

Kimley-Horn performed a regulatory database search of the Department of Toxic Substances Control Envirostor website (http://www.envirostor.dtsc.ca.gov/public/) and the State Water Resources Control Board's (SWRCB) Geotracker website (http://geotracker.waterboards.ca.gov/) to identify hazardous material regulated facilities within or proximate to the Site.

SITE RECONNAISSANCE

Reconnaissance Information	
Kimley-Horn Field Personnel	Tad Stearn and Noemi Wyss
Site Reconnaissance Date	June 29, 2020
Weather Conditions	Clear and sunny

Escort	Kimley-Horn staff were not escorted during the site visit. The gate was unlocked by owner prior to arrival.
Limitations	No limitations noted

SUBJECT PROPERTY OBSERVATIONS

The Site consists of a gently sloping vacant lot fronting San Juan Road (**Exhibit 1**). The Site is located adjacent to and behind a mini-mart and gas station to the north. A commercial fence company and auto repair/wrecking yard are located immediately to the west. A mobile home park is located to the east. A fenced industrial wastewater pond (used seasonally for agriculture processing water) is located to the south adjacent to the San Benito River basin.

The Site is currently vacant and weedy and appears to be occasionally mowed. Besides low grassy weeds, the site six trees. The only structure on the site is a metal-clad barn or repair shop of unknown age or origin. There are no visible utilities except for a single wood utility pole that is no longer connected to above ground wires. A capped probe that appears to be a test well is located near the southern property line. No above ground chemical, waste storage, litter or waste streams were observed on the site. Additionally, no exterior observations such as stressed vegetation, or strong odors were noted. Down the center of the Site is the remnants of an older asphalt path or driveway that is deteriorating. Based on historical aerial images, this driveway – now overgrown – appears to have once serviced the metal barn.

The adjacent auto repair/wrecking yard and wastewater ponds may have impacted soil or groundwater. As such, there is the potential for contaminated media to be encountered during the planned activities for the Project. These facilities are considered environmental concerns for the subject Site.

Ground photographs are included in **Attachment A**.

ANALYSIS AND CONCLUSIONS

Kimley-Horn's review of the referenced databases also considered the potential or likelihood of contamination from adjoining and nearby sites. To evaluate which of the adjoining and nearby sites identified in the regulatory database search present an environmental risk to the subject property, Kimley-Horn considered the following criteria:

- The topographic position of the property relative to the subject property;
- The direction and distance of the identified facility from the subject property;
- Local soil conditions in the subject property area;
- The known and/or inferred groundwater flow direction and depth in the subject property area.
- The status of the respective regulatory agency-required investigations and/or cleanup associated with the identified facility; and
- Surface and subsurface obstructions and diversions (e.g., buildings, roads, sewer systems, utility service lines, rivers, lakes, and ditches) located between the identified site and the subject property.

Only those sites that are judged to present a potential environmental risk to the subject property and/or warrant additional clarification are further evaluated. Using the referenced criteria, and based upon a review of readily available information contained within the regulatory database search, Kimley-Horn did not identify adjoining (i.e., bordering) or nearby sites (e.g., properties within a 0.25-mile radius)

listed in the regulatory database report that were judged to present a potential environmental risk to the subject property with the exception of the following facilities which need further evaluation.

- **Shop N Save** (formerly Victory Gas & Food located at 1615 San Juan Road, immediately adjacent to the Site to the east) - This facility is listed on the SWRCB geotracker website (http://geotracker.swrcb.ca.gov/ accessed on July 14, 2020) as a leaking underground storage tank (LUST) case. The potential contaminant of concern is gasoline, and the potential media is listed as groundwater (other than drinking water). There is limited information regarding this facility; however, it is listed as case closed on May 28, 2004. Given its case closure status, this facility is not considered an environmental concern for the subject Site.

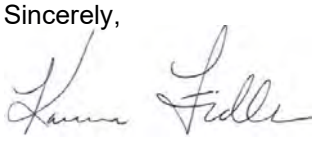
- **Roadrunner** (905 San Juan Road, approximately 0.36 miles to the east of the Site) - This facility is listed on the SWRCB geotracker website (http://geotracker.swrcb.ca.gov/ accessed on July 14, 2020) as a leaking underground storage tank (LUST) case. The potential contaminant of concern is gasoline, and the potential media of concern was listed as under investigation. There is limited information regarding this facility; however, it is listed as case closed on December 16, 1998. Given its case closure status, this facility is not considered an environmental concern for the subject Site.

Kimley-Horn was retained to perform a hazardous materials assessment and performed only those tasks described in this letter. This assessment identified potential environmental concerns for the subject Site (adjacent auto repair/wrecking yard and wastewater ponds). It is Kimley-Horn's understanding that a private developer intends on developing the Site as a mixed-use development that consists of multi-family residential units, a community building and commercial space. As such, the need for the preparation of a Phase I Environmental Site Assessment for this Site in compliance with the American Society for Testing and Materials (ASTM) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process / Designation E 1527-13* (ASTM Standard Practice E 1527-13) is needed to adequately determine the potential for localized impacts. If warranted as a result of the Phase I ESA, limited soil and groundwater investigation may also be necessary.

This report is based on our knowledge as of August 24, 2020. New issues may arise during development because of changes in governmental rules and policy, changed circumstances, or unforeseen conditions.

Kimley-Horn and Associates, Inc. appreciates the opportunity to provide you with these services. Should you have any questions or comments regarding this information please contact Karina Fidler at (619) 744-0138.

Sincerely,



Karina Fidler, AICP, CPESC
Environmental Professional

Attachments:

Exhibit 1 – Conceptual Layout
Attachment A – Site Photographs

EXHIBIT 1

CONCEPTUAL LAYOUT

ATTACHMENT A

SITE PHOTOGRAPHS

PRELIMINARY REPORT TOP SHEET

Help us stay on top of your transaction!

WILL ANY OF THE SITUATIONS AFFECT YOUR TRANSACTION?

Are your principals exchanging this property?	☐ Yes	☐ No
Will your principals be using a power of attorney?	☐ Yes	☐ No
Are any of the parties in title deceased?	☐ Yes	☐ No
Has there been a change in marital status?	☐ Yes	☐ No
Will there be a new entity formed? ie., partnership or corporation.	☐ Yes	☐ No
Are the sellers of this property non-residents of California?	☐ Yes	☐ No

If you answered "YES" to any of these questions, Please call your Escrow Officer.

Do all parties signing document have valid photo I.D. or drivers license?	☐ Yes	☐ No

If "No", now is the time to apply for valid I.D.

This is a "Quick List", call your Escrow Officer if you have additional information that you think may be important, or if you have any questions.

Thank you for choosing Chicago Title Company

CHICAGO TITLE COMPANY

PRELIMINARY REPORT

In response to the application for a policy of title insurance referenced herein, ***Chicago Title Company*** *hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a policy or policies of title insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an exception herein or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations or Conditions of said policy forms.*

The printed Exceptions and Exclusions from the coverage and Limitations on Covered Risks of said policy or policies are set forth in Attachment One. The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. Limitations on Covered Risks applicable to the CLTA and ALTA Homeowner's Policies of Title Insurance which establish a Deductible Amount and a Maximum Dollar Limit of Liability for certain coverages are also set forth in Attachment One. Copies of the policy forms should be read. They are available from the office which issued this report.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance, a Binder or Commitment should be requested.

The policy(ies) of title insurance to be issued hereunder will be policy(ies) of Chicago Title Insurance Company, a Nebraska corporation.

Please read the exceptions shown or referred to herein and the exceptions and exclusions set forth in Attachment One of this report carefully. The exceptions and exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects and encumbrances affecting title to the land.

Chicago Title Insurance Company

By:

President

Countersigned By:

Authorized Officer or Agent

Attest:

Secretary

Visit Us on our Website: www.ctic.com

CHICAGO TITLE COMPANY

ISSUING OFFICE: 330 Tres Pinos Rd., Ste. C-2, Hollister, CA 95023

FOR SETTLEMENT INQUIRIES, CONTACT:
Chicago Title Company
250 Bonifacio Place • Monterey, CA 93940
• FAX

Another Prompt Delivery From Chicago Title Company Title Department
Where Local Experience And Expertise Make A Difference

PRELIMINARY REPORT

Title Officer: Jan Nguyen
Email: Jan.Nguyen@titlegroup.fntg.com
Title No.: FWPS-TO16000304-JN

Escrow Officer: Kimberly Verania
Email: Kim.verania@ctt.com
Escrow No.: FWMN-5251600076

TO: Bay Homes and Estates
177 Webster St. #203
Monterey, CA 93940
Attn: Janeen Reavis

PROPERTY ADDRESS(ES): 1500 San Juan Road, Hollister, CA

EFFECTIVE DATE: January 26, 2016 at 12:00 AM

The form of policy or policies of title insurance contemplated by this report is:

CLTA Standard Coverage Policy 1990 (04-08-14)

ALTA Loan Policy 2006

1. THE ESTATE OR INTEREST IN THE LAND HEREINAFTER DESCRIBED OR REFERRED TO COVERED BY THIS REPORT IS:

   Fee simple as to Parcel(s) One

   Easement(s) more fully described below as to Parcel(s) Two, Four and Five

2. TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

   Mary S. Moore, Successor Trustee of The Frank Sanchez Living Trust, U/A dated January 28, 1993
   SUBJECT TO ITEM No. 13

3. THE LAND REFERRED TO IN THIS REPORT IS DESCRIBED AS FOLLOWS:

   SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

EXHIBIT "A"
Legal Description

For APN/Parcel ID(s): 052-09-0-008

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HOLLISTER, COUNTY OF SAN BENITO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

Parcel One

That part of Homestead Lot 30 of the San Justo Rancho, according to the Map thereof filed July 21, 1876 in Vol. 1 of Maps, at Page 64, San Benito County Records, bounded and particularly described as follows:

Beginning at an iron pipe in the South line of the San Juan-Hollister State Highway that is North 86-3/4 degrees West 15.262 chains from the point of intersection of said South line of State Highway with the East line of said Homestead Lot 30, said point of beginning being the Northeast corner of the part of said Homestead Lot 30 conveyed to Western Meat and Provision Company by Deed from Frank Borelli, et al, dated April 12, 1947 and recorded in Vol. 146 of Official Records, at page 242, San Benito County Records; and running thence along the South line of said State Highway; North 86 degrees 45' West 315.92 feet to an iron pipe; thence South 5 degrees 33 ' West 232.60 feet to an iron pipe; thence North 87 degrees 21' West 89.92 feet to an iron pipe; thence South 3 degrees 35' West 301.90 feet to a 2" x 3" stake; thence South 31 degrees 48' East 143.86 feet to a 2" x 3" stake; thence South 76 degrees 08' East 356.24 feet to a 6" x 6" corner fence post marked P7 with a spike and metal tag set on top; thence along the East line of lands conveyed to Western Meat and Provision Company aforesaid, North 1 degree 26' East 719.10 feet to the point of beginning.

Except Therefrom, that portion thereof described in the Deed to Douglas Oil Company of California, Recorded September 17, 1974 in Vol. 360, Page 309, Official Records.

Also Except Therefrom, that portion thereof described in the Deed to City of Hollister, a Municipal Corporation, Recorded October 27, 1981 in Vol. 472, Page 557, Official Records.

Parcel Two

An easement for drainage purposes, ten feet wide, the center line of which is described a follows: Beginning at a point in the Southerly line of the above described parcel of land, distant thereon South 31 deg. 48' East 10.00 feet from the most Westerly corner thereof; and running thence South 41 deg. 35' West 230.00 feet; thence South 75 deg. 01' West to the Southwesterly line of said Homestead Lot 30 in the bed of the San Benito River.

Parcel Three

A Pipeline easement to, and half interest in well located as follows: Beginning at a point in the Westerly line of the above described parcel of land distant thereon North 3 deg. 35' East 111.44 feet from the most Westely corner thereof and running thence North 86 deg. 25' West 8 feet to the center of said well.

Parcel Four

Right of way not exclusive, for vehicular traffic over, on, across, and under a strip of land 16 feet in width, lying 8 feet on each side of a centerline described as beginning at the Northwest corner of above described parcel in the Southerly line of the State Highway and running thence South 5 deg 33' West 232.60 feet.

Parcel Five

An easement for vehicular traffic and utilites over, on, across and under a strip of land 10 feet wide the Easterly line of which is contiguous with the most Westerly line of the above described parcel.

EXHIBIT "A"

Legal Description
(continued)

Parcel Six

7/48ths interest in the well and pumping plant as provided in Deed from L.E. Roe, et al, to Charles Floyd, et al, dated July 26, 1926 and recorded in Vol. 24 of Official Records, at Page 281, San Benito County Records.

All as described in Deed from Western Meat & Provision Company to Louis Ottone and V. Ottone, dated July 15, 1948 and recorded July 23, 1948 in Vol. 150 of Official Records, at page 354, San Benito County Records.

Note: Parcels Three and Six herein described are being included so as to avoid Chicago Title being the cause of excluding them from conveyances. Said parcels are not insured even though they may be included as part of the legal description of the land described in any policy.

AT THE DATE HEREOF, EXCEPTIONS TO COVERAGE IN ADDITION TO THE PRINTED EXCEPTIONS AND EXCLUSIONS IN SAID POLICY FORM WOULD BE AS FOLLOWS:

1. Property taxes, which are a lien not yet due and payable, including any assessments collected with taxes to be levied for the fiscal year 2016-2017.

2. The lien of supplemental or escaped assessments of property taxes, if any, made pursuant to the provisions of Chapter 3.5 (commencing with Section 75) or Part 2, Chapter 3, Articles 3 and 4, respectively, of the Revenue and Taxation Code of the State of California as a result of the transfer of title to the vestee named in Schedule A or as a result of changes in ownership or new construction occurring prior to Date of Policy.

3. The herein described property lies within the bounds of the San Benito County Water Conservation and Flood Control District, and is subject to all taxes, assessments, obligations and drainage easements thereof; which taxes, assessments and obligations are currently included and being collected with the San Benito County Taxes.

4. Any liens or other assessments, bonds, or special district liens including without limitation, Community Facility Districts, that arise by reason of any local, City, Municipal or County Project or Special District.

5. The Land described herein is included within a project area of the Redevelopment Agency shown below, and that proceedings for the redevelopment of said project have been instituted under the Redevelopment Law (such redevelopment to proceed only after the adoption of the Redevelopment Plan) as disclosed by a document.

Redevelopment Agency:	Hollister Redevelopment Agency
Recording Date:	April 16, 2003
Recording No.:	2003-0007372

6. Water rights, claims or title to water, whether or not disclosed by the public records.

7. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	L.E. Roe, et al
Purpose:	Rights of way for pipe line
Recording Date:	January 6, 1927
Recording No.:	Book 24, Page 281, Recorder's File No. 8551 of Official Records
Affects:	As described therein

8. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	P.D. Ramos
Purpose:	the right to take water from well
Recording Date:	August 7, 1947
Recording No.:	Book 148, Page 11, Recorder's File No. 44085 of Official Records
Affects:	As described therein

EXCEPTIONS
(continued)

9. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	Louis Ottone and V. Ottone
Purpose:	Right of way not exclusive, for vehicular traffic
Recording Date:	July 23, 1948
Recording No.:	Book 150, Page 354, Recorder's File No. 45977 of Official Records
Affects:	As described therein

10. Matters contained in that certain document

Entitled:	Deferred Improvement Agreement
Dated:	March 4, 1991
Executed by:	City of Hollister, a municipal corporation and Frank Sanchez
Recording Date:	March 12, 1991
Recording No.:	9102078

Reference is hereby made to said document for full particulars.

11. Please be advised that our search did not disclose any open Deeds of Trust of record. If you should have knowledge of any outstanding obligation, please contact the Title Department immediately for further review prior to closing.

12. Any invalidity or defect in the title of the vestees in the event that the trust referred to herein is invalid or fails to grant sufficient powers to the trustee(s) or in the event there is a lack of compliance with the terms and provisions of the trust instrument.

If title is to be insured in the trustee(s) of a trust, (or if their act is to be insured), this Company will require a Trust Certification pursuant to California Probate Code Section 18100.5.

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

13. The requirement that this office be furnished with a copy of those portions of the The Frank Sanchez Living Trust, which pertain to Successor Trustees and a list of all beneficiaries, prior to insuring the contemplated transaction. The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

14. Any rights of the parties in possession of a portion of, or all of, said Land, which rights are not disclosed by the public records.

The Company will require, for review, a full and complete copy of any unrecorded agreement, contract, license and/or lease, together with all supplements, assignments and amendments thereto, before issuing any policy of title insurance without excepting this item from coverage.

The Company reserves the right to except additional items and/or make additional requirements after reviewing said documents.

EXCEPTIONS
(continued)

15. The Company will require that an Owner's Affidavit be completed by the party(s) named below before the issuance of any policy of title insurance.

    Party(ies): Mary S. Moore, Successor Trustee of The Frank Sanchez Living Trust

    The Company reserves the right to add additional items or make further requirements after review of the requested Affidavit.

16. Prior to the close of escrow and the issuance of an ALTA Coverage Policy, an inspection of the property will be required.

17. Any rights, interests or claims which a correct survey would disclose and are not disclosed by the public records.

18. Any easements not disclosed by the public records as to matters affecting title to real property, whether or not said easements are visible and apparent.

19. The requirement that the parties to be insured herein acknowledge in writing that they understand that no insurance will be issued herein as to Parcels Three and Six of the legal description, notwithstanding the fact that said parcels may be included in the legal description of the policy to be issued.

END OF EXCEPTIONS

NOTES

Note 1. Note: There are NO conveyances affecting said Land recorded within 24 months of the date of this report.

Note 2. Note: Property taxes for the fiscal year shown below are PAID. For proration purposes the amounts were:

Tax ID No.:	052-090-008
Fiscal Year:	2015-2016
1st Installment:	$432.41
2nd Installment:	$432.41
Land:	$36,107.00
Improvements:	$17,859.00
Code Area:	001-055

Note 3. If a county recorder, title insurance company, escrow company, real estate broker, real estate agent or association provides a copy of a declaration, governing document or deed to any person, California law requires that the document provided shall include a statement regarding any unlawful restrictions. Said statement is to be in at least 14-point bold face type and may be stamped on the first page of any document provided or included as a cover page attached to the requested document. Should a party to this transaction request a copy of any document reported herein that fits this category, the statement is to be included in the manner described.

Note 4. Any documents being executed in conjunction with this transaction must be signed in the presence of an authorized Company employee, an authorized employee of an agent, an authorized employee of the insured lender, or by using Bancserv or other approved third-party service. If the above requirements cannot be met, please call the company at the number provided in this report.

Note 5. Your application for title insurance was placed by reference to only a street address or tax identification number. Based on our records, we believe that the legal description in this report covers the parcel(s) of Land that you requested. If the legal description is incorrect, the seller/borrower must notify the Company and/or the settlement company in order to prevent errors and to be certain that the correct parcel(s) of Land will appear on any documents to be recorded in connection with this transaction and on the policy of title insurance.

Note 6. ***IMPORTANT RECORDING NOTE***

If the real property that is the subject of this transaction is located in the following county(ies): San Benito, please send all original documents for recording to the following office:

Chicago Title Company
Attn: Recording Clerk
330 Tres Pinos Rd., Suite C-2
Hollister, CA 95023

Please direct all other title communication and copies of documents, including recording release instructions, policy write-up instructions, lenders' instructions and settlement statements, to the Title Dept/Title Officer shown on the Preliminary Report or Commitment.

END OF NOTES

FIDELITY NATIONAL FINANCIAL
PRIVACY NOTICE
Effective: May 1, 2015

Order No.: FWPS-TO16000304–KV

Fidelity National Financial, Inc. and its majority-owned subsidiary companies providing real estate- and loan-related services (collectively, "FNF", "our" or "we") respect and are committed to protecting your privacy. This Privacy Notice lets you know how and for what purposes your Personal Information (as defined herein) is being collected, processed and used by FNF. We pledge that we will take reasonable steps to ensure that your Personal Information will only be used in ways that are in compliance with this Privacy Notice. The provision of this Privacy Notice to you does not create any express or implied relationship, or create any express or implied duty or other obligation, between Fidelity National Financial, Inc. and you. See also **No Representations or Warranties** below.

This Privacy Notice is only in effect for any generic information and Personal Information collected and/or owned by FNF, including collection through any FNF website and any online features, services and/or programs offered by FNF (collectively, the "Website"). This Privacy Notice is not applicable to any other web pages, mobile applications, social media sites, email lists, generic information or Personal Information collected and/or owned by any entity other than FNF.

How Information is Collected

The types of personal information FNF collects may include, among other things (collectively, "Personal Information"): (1) contact information (*e.g.*, name, address, phone number, email address); (2) demographic information (*e.g.*, date of birth, gender marital status); (3) Internet protocol (or IP) address or device ID/UDID; (4) social security number (SSN), student ID (SIN), driver's license, passport, and other government ID numbers; (5) financial account information; and (6) information related to offenses or criminal convictions.

In the course of our business, we may collect Personal Information about you from the following sources:

- Applications or other forms we receive from you or your authorized representative;
- Information we receive from you through the Website;
- Information about your transactions with or services performed by us, our affiliates, or others; and
- From consumer or other reporting agencies and public records maintained by governmental entities that we either obtain directly from those entities, or from our affiliates or others.

Additional Ways Information is Collected Through the Website

Browser Log Files. Our servers automatically log each visitor to the Website and collect and record certain information about each visitor. This information may include IP address, browser language, browser type, operating system, domain names, browsing history (including time spent at a domain, time and date of your visit), referring/exit web pages and URLs, and number of clicks. The domain name and IP address reveal nothing personal about the user other than the IP address from which the user has accessed the Website.

Cookies. From time to time, FNF or other third parties may send a "cookie" to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer's hard drive and that can be re-sent to the serving website on subsequent visits. A cookie, by itself, cannot read other data from your hard disk or read other cookie files already on your computer. A cookie, by itself, does not damage your system. We, our advertisers and other third parties may use cookies to identify and keep track of, among other things, those areas of the Website and third party websites that you have visited in the past in order to enhance your next visit to the Website. You can choose whether or not to accept cookies by changing the settings of your Internet browser, but some functionality of the Website may be impaired or not function as intended. See the Third Party Opt Out section below.

Web Beacons. Some of our web pages and electronic communications may contain images, which may or may not be visible to you, known as Web Beacons (sometimes referred to as "clear gifs"). Web Beacons collect only limited information that includes a cookie number; time and date of a page view; and a description of the page on which the Web Beacon resides. We may also carry Web Beacons placed by third party advertisers. These Web Beacons do not carry any Personal Information and are only used to track usage of the Website and activities associated with the Website. See the Third Party Opt Out section below.

Unique Identifier. We may assign you a unique internal identifier to help keep track of your future visits. We may use this information to gather aggregate demographic information about our visitors, and we may use it to personalize the information you see on the Website and some of the electronic communications you receive from us. We keep this information for our internal use, and this information is not shared with others.

Third Party Opt Out. Although we do not presently, in the future we may allow third-party companies to serve advertisements and/or collect certain anonymous information when you visit the Website. These companies may use non-personally identifiable information (*e.g.*, click stream information, browser type, time and date, subject of advertisements clicked or scrolled over) during your visits to the Website in order to provide advertisements about products and services likely to be of greater interest to you. These companies typically use a cookie or third party Web Beacon to collect this information, as further described above. Through these technologies, the third party may have access to and use non-personalized information about your online usage activity.

You can opt-out of certain online behavioral services through any one of the ways described below. After you opt-out, you may continue to receive advertisements, but those advertisements will no longer be as relevant to you.

- You can opt-out via the Network Advertising Initiative industry opt-out at http://www.networkadvertising.org/.
- You can opt-out via the Consumer Choice Page at www.aboutads.info.
- For those in the U.K., you can opt-out via the IAB UK's industry opt-out at www.youronlinechoices.com.
- You can configure your web browser (Chrome, Firefox, Internet Explorer, Safari, etc.) to delete and/or control the use of cookies.

More information can be found in the Help system of your browser. Note: If you opt-out as described above, you should not delete your cookies. If you delete your cookies, you will need to opt-out again.

Use of Personal Information

Information collected by FNF is used for three main purposes:

- To provide products and services to you or one or more third party service providers (collectively, "Third Parties") who are obtaining services on your behalf or in connection with a transaction involving you.
- To improve our products and services that we perform for you or for Third Parties.
- To communicate with you and to inform you about FNF's, FNF's affiliates and third parties' products and services.

When Information Is Disclosed By FNF

We may provide your Personal Information (excluding information we receive from consumer or other credit reporting agencies) to various individuals and companies, as permitted by law, without obtaining your prior authorization. Such laws do not allow consumers to restrict these disclosures. Disclosures may include, without limitation, the following:

- To agents, brokers, representatives, or others to provide you with services you have requested, and to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure in connection with an insurance transaction;
- To third-party contractors or service providers who provide services or perform marketing services or other functions on our behalf;
- To law enforcement or other governmental authority in connection with an investigation, or civil or criminal subpoenas or court orders; and/or
- To lenders, lien holders, judgment creditors, or other parties claiming an encumbrance or an interest in title whose claim or interest must be determined, settled, paid or released prior to a title or escrow closing.

In addition to the other times when we might disclose information about you, we might also disclose information when required by law or in the good-faith belief that such disclosure is necessary to: (1) comply with a legal process or applicable laws; (2) enforce this Privacy Notice; (3) respond to claims that any materials, documents, images, graphics, logos, designs, audio, video and any other information provided by you violates the rights of third parties; or (4) protect the rights, property or personal safety of FNF, its users or the public.

We maintain reasonable safeguards to keep the Personal Information that is disclosed to us secure. We provide Personal Information and non-Personal Information to our subsidiaries, affiliated companies, and other businesses or persons for the purposes of processing such information on our behalf and promoting the services of our trusted business partners, some or all of which may store your information on servers outside of the United States. We require that these parties agree to process such information in compliance with our Privacy Notice or in a similar, industry-standard manner, and we use reasonable efforts to limit their use of such information and to use other appropriate confidentiality and security measures. The use of your information by one of our trusted business partners may be subject to that party's own Privacy Notice. We do not, however, disclose information we collect from consumer or credit reporting agencies with our affiliates or others without your consent, in conformity with applicable law, unless such disclosure is otherwise permitted by law.

We also reserve the right to disclose Personal Information and/or non-Personal Information to take precautions against liability, investigate and defend against any third-party claims or allegations, assist government enforcement agencies, protect the security or integrity of the Website, and protect the rights, property, or personal safety of FNF, our users or others.

We reserve the right to transfer your Personal Information, as well as any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets. We also cannot make any representations regarding the use or transfer of your Personal Information or other information that we may have in the event of our bankruptcy, reorganization, insolvency, receivership or an assignment for the benefit of creditors, and you expressly agree and consent to the use and/or transfer of your Personal Information or other information in connection with a sale or transfer of some or all of our assets in any of the above described proceedings. Furthermore, we cannot and will not be responsible for any breach of security by any third parties or for any actions of any third parties that receive any of the information that is disclosed to us.

Information From Children

We do not collect Personal Information from any person that we know to be under the age of thirteen (13). Specifically, the Website is not intended or designed to attract children under the age of thirteen (13). You affirm that you are either more than 18 years of age, or an emancipated minor, or possess legal parental or guardian consent, and are fully able and competent to enter into the terms, conditions, obligations, affirmations, representations, and warranties set forth in this Privacy Notice, and to abide by and comply with this Privacy Notice. In any case, you affirm that you are over the age of 13, as **THE WEBSITE IS NOT INTENDED FOR CHILDREN UNDER 13 THAT ARE UNACCOMPANIED BY HIS OR HER PARENT OR LEGAL GUARDIAN.**

Parents should be aware that FNF's Privacy Notice will govern our use of Personal Information, but also that information that is voluntarily given by children – or others – in email exchanges, bulletin boards or the like may be used by other parties to generate unsolicited communications. FNF encourages all parents to instruct their children in the safe and responsible use of their Personal Information while using the Internet.

Privacy Outside the Website

The Website may contain various links to other websites, including links to various third party service providers. FNF is not and cannot be responsible for the privacy practices or the content of any of those other websites. Other than under agreements with certain reputable organizations and companies, and except for third party service providers whose services either we use or you voluntarily elect to utilize, we do not share any of the Personal Information that you provide to us with any of the websites to which the Website links, although we may share aggregate, non-Personal Information with those other third parties. Please check with those websites in order to determine their privacy policies and your rights under them.

European Union Users

If you are a citizen of the European Union, please note that we may transfer your Personal Information outside the European Union for use for any of the purposes described in this Privacy Notice. By providing FNF with your Personal Information, you consent to both our collection and such transfer of your Personal Information in accordance with this Privacy Notice.

Choices With Your Personal Information

Whether you submit Personal Information to FNF is entirely up to you. You may decide not to submit Personal Information, in which case FNF may not be able to provide certain services or products to you.

You may choose to prevent FNF from disclosing or using your Personal Information under certain circumstances ("opt out"). You may opt out of any disclosure or use of your Personal Information for purposes that are incompatible with the purpose(s) for which it was originally collected or for which you subsequently gave authorization by notifying us by one of the methods at the end of this Privacy Notice. Furthermore, even where your Personal Information is to be disclosed and used in accordance with the stated purposes in this Privacy Notice, you may elect to opt out of such disclosure to and use by a third party that is not acting as an agent of FNF. As described above, there are some uses from which you cannot opt-out.

Please note that opting out of the disclosure and use of your Personal Information as a prospective employee may prevent you from being hired as an employee by FNF to the extent that provision of your Personal Information is required to apply for an open position.

If FNF collects Personal Information from you, such information will not be disclosed or used by FNF for purposes that are incompatible with the purpose(s) for which it was originally collected or for which you subsequently gave authorization unless you affirmatively consent to such disclosure and use.

You may opt out of online behavioral advertising by following the instructions set forth above under the above section "Additional Ways That Information Is Collected Through the Website," subsection "Third Party Opt Out."

Access and Correction

To access your Personal Information in the possession of FNF and correct inaccuracies of that information in our records, please contact us in the manner specified at the end of this Privacy Notice. We ask individuals to identify themselves and the information requested to be accessed and amended before processing such requests, and we may decline to process requests in limited circumstances as permitted by applicable privacy legislation.

Your California Privacy Rights

Under California's "Shine the Light" law, California residents who provide certain personally identifiable information in connection with obtaining products or services for personal, family or household use are entitled to request and obtain from us once a calendar year information about the customer information we shared, if any, with other businesses for their own direct marketing uses. If applicable, this information would include the categories of customer information and the names and addresses of those businesses with which we shared customer information for the immediately prior calendar year (*e.g.*, requests made in 2015 will receive information regarding 2014 sharing activities).

To obtain this information on behalf of FNF, please send an email message to privacy@fnf.com with "Request for California Privacy Information" in the subject line and in the body of your message. We will provide the requested information to you at your email address in response.

Please be aware that not all information sharing is covered by the "Shine the Light" requirements and only information on covered sharing will be included in our response.

Additionally, because we may collect your Personal Information from time to time, California's Online Privacy Protection Act requires us to disclose how we respond to "do not track" requests and other similar mechanisms. Currently, our policy is that we do not recognize "do not track" requests from Internet browsers and similar devices.

FNF Compliance with California Online Privacy Protection Act

For some websites which FNF or one of its companies owns, such as the Customer CareNet ("CCN"), FNF is acting as a third party service provider to a mortgage loan servicer. In those instances, we may collect certain information on behalf of that mortgage loan servicer for fulfilling a service to that mortgage loan servicer. For example, you may access CCN to complete a transaction with your mortgage loan servicer. During this transaction, the information which we may collect on behalf of the mortgage loan servicer is as follows:

- First and Last Name
- Property Address
- User Name
- Password
- Loan Number
- Social Security Number - masked upon entry
- Email Address
- Three Security Questions and Answers
- IP Address

The information you submit is then transferred to your mortgage loan servicer by way of CCN.

The mortgage loan servicer is responsible for taking action or making changes to any consumer information submitted through this website. For example, if you believe that your payment or user information is incorrect, you must contact your mortgage loan servicer.

CCN does not share consumer information with third parties, other than those with which the mortgage loan servicer has contracted to interface with the CCN application.

All sections of the FNF Privacy Notice apply to your interaction with CCN, except for the sections titled Choices with Your Personal Information and Access and Correction. If you have questions regarding the choices you have with regard to your personal information or how to access or correct your personal information, you should contact your mortgage loan servicer.

No Representations or Warranties

By providing this Privacy Notice, Fidelity National Financial, Inc. does not make any representations or warranties whatsoever concerning any products or services provided to you by its majority-owned subsidiaries. In addition, you also expressly agree that your use of the Website is at your own risk. Any services provided to you by Fidelity National Financial, Inc. and/or the Website are provided "as is" and "as available" for your use, without representations or warranties of any kind, either express or implied, unless such warranties are legally incapable of exclusion. Fidelity National Financial, Inc. makes no representations or warranties that any services provided to you by it or the Website, or any services offered in connection with the Website are or will remain uninterrupted or error-free, that defects will be corrected, or that the web pages on or accessed through the Website, or the servers used in connection with the Website, are or will remain free from any viruses, worms, time bombs, drop dead devices, Trojan horses or other harmful components. Any liability of Fidelity National Financial, Inc. and your exclusive remedy with respect to the use of any product or service provided by Fidelity National Financial, Inc. including on or accessed through the Website, will be the re-performance of such service found to be inadequate.

Your Consent To This Privacy Notice

By submitting Personal Information to FNF, you consent to the collection and use of information by us as specified above or as we otherwise see fit, in compliance with this Privacy Notice, unless you inform us otherwise by means of the procedure identified below. If we decide to change this Privacy Notice, we will make an effort to post those changes on the Website. Each time we collect information from you following any amendment of this Privacy Notice will signify your assent to and acceptance of its revised terms for all previously collected information and information collected from you in the future. We may use comments, information or feedback that you may submit in any manner that we may choose without notice or compensation to you.

If you have additional questions or comments, please let us know by sending your comments or requests to:

Fidelity National Financial, Inc.
601 Riverside Avenue
Jacksonville, Florida 32204
Attn: Chief Privacy Officer
(888) 934-3354
privacy@fnf.com

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EFFECTIVE AS OF: MAY 1, 2015

ATTACHMENT ONE

CALIFORNIA LAND TITLE ASSOCIATION
STANDARD COVERAGE POLICY - 1990

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

1. (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.

   (b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.

2. Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for value without knowledge.

3. Defects, liens, encumbrances, adverse claims, or other matters:

   (a) whether or not recorded in the public records at Date of Policy, but created, suffered, assumed or agreed to by the insured claimant;

   (b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy;

   (c) resulting in no loss or damage to the insured claimant;

   (d) attaching or created subsequent to Date of Policy; or

   (e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the insured mortgage or for the estate or interest insured by this policy.

4. Unenforceability of the lien of the insured mortgage because of the inability or failure of the insured at Date of Policy, or the inability or failure of any subsequent owner of the indebtedness, to comply with the applicable doing business laws of the state in which the land is situated.

5. Invalidity or unenforceability of the lien of the insured mortgage, or claim thereof, which arises out of the transaction evidenced by the insured mortgage and is based upon usury or any consumer credit protection or truth in lending law.

6. Any claim, which arises out of the transaction vesting in the insured the estate or interest insured by this policy or the transaction creating the interest of the insured lender, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws.

EXCEPTIONS FROM COVERAGE - SCHEDULE B, PART I

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records. Proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.

2. Any facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or which may be asserted by persons in possession thereof.

3. Easements, liens or encumbrances, or claims thereof, not shown by the public records.

4. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other facts which a correct survey would disclose, and which are not shown by the public records.

5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the public records.

6. Any lien or right to a lien for services, labor or material not shown by the public records.

ATTACHMENT ONE
(CONTINUED)

CLTA HOMEOWNER'S POLICY OF TITLE INSURANCE (02-03-10)
ALTA HOMEOWNER'S POLICY OF TITLE INSURANCE (02-03-10)

EXCLUSIONS

In addition to the Exceptions in Schedule B, You are not insured against loss, costs, attorneys' fees, and expenses resulting from:

1. Governmental police power, and the existence or violation of those portions of any law or government regulation concerning:
   a. building;
   b. zoning;
   c. land use;
   d. improvements on the Land;
   e. land division; and
   f. environmental protection.

   This Exclusion does not limit the coverage described in Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23 or 27.
2. The failure of Your existing structures, or any part of them, to be constructed in accordance with applicable building codes. This Exclusion does not limit the coverage described in Covered Risk 14 or 15.
3. The right to take the Land by condemning it. This Exclusion does not limit the coverage described in Covered Risk 17.
4. Risks:
   a. that are created, allowed, or agreed to by You, whether or not they are recorded in the Public Records;
   b. that are Known to You at the Policy Date, but not to Us, unless they are recorded in the Public Records at the Policy Date;
   c. that result in no loss to You; or
   d. that first occur after the Policy Date - this does not limit the coverage described in Covered Risk 7, 8.e., 25, 26, 27 or 28.
5. Failure to pay value for Your Title.
6. Lack of a right:
   a. to any land outside the area specifically described and referred to in paragraph 3 of Schedule A; and
   b. in streets, alleys, or waterways that touch the Land.

   This Exclusion does not limit the coverage described in Covered Risk 11 or 21.
7. The transfer of the Title to You is invalid as a preferential transfer or as a fraudulent transfer or conveyance under federal bankruptcy, state insolvency, or similar creditors' rights laws.

ATTACHMENT ONE
(CONTINUED)

LIMITATIONS ON COVERED RISKS

Your insurance for the following Covered Risks is limited on the Owner's Coverage Statement as follows:

- For Covered Risk 16, 18, 19 and 21, Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A.

The deductible amounts and maximum dollar limits shown on Schedule A are as follows:

	Your Deductible Amount	Our Maximum Dollar Limit of Liability
Covered Risk 16:	1.00% of Policy Amount Shown in Schedule A or $2,500.00 (whichever is less)	$10,000.00
Covered Risk 18:	1.00% of Policy Amount Shown in Schedule A or $5,000.00 (whichever is less)	$25,000.00
Covered Risk 19:	1.00% of Policy Amount Shown in Schedule A or $5,000.00 (whichever is less)	$25,000.00
Covered Risk 21:	1.00% of Policy Amount Shown in Schedule A or $2,500.00 (whichever is less)	$5,000.00

ATTACHMENT ONE
(CONTINUED)

AMERICAN LAND TITLE ASSOCIATION
RESIDENTIAL TITLE INSURANCE POLICY (6-1-87)

EXCLUSIONS

In addition to the Exceptions in Schedule B, you are not insured against loss, costs, attorneys' fees, and expenses resulting from:

1. Governmental police power, and the existence or violation of any law or government regulation. This includes building and zoning ordinances and also laws and regulations concerning:
   - land use
   - improvements on the land
   - land division
   - environmental protection

   This exclusion does not apply to violations or the enforcement of these matters which appear in the public records at policy date.

   This exclusion does not limit the zoning coverage described in Items 12 and 13 of Covered Title Risks.
2. The right to take the land by condemning it, unless:
   - a notice of exercising the right appears in the public records on the Policy Date
   - the taking happened prior to the Policy Date and is binding on you if you bought the land without knowledge of the taking
3. Title Risks:
   - that are created, allowed, or agreed to by you
   - that are known to you, but not to us, on the Policy Date-unless they appeared in the public records
   - that result in no loss to you
   - that first affect your title after the Policy Date - this does not limit the labor and material lien coverage in Item 8 of Covered Title Risks
4. Failure to pay value for your title.
5. Lack of a right:
   - to any land outside the area specifically described and referred to in Item 3 of Schedule A

   or
   - in streets, alleys, or waterways that touch your land

   This exclusion does not limit the access coverage in Item 5 of Covered Title Risks.

ATTACHMENT ONE
(CONTINUED)

2006 ALTA LOAN POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
   (a) a fraudulent conveyance or fraudulent transfer, or
   (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) that arise by reason of:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor or material not shown by the Public Records.

ATTACHMENT ONE
(CONTINUED)

2006 ALTA OWNER'S POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
   (a) a fraudulent conveyance or fraudulent transfer; or
   (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) that arise by reason of:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor or material not shown by the Public Records.

ATTACHMENT ONE
(CONTINUED)

ALTA EXPANDED COVERAGE RESIDENTIAL LOAN POLICY (07-26-10)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions, or location of any improvement erected on the Land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed, or agreed to by the Insured Claimant;
   (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 16, 17, 18, 19, 20, 21, 22, 23, 24, 27 or 28); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury, or any consumer credit protection or truth-in-lending law. This Exclusion does not modify or limit the coverage provided in Covered Risk 26.
6. Any claim of invalidity, unenforceability or lack of priority of the lien of the Insured Mortgage as to Advances or modifications made after the Insured has Knowledge that the vestee shown in Schedule A is no longer the owner of the estate or interest covered by this policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching subsequent to Date of Policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11(b) or 25.
8. The failure of the residential structure, or any portion of it, to have been constructed before, on or after Date of Policy in accordance with applicable building codes. This Exclusion does not modify or limit the coverage provided in Covered Risk 5 or 6.
9. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured mortgage, is
   (a) a fraudulent conveyance or fraudulent transfer, or
   (b) a preferential transfer for any reason not stated in Covered Risk 27(b) of this policy.

Notice of Available Discounts

Pursuant to Section 2355.3 in Title 10 of the California Code of Regulations Fidelity National Financial, Inc. and its subsidiaries ("FNF") must deliver a notice of each discount available under our current rate filing along with the delivery of escrow instructions, a preliminary report or commitment. Please be aware that the provision of this notice does not constitute a waiver of the consumer's right to be charged the filed rate. As such, your transaction may not qualify for the below discounts.

You are encouraged to discuss the applicability of one or more of the below discounts with a Company representative. These discounts are generally described below; consult the rate manual for a full description of the terms, conditions and requirements for such discount. These discounts only apply to transactions involving services rendered by the FNF Family of Companies. This notice only applies to transactions involving property improved with a one-to-four family residential dwelling.

Not all discounts are offered by every FNF Company. The discount will only be applicable to the FNF Company as indicated by the named discount.

FNF Underwritten Title Companies	Underwritten by FNF Underwriters
CTC – Chicago Title Company	CTIC – Chicago Title Insurance Company
CLTC – Commonwealth Land Title Company	CLTIC – Commonwealth Land Title Insurance Company
FNTC – Fidelity National Title Company	FNTIC – Fidelity National Title Insurance Company
FNTCCA – Fidelity National Title Company of California	FNTIC – Fidelity National Title Insurance Company
TICOR – Ticor Title Company of California	CTIC – Chicago Title Insurance Company
LTC – Lawyer's Title Company	CLTIC – Commonwealth Land Title Insurance Company

Available Discounts

CREDIT FOR PRELIMINARY TITLE REPORTS AND/OR COMMITMENTS ON SUBSEQUENT POLICIES (CTIC, FNTIC)

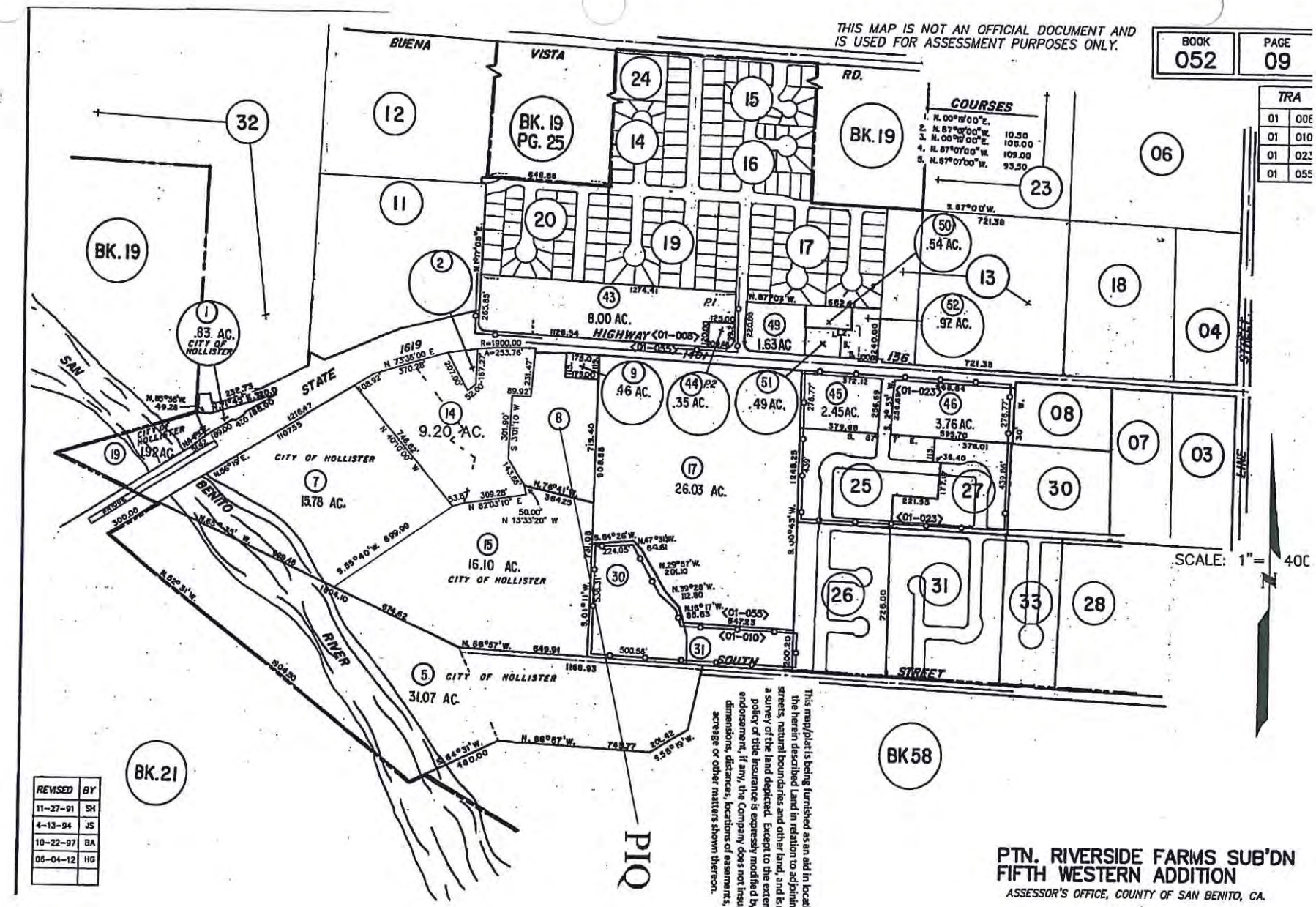
Where no major change in the title has occurred since the issuance of the original report or commitment, the order may be reopened within twelve (12) to thirty-six (36) months and all or a portion of the charge previously paid for the report or commitment may be credited on a subsequent policy charge.

DISASTER LOANS (CTIC, CLTIC, FNTIC)

The charge for a Lender's Policy (Standard or Extended coverage) covering the financing or refinancing by an owner of record, within twenty-four (24) months of the date of a declaration of a disaster area by the government of the United States or the State of California on any land located in said area, which was partially or totally destroyed in the disaster, will be fifty percent (50%) of the appropriate title insurance rate.

CHURCHES OR CHARITABLE NON-PROFIT ORGANIZATIONS (CTIC, FNTIC)

On properties used as a church or for charitable purposes within the scope of the normal activities of such entities, provided said charge is normally the church's obligation the charge for an owner's policy shall be fifty percent (50%) to seventy percent (70%) of the appropriate title insurance rate, depending on the type of coverage selected. The charge for a lender's policy shall be thirty-two percent (32%) to fifty percent (50%) of the appropriate title insurance rate, depending on the type of coverage selected.



Land and is made a part of the land described Exhibit to the subject policy of title insurance in connection with the attached
M:\Mapping\Mapping Unit Files\Maps\20" Current Mass\Mnor\052-09.dwg, 6/6/2012 1:45:39 PM, \\ssc-print\ASSR-P02

Gmail Janeen Reavis <janeenreavis@gmail.com>

1550 San Juan Rd in Hollister

Abraham Prado <abraham.prado@hollister.ca.gov> Wed, May 18, 2016 at 2:00 PM
To: Janeen Reavis <janeenreavis@gmail.com>, Maria Mendez <maria.mendez@hollister.ca.gov>

Hi Janeen,

Thank you for your e-mail and voice message. A mixed used condo development with commercial uses towards San Juan Road would conform to the City of Hollister West Gateway Zoning District for that area. We look forward to receiving a conceptual map and description. Pending a CEQA initial study if it is determined that the proposed project has no significant unavoidable impacts and that a negative or mitigated negative declaration can be prepared instead of an Environmental Impact Report then yes 20 weeks would be a reasonable time period for the preparation of CEQA to public hearing. I hope this information helps. Please contact us with any questions.

Thanks,

Abraham Prado

City of Hollister Development Services

375 Fifth Street

Hollister, CA 95023

Phone: (831) 636-4360 * Fax: (831) 634-4913

E-mail: abraham.prado@hollister.ca.gov * Website: www.hollister.ca.gov

~New Office Location~

339 Fifth Street

Hollister, CA 95023

From: Janeen Reavis [mailto:janeenreavis@gmail.com]
Sent: Monday, May 16, 2016 12:37 PM
To: Abraham Prado; Maria Mendez
Subject: 1550 San Juan Rd in Hollister

City of Hollister
Development Services
Planning Division
375 Fifth Street, Hollister, CA 95023 Ph (831) 636-4360 Fax (831) 636-4364

June 28, 2007

Ms. Mary Moore
825 7th Street
Hollister, California 95023

Re: 1550 San Juan Road

Dear Ms. Moore:

The City of Hollister Development Services Department received a written request for verification of the zoning and General Plan Designation at 1550 San Juan Hollister Road, San Benito County Assessors Parcel Number 052-009-014. The property is currently zoned M-2-S Heavy Industrial but will be rezoned as part of the city-wide zoning ordinance and map revision within the next year. The property will be rezoned to conform to the General Plan Land Use Designation of West Gateway Mixed Use that was adopted for the property as part of the City of Hollister 2005-2023 General Plan approval. Please find attached a description of the West Gateway Mixed Use General Plan designation and the retail strategy for this west entrance to Hollister. The City expects that the property will be rezoned to a commercial (office and neighborhood retail), high density residential and/or mixed use (residential and commercial) zoning district that could allow between 20 to 35 dwelling units per acre in the residential zones.

You explained that the property was previously used as a trucking yard and that a mobile home was removed last year. You inquired about placing a mobile home on the property for security and connecting to a septic system on site during the existing moratorium for sewer connections. The City of Hollister Building Department does not have a record of a demolition permit for the removal of the mobile home at 1550 San Juan Road and would not allow a new mobile home to connect to the septic system on site.

The City of Hollister would allow pursuant to City Council Resolution 2005-22 construction of a commercial building on the property provided that it is connected to an interim holding tank for wastewater disposal. Please note that a restaurant would not be allowed to connect to a holding tank. Some developer's of commercial property have installed holding tanks that can be converted to grease traps for future restaurant uses after the moratorium is lifted and the building is connected to the City of Hollister sewer system. Please give me a call if you need additional information or clarification at (831) 636-4360.

Sincerely,

Mary M. Paxton
Planning Manager
City of Hollister Development Services

CITY OF HOLLISTER
375 FIFTH • HOLLISTER, CA 95023-3876

June 18, 2013

Sanchez Frank G Living Trust
356 Reservation Road
Marina, California 93933

Subject: Status of the West Gateway Streetscape Beautification Plan

Dear Property Owners,

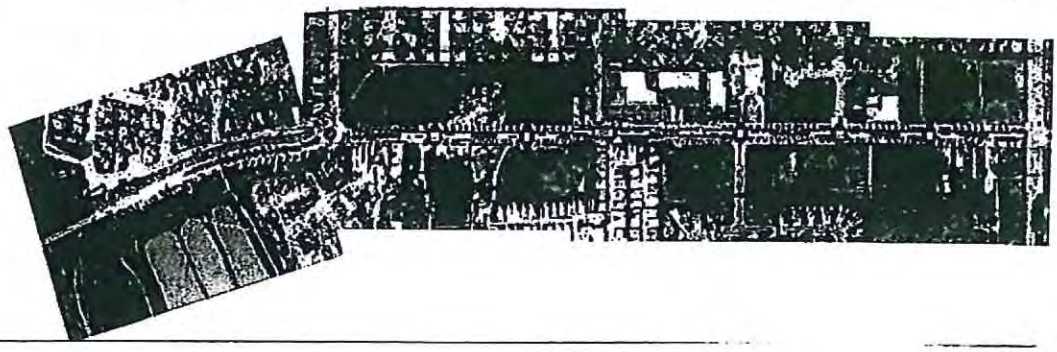
The purpose of this letter is to provide you with a status report on the West Gateway Streetscape Beautification Plan on San Juan Road. You may recall the former City of Hollister Redevelopment Agency (RDA) planned to use proceeds from a 2009 Bond to pay for the preparation of a streetscape beautification plan at the west entrance to the City of Hollister called the "West Gateway". The former Redevelopment Agency entered into a contract with San Benito Engineering in February 2010 to prepare the plan. Most of 2010 was spent reviewing concepts for the beautification plan with property owners and the public. A preferred alternative with a landscaped median and replacement of the Graf Road/San Juan Road traffic signal with a landscaped traffic circle was selected.

At the beginning of 2011, Governor Brown proposed to eliminate Redevelopment Agencies in the State of California. Governor Brown's budget bill, litigation and a 2012 amendment to the law called the Dissolution Act resulted in a two year delay to measurable progress on the West Gateway Plan. Accomplishments in 2012 were limited to the City approval of the environmental review for the West Gateway Streetscape Plan. This April, the City Council approved an amendment to the contract for engineering services. Staff now plans to bring the beautification plan to Planning Commission on July 25, 2013 and to the City Council for approval at public hearing in August. The elimination of redevelopment removed one of the primary funding sources for this project but the City of Hollister is evaluating a combination of strategies to pool together money for the streetscape improvements for the West Gateway entrance to Hollister. Attached is a reduced aerial copy of the corridor plan and a detailed section of the roadway design in front of your property. If you have questions or concerns, please feel free to contact Bill Avera, Development Services Director or me at (831) 636-4316. Our office is now located on the same block as City of Hollister Council Chambers at the 'Old City Hall', 339 Fifth Street.

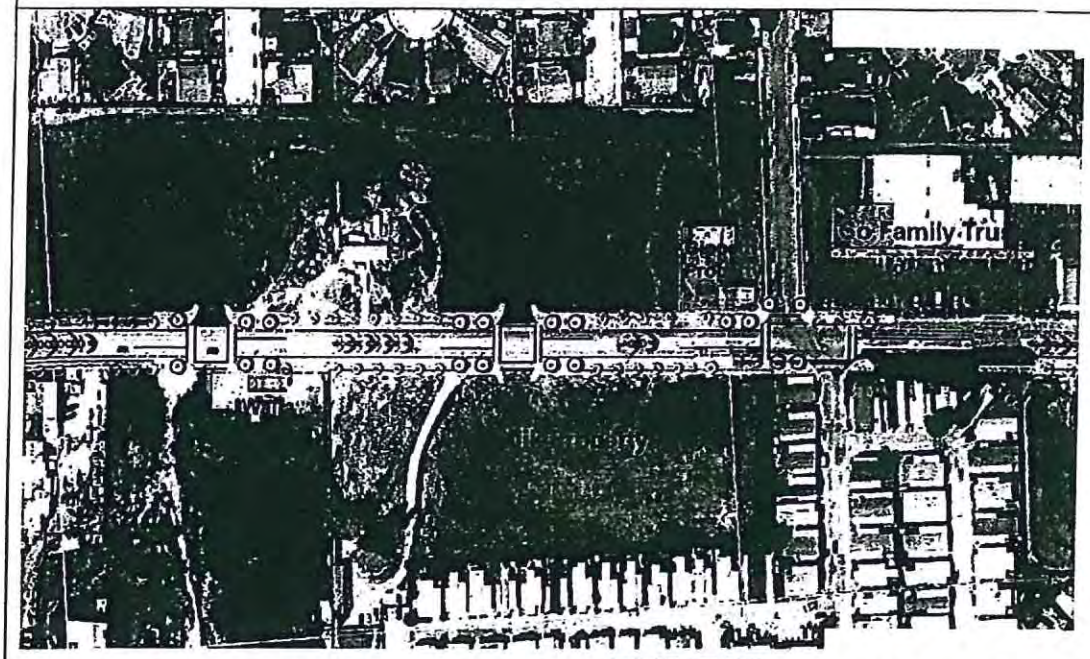
Sincerely,

Mary M. Paxton
Program Manager
City of Hollister Development Services

Reduced Aerial of Beautification Plan



Sample of the Property Frontage





New landscape median between intersections



Addition of on-street parking with street trees



Plan for coordinated access between properties



Intersection Bulb-outs

Reduced Aerial of Beautification Plan



Sample of the Property Frontage





New landscape median between intersections



Addition of on-street parking with street trees



Replace Graf Rd/San Juan Rd intersection with a traffic circle



Plan for coordinated access between properties

SAN BENITO COUNTY
HEALTH & HUMAN SERVICES AGENCY

ELIZABETH FALADE, M.D., M.P.H.
HEALTH OFFICER

KATHRYN FLORES
DIRECTOR

PUBLIC HEALTH SERVICES
Healthy People in Healthy Communities

August 8, 2006

Sanchez Trucking Yard
c/o Mary Moore
825 Seventh Street
Hollister, California 95023

Subject: Sanchez Trucking Yard Underground Fuel Tank Closure Request

Dear Ms. Moore,

On June 20, 2006 you requested site closure of an underground tank facility for the Sanchez Trucking Yard located at 1555 San Juan Road in Hollister. Two diesel tanks were pumped, filled with sand and abandoned in the 1980's.

On June 26, 2006, soil borings on the perimeter and below the tanks were advanced and sampled for the presence of BTEX, MTBE, TPH and Lead.

Results of the analysis revealed non-detect levels for all BTEX, TPH(diesel) and MTBE. TPH(motor oil) and lead were found to be present in the shallow strata that are below the maximum contaminant level.

Upon consultation with John Mijares of the Central Coast Regional Water Quality Control Board at this time "no further action" is required for this site.

If you have any questions please call anytime.

Sincerely,

Elizabeth Falade, M.D., M.P.H.
Health Officer

Raymond W. Stevenson, R.E.H.S.
Environmental Health Division

cc: John Mijares, Regional Water Quality Control Board
John Wandke, ATC Associates

ELIZABETH FALADE, M.D., M.P.H.
HEALTH OFFICER

KATHRYN FLORES
DIRECTOR

SAN BENITO COUNTY

HEALTH & HUMAN SERVICES AGENCY

PUBLIC HEALTH SERVICES
Healthy People in Healthy Communities

February 27, 2006

ATC Associates, Inc.
2325 Skyway Drive, Suite C
Santa Maria, California 93455

Attn: John Wandke

Subject: Phase One, 1550 San Juan Road, 1615 San Juan Road and the Hollister Industrial Ponds.

Dear Mr. Wandke,

A file search of 1550 San Juan Road did not produce any information as to any activities at this location. A file at 1615 San Juan Road is available for review. The Regional Water Quality Control Board in San Luis Obispo regulates the Hollister sewer ponds and industrial ponds. The contact person at the regional board is Cecile DeMartini at 805 542-4782.

You may also contact Captain Kenny Melin at 831 636-4325 from the City of Hollister Fire Department regarding information.

If you have any questions please call anytime.

Sincerely,

Elizabeth Falade, M.D., M.P.H.
Health Officer

Raymond W. Stevenson, R.E.H.S.
Environmental Health Division

PHASE I ENVIRONMENTAL SITE ASSESSMENT
OF

THE SANCHEZ PROPERTY
1550 SAN JUAN ROAD
HOLLISTER, CALIFORNIA
ATC PROJECT NO. 79.92079.0079

March 6, 2006

Prepared by:

ATC Associates Inc.
2325 Skyway Drive
Santa Maria, CA 93455
Phone: (805) 928-3000
Fax: (805) 928-6046

Prepared for:

Ms. Mary Moore
Property Owner
825 7th Street
Hollister, CA 95023

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1.0 EXECUTIVE SUMMARY

At the request of Ms. Mary Moore, ATC performed a Phase I Environmental Assessment (ESA) of the Sanchez property (herein referred to as the property). The property is located at 1550 San Juan Road in Hollister, California in an area that is primarily characterized by both residential and industrial use. The property consists of an approximately 7-acre lot with a two-story barn encompassing approximately 4,500 square feet of space, built prior to 1949. A modular home and a small building formerly used as an office are also located on the property. The current use of the property is for storage of both new and old trucks and trailers.

The main objective of the ESA was to identify the presence or likely presence, use, or release on the property of hazardous substances or petroleum products as defined in ASTM Practice E 1527 as a *recognized environmental condition*. Below is a summary of the findings and conclusions of this report:

Records Review

- The property has been owned by the Sanchez family for approximately 40 years and has been used as a trucking yard for a significant portion of that time. A former fueling island and as many as two abandoned diesel USTs are confirmed to exist on the property. However, no documentation regarding the confirmed UST(s) or any other *recognized environmental condition*, *historical recognized environmental condition*, or *de minimis condition* was identified during the records review.

Site Reconnaissance

- Staining of surface soil was observed at several locations in the vicinity of the former fueling island and the concrete pad at the south entrance to the barn/former shop. The stained soil has a dark grey color and tar-like texture and encompasses a total area of approximately 30 square feet. The contamination may be from motor oil related to vehicle maintenance activities. This occurrence of contamination on the property would be considered a ***recognized environmental condition.***

- During the site visit, Mr. Joe Sanchez identified a location where up to two diesel USTs are abandoned in place. The UST(s) were emptied of their contents and subsequently filled with sand. This occurred sometime between 1988 and 1989. According to Mr. Joe Sanchez, these USTs and the associated fueling island were present on the property when it was acquired by the Sanchez family in the mid-1960's. No documentation concerning the UST(s) was provided. In the opinion of ATC, the diesel USTs that were abandoned in place on the property are considered a ***recognized environmental condition,*** because they are more than 40 years old, have no associated documentation, and have the potential to have released petroleum hydrocarbons into the subsurface.

- Soil beneath trucks and vehicles parked on the property that is impacted by small quantities of motor oil or other substances that have leaked from engines is considered a ***de minimis condition*** and would not be subject to regulatory enforcement by government/state agencies.

Because recognized environmental conditions associated with undocumented abandoned diesel UST(s) and stained surface soil were discovered during the performance of the Phase I ESA, additional investigation is required. Additional investigation will determine the nature and extent of the recognized environmental conditions summarized above.

2.0 INTRODUCTION

This report documents the findings, opinions and conclusions of a Phase I Environmental Site Assessment (ESA) of the Sanchez Property located at 1550 San Juan Road (signed 1555 San Juan Road) in Hollister, San Benito County, California.

2.1 Purpose

The purpose of this ESA was to identify *recognized environmental conditions* and certain potential environmental conditions outside the scope of ASTM Practice E 1527 in connection with the property at the time of the site reconnaissance.

2.2 Scope

This ESA was conducted in accordance with the ASTM Standard Practice E 1527, consistent with a level of care and skill ordinarily practiced by the consulting profession currently providing similar services under similar circumstances. Significant additions, deletions or deviations to ASTM Practice E 1527 are noted below or in the corresponding sections of this report. The scope of this assessment included an evaluation of the following:

- Physical setting characteristics of the property through a review of referenced sources such as topographic maps and geologic, soils and hydrologic reports.
- History of the uses of the property, adjoining properties and surrounding area through a review of referenced sources such as land title records, fire insurance maps, city directories, aerial photographs, prior reports and interviews.
- Current property uses and conditions including observations and interviews regarding: the use, treatment, storage, disposal or generation of hazardous substances, petroleum products and hazardous, regulated, or medical wastes; equipment that is known or likely to contain PCBs; storage tanks and drums; wells, drains and sumps; and pits, ponds or lagoons.
- Uses of adjoining and surrounding area properties and the likelihood of known or suspected releases of hazardous substances or petroleum products to migrate into the property.
- Information in referenced environmental agency databases and local environmental records, within the specified approximate minimum search distance from the property.

2.3 Assumptions, Limitations and Exceptions

ATC has prepared this Phase I Environmental Site Assessment using reasonable efforts to identify *recognized environmental conditions* associated with hazardous substances or petroleum products at the property. Findings within this report are based on information collected from observations made on the day(s) of the site reconnaissance and from reasonably ascertainable information obtained from certain public agencies and other referenced sources.

The ASTM Practice E 1527 recognizes inherent limitations for ESAs that apply to this report, including:

- Uncertainty Not Eliminated – No ESA can wholly eliminate uncertainty regarding the potential for recognized environmental conditions in connection with a property.

- Not Exhaustive – An ESA is not an exhaustive investigation.

- Past Uses of the Property – Review of standard historical sources at less than five year intervals is not required.

Users of this report may refer to E 1527 for further information regarding these and other limitations.

This report is not definitive and should not be assumed to be a complete or specific definition of all conditions above or below grade. Current subsurface conditions may differ from the conditions implied by surface observations or historical sources and can be most reliably evaluated through intrusive techniques that were beyond the scope of this report. Information in this report is not intended to be used as a construction document and should not be used for demolition, renovation, or other construction purposes. ATC makes no representation or warranty that the past or current operations at the property are, or have been, in compliance with all applicable federal, state and local laws, regulations and codes. This report does not warrant against future operations or conditions, nor does it warrant against operations or conditions present of a type or at a location not investigated. Regardless of the findings stated in this report, ATC is not responsible for consequences or conditions arising from facts that were not fully disclosed to ATC during the assessment.

An independent data research company provided the government agency database referenced in this report. Information on surrounding area properties was requested for approximate minimum search distances and was assumed to be correct and complete unless obviously contradicted by ATC's observations or other credible referenced sources reviewed during the assessment.

Reasonable efforts were made to identify evidence of aboveground and underground storage tanks and ancillary equipment on the property during the assessment. "Reasonable efforts" were limited to observation of accessible areas, review of referenced public records and interviews. These methods may not identify subsurface equipment or evidence hidden from view by things such as, but not limited to, snow cover, paving, construction activities, stored materials and landscaping.

Any estimates of costs or quantities in this report are approximations based on findings that are limited by the scope of the assessment, schedule demands, cost constraints, accessibility limitations and other factors associated with performing an ESA. Subsequent determinations of costs or quantities may vary from the estimates in this report.

ATC is not a professional title insurance or land surveyor firm and makes no guarantee, explicit or implied, that any land title records acquired or reviewed, or any physical descriptions or depictions of the property in this report, represent a comprehensive definition or precise delineation of property ownership or boundaries.

Other assumptions, limitations and exceptions that are specific to the scope of this report may be found in corresponding sections.

2.4 Special Terms and Conditions (User Reliance)

This report is for the use and benefit of, and may be relied upon by, Ms. Mary Moore, and any affiliates, and third parties authorized in writing by Ms. Mary Moore and ATC, including the lender(s) in connection with a secured financing of the property, and their respective successors and assigns. Any third party agrees by accepting this report that any use or reliance on this report shall be limited by the exceptions and limitations in this report, and with the acknowledgment that actual site conditions may change with time, and that hidden conditions may exist at the property that were not discovered within the authorized scope of the assessment.

ATC makes no other representation to any third party except that it has used the degree of care and skill ordinarily exercised by environmental consultants in the preparation of the report and in the assembling of data and information related thereto. No other warranties are made to any third party, either express or implied. Unless otherwise agreed upon in writing by ATC and a third party, ATC's liability to any third party authorized to use or rely on this report with respect to any acts or omissions shall be limited to a maximum of $100,000.

3.0 SITE DESCRIPTION

3.1 Location and Legal Description

The property address is 1550 San Juan Road, Hollister, 95023, San Benito County, California. Site Photographs are provided in Appendix A and a Site Vicinity Map is located in Appendix B. According to information obtained from the City of Hollister Assessor's Office, the property is identified as APN 052-09-0-008-0. Though the property is physically signed as 1555 San Juan Road, the City of Hollister Assessor's Office verified that 1550 San Juan Road is the correct legal address for the Sanchez property. The property is situated within section 28, Township 12 South, Range 5 East of the Mt. Diablo Meridian (USGS 7.5' Quadrangle). According to the City of Hollister Planning Department, the property is currently zoned as M2S, which is defined as "Industrial – Site and Architectural Review".

3.2 Surrounding Area General Characteristics

The property is located within the city limits of Hollister and is surrounded by blocks of land developed for industrial purposes and residential purposes. A residential neighborhood is situated east of the property, while San Juan Road and Plaza 156 Gas & Food (Victory Gas) are located to the north of the property. A series of percolation ponds associated with the City of Hollister Industrial Wastewater Treatment Plant (IWTP) are located directly south of the property and the parcel directly west of the property is occupied by multiple tenants, including a trucking company and a fence company.

3.3 Current Use of the Property

At the time of the site inspection, the modular home located near the southern property boundary was being rented to a single individual as a private residence. According to Mr. Joe Sanchez, who is the son of Mr. Frank Sanchez, the rest of the property is currently used for storing trucks, trailers and miscellaneous vehicles. The barn/former shop and the former office are not currently being used.

3.4 Description of Property Improvements

PROPERTY IMPROVEMENTS	
Size of Property (approximate)	7 Acres
General Topography of Property	Gently sloping towards the southwest
Adjoining and/or Access/Egress Roads	Access and Egress from San Juan Road via dirt driveway
Paved or Concrete Areas (including parking)	None
Unimproved Areas	Majority of property consists of unimproved grassy fields
Landscaped Areas	None
Surface Water	None
Potable Water Source	City water line
Sanitary Sewer Utility	None – septic tank
Storm Sewer Utility	None
Electrical Utility	Pacific Gas & Electric (PG&E)
Natural Gas Utility	None
Current Occupancy Status	One occupant –rents modular home near south property boundary
Unoccupied Buildings/Spaces/Structures	1) Aluminum sided barn used for equipment storage and formerly used as a shop 2) Small, square building with stucco exterior formerly used as an office
Number of Occupied Buildings	One
General Occupied Building Description	Modular home, rectangular
Number of Floors	One
Construction Completion Date (year)	Unknown
Construction Type	Modular
Interior Finishes Description	Unknown
Exterior Finishes Description	Wood paneling
Cooling System Type	Unknown
Heating System Type	Propane
Emergency Power	No

3.5 Current Uses of Adjoining Properties

Current uses of the adjoining properties were observed to be as follows:

North – The property is bounded to the north by San Juan Road, which runs in an east-west direction. Plaza 156 Gas & Food (formerly known as Victory Gas) is located along San Juan Road, immediately east of the entrance to the property. Plaza 156 Gas & Food is described in detail in Section 5.1.2. A vacant, grassy field is situated across San Juan Road to the north, beyond which is a residential housing development.

East – A residential housing area is located immediately east of the property.

South – A series of shallow percolation ponds, which are associated with the IWTP of Hollister, are located approximately 100 feet south of the property boundary. The percolation ponds are discussed in detail in Section 6.8.

West – The property is bordered in the west by a former meat packing facility (Del Curto Meat Company, Inc.), which is now rented out to multiple tenants, including a trucking company (Sandobal Brothers Trucking) and a fence company (Orta and Sons Fence Co.). Assorted trucks, trailers, and miscellaneous vehicles and equipment are staged behind the former facility buildings. The former facility buildings are located at 1619 San Juan Road.

4.0 USER PROVIDED INFORMATION

The following section summarizes information (if any) provided by Ms. Mary Moore with regard to the ESA. Documentation may be found in Appendix J or where referenced in this report.

4.1 Title Records

Ms. Mary Moore provided no title records information.

4.2 Environmental Liens or Activity and Use Limitations

Ms. Mary Moore provided no information regarding property environmental liens or activity and use limitations.

4.3 Specialized Knowledge

Mr. Joe Sanchez, who is the son of Ms. Mary Moore and Mr. Frank Sanchez, was present at the time of the February 16, 2006 site visit and pointed out the approximate location of up to two former diesel underground storage tank(s) (UST) and the location of the associated former fueling island. Mr. Joe Sanchez indicated that the UST(s) had been abandoned in place and were filled with sand. Mr. Joe Sanchez also indicated that vehicle maintenance may have been performed inside the barn and former shop building, located approximately 60 feet north of the former fueling island. Ms. Mary Moore indicated that vehicle maintenance had also been performed around the concrete slab in front of the barn/former shop building. Mr. Joe Sanchez also indicated that he believed the property had been used for a dairy or tallow operation prior to their acquisition of the property in the mid 1960's.

4.4 Valuation Reduction for Environmental Issues

Ms. Mary Moore provided no information regarding valuation reduction for environmental issues associated with the property.

4.5 Owner, Property Manager and Occupant Information

The property is currently owned by the Sanchez family. A single individual, Mr. Richard Garcia, was renting the modular home on the property at the time of the site visit on February 16, 2006.

4.6 Reason for Performing Phase I ESA

Ms. Mary Moore indicated in a phone conversation on March 1, 2006, that a Phase I ESA is being performed as part of the due diligence process associated with the potential sale of the property.

4.7 Other User Provided Documents

Ms. Mary Moore provided no other documents as described in the ASTM Standard Practice, Section 9.8.1.

5.0 RECORDS REVIEW

5.1 Standard Environmental Records

The regulatory agency database report discussed in this section, provided by Environmental Data Resources of Milford, Connecticut, was reviewed for information regarding reported releases of hazardous substances and petroleum products on or near the property. ATC also reviewed the "unmappable" (also referred to as "orphan") listings within the database report, cross-referencing available address information and facility names. Unmappable sites are listings that could not be plotted with confidence, but are potentially in the general area of the property based on the partial street address, city, or zip code. Any unmappable site that was identified by ATC as a being within the approximate minimum search distance from the property based on the site reconnaissance and/or cross-referencing to mapped listings, is included in the discussion within this section.

The following is a summary of the findings of the database review:

SUMMARY OF FEDERAL & STATE AGENCY DATABASE FINDINGS			
Regulatory Database	**Approx. Minimum Search Distance**	**Site Parcel Listed?**	**Total # of Listings**
United States Environmental Protection Agency (USEPA), National Priorities List (NPL)	1 mile	No	0
Federal CERCLIS list	½ mile	No	0
Federal CERCLIS NFRAP	Site Parcel and Adjoining Properties	No	0
Federal RCRA CORRACTS TSD Facilities	1 mile	No	1
Federal RCRA non-CORRACTS TSD Facilities	½ mile	No	0
Federal RCRA Generators List	Site Parcel and Adjoining	No	4
Federal CERCLIS NFRAP	Site Parcel and Adjoining Properties	No	0
Federal ERNS list	Site Parcel	No	0
USEPA Facility Index System (FINDS)	Site Parcel	No	1
Cal EPA Annual Workplan Sites (AWP)	1 mile	No	0
California DTSC Cal-Sites Database	1 mile	No	0
Unconfirmed Properties Referred to Another Agency (REF)	½ mile	No	1
California Hazardous Material Incident Report System (CHMIRS)	¼ mile	No	2
Cal-EPA Cortese	½ mile	No	4
Notify 65	1 mile	No	2
Toxic Pits	1 mile	No	1
Solid Waste Information System Solid Waste Facility/Landfills	½ mile	No	0
State Leaking UST Facilities (LUST)	½ mile	No	4
CA Bond Exp. Plan (BEP)	1 mile	No	0

SUMMARY OF FEDERAL & STATE AGENCY DATABASE FINDINGS			
Regulatory Database	**Approx. Minimum Search Distance**	**Site Parcel Listed?**	**Total # of Listings**
California State Water Resources Control Board (SWRCB), Registered Underground Storage Tanks (USTs)	Site Parcel and Adjoining Properties	No	0
California DTSC Voluntary Cleanup Program (VCP)	½ mile	No	0
Leaking underground storage tanks on Indian Land	½ mile	No	0
Underground storage tanks on Indian Land	¼ mile	No	0
California Facility Inventory Database (CA FID UST)	¼ mile	No	**9**
Historical UST listings (HIST UST)	¼ mile	No	**10**
Statewide Environmental Evaluation and Planning System (SWEEPS UST)	½ mile	No	**9**
CEPA Spills, Leaks, Investigations and Cleanup Cost Recovery Listing (SLIC)	½ mile	No	**1**
Cal-EPA, Hazardous Waste Information System (HAZNET)	¼ mile	No	**5**

5.1.1 Federal Agency Database Findings

Based on distance, topography, assumed groundwater gradient, current regulatory status, and/or the absence of reported releases, none of the sites listed in the federal agency databases are considered to represent a likely past, present or material threat of release on the property.

5.1.2 State Agency Database Findings

The following listing(s) with a known or significant potential for release and impact on the property were identified in the state agency databases researched:

VICTORY GAS (Currently Plaza 156 Gas & Food)
1615 SAN JUAN ROAD, HOLLISTER, CA
Databases: HAZNET, LUST, UST, CA FID UST, SWEEPS UST, HIST UST
Approximate Distance from the Property: Immediately adjacent to north boundary of the Sanchez property
Assumed Groundwater Gradient: Hydraulically downgradient from the Sanchez property
Regulatory Data Summary: Two gasoline USTs of unknown volume were excavated and removed from the site in June, 1999 after a release of gasoline occurred. The exact date and volume of the release is unknown. The release originated from the former gasoline USTs and the former westernmost dispenser. A total of 12 monitoring wells and remediation wells (dual-phase extraction and vapor extraction) were installed on-site and off-site across San Juan Road. Shallow groundwater flows in a northeasterly-easterly direction. Site closure was achieved by spring of 2004 and is documented in the site closure letter, which is provided in Appendix K

(RWQCB, May 28, 2004). Hazardous materials permits reviewed at the SBCDEH offices indicate that the three existing USTs (2 gasoline, 1 diesel) were installed in 2000.
Discussion: Though an unauthorized release of fuel occurred from a UST at the Victory Gas service station, it is unlikely that the Sanchez property has been adversely affected. This conclusion is based on the closed status of the Victory Gas site and the measured groundwater gradient beneath the Victory Gas site, which is to the east-northeast (RWQCB, May 28, 2004).

Based on distance, topography, assumed groundwater gradient, current regulatory status, and/or the absence of reported releases, none of the other sites listed in the state agency databases are considered to represent a likely past, present or material threat of release on the property.

A search of the State of California Geotracker environmental database was also performed by ATC. No leaking UST sites, other than the Victory Gas site discussed above, were identified in the vicinity of the property.

5.1.3 Local Regulatory Agency Findings

Local Environmental Agency

ATC spoke with Mr. Ray Stevenson of the San Benito County Environmental Health Department (SBCEHD), and requested a file review for the Sanchez property, the neighboring property at 1619 San Juan Road (formerly Del Curto Meat Company), Plaza 156 Gas & Food at 1615 San Juan Road (formerly Victory Gas), and any documents summarizing the operations of the Hollister IWTP percolation ponds located south of the Sanchez property. Mr. Stevenson stated that the SBCEHD did not have any records for the Sanchez property (both addresses, 1550 and 1555 San Juan Road were searched) or 1619 San Juan Road (formerly Del Curto Meat Company), though records for Victory Gas at 1615 San Juan Road were on file. Mr. Stevenson also stated that files pertaining to the Hollister IWTP are maintained by the Regional Water Quality Control Board (RWQCB), Central Coast Region.

Fire Department

ATC spoke with Mr. Kenny Melin of the Hollister Fire Department regarding any documents relating to the known former UST(s) and fueling island located on the Sanchez property. Mr. Melin indicated that the Hollister Fire Department did not have any records pertaining to the Sanchez property. Mr. Melin did have a record of a UST at the neighboring Del Curto Meat Company, 1619 San Juan Road, which contained leaded gasoline and was closed "approximately 30 years ago."

Department of Planning and Zoning

ATC spoke with Ms. Nicole Kimport of the Hollister Planning Department who stated that the property is zoned M2S ("Industrial, Site and Architectural Review"), which is appropriate for the current use.

Building Department

ATC requested a file review of building department records for 1550 San Juan Road at the Hollister Building Department. The Hollister Building Department responded and indicated that no records were available for the requested address. ATC also contacted the Hollister Building Department via telephone and requested any records for the alternate address of 1555 San Juan Road. Only one record was retrieved, which was a permit application filed by Mr. Frank Sanchez in December, 1989 for the repair of a foundation damaged by an earthquake.

5.2 Physical Setting Sources

5.2.1 Topography

The Sanchez property is located at an approximate elevation of 275 feet above mean sea level, within section 28 of the Hollister 7.5' USGS Quadrangle. The overall topography of the property slopes gently to the southwest, though the areas along San Juan Road and the area near the southern boundary are generally flat. A copy of the topographic map is included in Appendix B. Surface water runoff drains towards the south-southwest and into a shallow east-west trending ditch that is located along the southern boundary of the property.

5.2.2 Geology

The property is regionally located within the alluvial-filled Hollister Valley, which generally slopes in a northwesterly direction along the path of the San Benito River. The Hollister Valley trends in a generally northwest-southeast direction, which is similar to neighboring valleys defined by structure associated with the right-lateral San Andreas Fault system. According to the U.S. Geological Survey, the city of Hollister lies on top of the southern end of the Calaveras Fault, a short distance north of where it converges with the San Andreas (SAIC, 2005).

Locally, the Sanchez property is located along two distinct Quaternary river terraces that are associated with the San Benito River and have been mapped by Rosenburg (1998). The northern portion of the property is underlain by the older Holocene Sorrento terrace, which consists of unconsolidated sandy silt, capped by minimally developed soils. The southern portion of the property is underlain by the younger Holocene Metz terrace, which is composed of unconsolidated silty sand underlain by layers of coarse sand and gravel. The Metz terrace is also capped by minimally developed soils (Rosenburg, 1998). Based on the map prepared by Rosenburg (1998) and the site visit, the edge of the older, Sorrento terrace is interpreted to be the sloping hill that runs in an approximately east-west direction through the property in the vicinity of the barn/former shop.

5.2.3 Soils

According to the EDR report, surface soils in the vicinity of the Sanchez property belong to the Salinas group of soils, which are characterized at the surface as well-drained clay loam with moderate infiltration rates. This soil class has an intermediate water holding capacity. Soils below a depth of approximately 23 inches are characterized as stratified silt and clay material. No specific soil maps for San Benito County were available for review. Drilling activities at a former Chevron service station located approximately one mile east of the Sanchez property revealed a subsurface composed primarily of silt and silty sand up to a depth of 60 feet below ground surface (bgs) (SAIC, 2005).

5.2.4 Hydrology

No surface water is present on the Sanchez property, though the perennial San Benito River is located approximately 1/3 mile to the west. A short distance after the San Benito River crosses San Juan Road the northwest-trending river course turns in a more westerly direction and flows into the San Juan Valley. The San Benito River ultimately flows into the Pajaro River, which flows to the Pacific Ocean. No surface water was present in the San Benito River at the time of the Site visit.

No specific groundwater data was available for the Sanchez property. However, groundwater monitoring data associated with the neighboring Plaza 156 Gas & Food service station located at 1615 San Juan Road indicate that shallow groundwater occurs at an approximate depth of 33 bgs along the roadway. The direction of shallow groundwater flow beneath Plaza 156 Gas & Food was measured between northeasterly and easterly within a monitoring well network that included a total of 12 monitoring wells (RWQCB, May 28, 2004). At a former Chevron service station located approximately one mile east of the Sanchez property, environmental investigations found that shallow groundwater was present at a depth of approximately 35 feet bgs. A deeper water-bearing zone was encountered at depths greater than 50 feet bgs. The shallower groundwater occurrence was thought to represent a laterally discontinuous zone of perched groundwater. The groundwater flow direction at the former Chevron service station was measured in an easterly or southeasterly direction (SAIC, 2005).

Estimated groundwater levels and/or flow direction(s) may vary due to seasonal fluctuations in precipitation, local usage demands, geology, underground structures, or dewatering operations. It is likely that the seasonal operation of the IWTP percolation ponds affects local shallow groundwater flow beneath the Sanchez property and the surrounding areas.

5.2.5 Other Physical Setting Sources

Flood Plain Map

The Sanchez property is located within Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 0602680070C. The property is located primarily within zone X, which is defined by FEMA as "areas of 500-year flood; areas of 100-year flood with average depths less than one foot or with drainage areas less than one square mile; and areas protected by levees from 100-year flood. The southern portion of the Sanchez property, which is at a lower elevation, may extend into zone AE. Zone AE is defined by FEMA as "Special flood hazard areas inundated by 100-year flood, base elevations determined". A copy of the flood plain map is included in Appendix K.

5.3 Historical Use Information

The following table summarizes the findings of the research presented below pertaining to historical property and surrounding area uses.

HISTORICAL USE SUMMARY			
Period	**Identified Historical Uses**		**Source(s)**
	Property	**Surrounding Area**	
Prior to 1940	Undeveloped	Undeveloped Agriculture	Aerial Photographs
1940-1960	Developed with 1 structure	Undeveloped Agriculture	Aerial Photographs
1961-1980	Industrial (Sanchez Trucking)	Undeveloped Agriculture Industrial	Aerial Photographs City Directory
1981 to present	Industrial (Sanchez Trucking) Residential (modular home)	Residential Agriculture Industrial	Aerial Photographs City Directory

5.3.1 Aerial Photographs

ATC reviewed available aerial photographs of the property provided by EDR. Available photographs ranged from 1939 to 1998. The following are descriptions and interpretations from the aerial photograph review.

AERIAL PHOTOGRAPH SUMMARY		
Year	**Scale**	**Comments**
1939	1 inch = 555 feet	**Property**: The property appears to consist of only open fields with scattered trees. It appears that the existing barn/former shop has not been constructed, though the resolution of the photo is poor. A historic meander of the San Benito River is visible along the southern boundary of the property. **Surrounding Area**: The surrounding area consists primarily of orchards, agricultural land and open fields. Significantly more undeveloped open fields are visible in this photo, as opposed to the 1949 photo. It appears that a small residence is located on the neighboring property to the west (former Del Curto Meat Company).

AERIAL PHOTOGRAPH SUMMARY		
Year	**Scale**	**Comments**
1949	1 inch = 555 feet	**Property**: The existing barn appears to be the only structure on the property. The remainder of the property consists of an open field. **Surrounding Area**: The surrounding area is mostly occupied by orchards, agricultural land, and open fields. Approximately three, rectangular buildings are visible on the neighboring Del Curto Meat Company property. None of the residential housing developments present in later photos are visible in this photo, though most plots of agricultural/orchard land have an associated farmhouse.
1958	1 inch = 555 feet	**Property**: The existing barn appears to be the only structure on the property. The remainder of the property consists of an open field. **Surrounding Area**: The surrounding area is mostly occupied by orchards and agricultural land. The IWTP ponds are not present. The current location of the IWTP ponds consists of open fields. Approximately three, rectangular buildings are visible on the neighboring Del Curto Meat Company property. None of the residential housing developments present in later photos, with the exception of one rectangular development to the west, are visible in this photo. Most plots of agricultural/orchard land have an associated farmhouse.
1981	1 inch = 690 feet	**Property**: The property appears relatively similar to its present state, though the resolution of the photo is poor. The existing barn/former shop is present, though no other details can be distinguished from the photo **Surrounding Area**: The surrounding area looks relatively similar to its present state, though the surrounding residential areas are fewer in number. The IWTP percolation ponds; neighboring staging yard, 2 to 3 buildings and assorted dirt roads at 1619 San Juan Road (former Del Curto Meat Company Inc.); and vacant field across San Juan Road to the north are all visible. Plaza 156 Gas & Food (formerly Victory Gas) can not be distinguished in the photo.
1998	1 inch = 666 feet	**Property**: The property appears similar to its present state. The modular home, existing barn/former shop, access road, and various trucks and trailers are present. **Surrounding Area**: The surrounding area looks similar to its present state. The IWTP percolation ponds, neighboring residential areas, mobile home park; neighboring staging yard, 2 to 3 buildings and assorted dirt roads at 1619 San Juan Road (former Del Curto Meat Company Inc.); a vacant field across San Juan Road to the north, and Plaza 156 Gas & Food (formerly Victory Gas) are all clearly visible. Agricultural land makes up the outlying areas.

The review of aerial photographs did not identify past uses indicating *recognized environmental conditions* at the property or surrounding area. Surrounding properties of significance that are identified in the air photos including the former Del Curto Meat Company property at 1619 San Juan Road and the gas station at 1619 San Juan Road (currently Plaza 156 Gas & Food) are discussed in Section 5.1.3 and Section 5.1.2 respectively. The Hollister IWTP percolation ponds are discussed in Section 6.8.

Copies of reproducible aerial photographs are included in Appendix E.

5.3.2 Fire Insurance Maps

A search for fire insurance maps for the property and surrounding area was conducted by EDR. No such maps for the property were available. Documentation is provided in Appendix K.

5.3.4 Land Title Records

The acquisition of land title records was not required by the scope of work for the ESA.

5.3.5 Historical USGS Topographic Quadrangles

ATC reviewed available historical USGS Topographic Quadrangles for information regarding past uses of the property. The review of historic USGS Topographic Quadrangles did not identify past uses indicating *recognized environmental conditions* at the property or surrounding area.

5.3.6 City Directories

Research regarding the availability of historical city directories was conducted by EDR. The following table is a summary of the city directories for 1550 San Juan Road and the surrounding addresses along San Juan Road. A copy of the city directories are provided in Appendix K.

CITY DIRECTORY SUMMARY	
Year	**Comments**
1965, 1970	**Property**: Sanchez Trucking **Surrounding Area**: Residence (1480), Residence (1481), Residence (1500), Residence (1510), No listing (1590), Del Curto Meat Inc. (1619), Bettencourt Dressed Veal (1619), No other addresses in 1401-1619 range.
1975, 1980	**Property**: Sanchez Trucking **Surrounding Area**: Mission Oaks Mobile Home Park (1401), Residence (1480), Residence (1481), Residence (1500), Residence (1590), Fast Gas Service Station (1615), Del Curto Meat Inc. USDA (1619)
1985, 1990	**Property**: Sanchez Trucking **Surrounding Area**: Mission Oaks Mobile Home Park (1401), Holmes & Sons Trucking Co. (1480), Residence (1590), Fast Gas Service Station (1615), Del Curto Meat Inc. USDA (1619)
1995, 2000	**Property**: Not Listed **Surrounding Area**: Mission Oaks Mobile Home Park (1401), Residence (1480), Residence (1481), Residence (1555)*, Ultramar (1615), Orta & Sons Fence & Lumber Co. (1619)

* = Residence (1555 San Juan Road) is located on the Sanchez Property

The review of city directories did identify past uses indicating *recognized environmental conditions* at the property or surrounding areas. The former Del Curto Meat Company property at 1619 San Juan Road and the gas station at 1619 San Juan Road (currently Plaza 156 Gas & Food) are discussed in Section 5.1.3 and Section 5.1.2 respectively.

5.3.7 Building Department Records

ATC attempted to review available historical building department records at the Hollister Building Department for information regarding past uses of the property and surrounding area. The Hollister Building Department archives are being transferred to a new system and were not available for public review. A search for Building Permits was conducted for the Sanchez property by the Hollister Building Department. No records were found for 1550 San Juan Road. Supporting documentation is provided in Appendix K. One record was found for 1555 San Juan Road, which was an application (December, 1989) for a building permit for the repair of a foundation damaged by an earthquake.

5.3.8 Zoning/Land Use Records

ATC inquired at the Hollister Planning Department for historical zoning and/or land use records pertaining to the property. No records were readily available for public review.

5.3.9 Prior Reports

No prior reports concerning the Sanchez property were provided by the client. Additionally, no prior reports were found concerning the Sanchez property throughout the course of the research conducted during this Phase I ESA.

6.0 SITE RECONNAISSANCE

The site reconnaissance was conducted by Mr. John Wandke, Staff Geologist, of ATC on February 16, 2006. ATC was accompanied by Mr. Joe Sanchez, who is the son of Mr. Frank Sanchez and Ms. Mary Moore. The following is a summary of visual and/or physical observations of the Property on the day of the site visit. Photographs can be found in Appendix A.

6.1 Methodology and Limiting Conditions

The site reconnaissance consisted of visual and/or physical observations of: the property and improvements; adjoining sites as viewed from the property; and, the surrounding area based on visual observations made during the trip to and from the property. Unimproved portions of the property (if any) were observed along the perimeter and in a general grid pattern in safely accessible areas. Building exteriors (if any) were observed along the perimeter from the ground, unless described otherwise. Building interiors were not accessible during the site visit due to locked entrances.

6.2 Hazardous Substance Use/Storage

During the visit to the property, ATC noted the storage of at least one dozen trucks/vehicles of varying ages and condition at various locations across the property. This observation is to be expected since the property has been used as a trucking yard for approximately 40 years. A cursory examination of the parked vehicles did not reveal any obvious signs of stressed vegetation or stained soil associated with fuel or motor oil. However, the potential exists for shallow soil contamination from leaking fuel tanks or engines beneath these vehicles. Such shallow contamination would likely be present in insignificant quantities.

The most significant observation regarding hazardous substance use and storage on the property is the location of a former fueling island surrounded by a concrete pad. According to Mr. Joe Sanchez, diesel fuel was stored in up to two USTs of unknown volume and unknown location. However, a concrete pad located behind the former fueling island is the suspected location of the UST(s). An approximately 6-inch diameter metal pipe opening, which is currently filled with soil, is located in the middle of the concrete pad behind the former fueling island. Mr. Joe Sanchez indicated that his father, Mr. Frank Sanchez, had abandoned the UST(s) by emptying the contents and filling the tank(s) with sand. Mr. Joe Sanchez thought that the tanks had been abandoned around 1988 or 1989. The fuel pumps are no longer present at the site. Both Mr. Joe Sanchez and Ms. Mary Moore recalled that the fueling island, pumps and UST(s) were present on the property when it came into their ownership approximately 40 years ago.

ATC inquired at the SBCEHD and Hollister Fire Department regarding any records pertaining to the UST(s) mentioned above. No records concerning any USTs or any other hazardous materials on the Sanchez property were present in either of the agency's files. The above-mentioned UST was also not identified in the Federal and State database search conducted by EDR. It is estimated that the former UST(s) on the Sanchez property was abandoned before permitting and registration regulations for USTs had been established.

ATC observed three distinct areas in the vicinity of the former fueling island and the concrete pad in front of the barn/former shop entrance where stained soil was present on the surface. The three stained areas encompassed an approximate combined area of 30 square feet. Staining of soils is dark grey in color and has a tar-like texture. Mr. Mary Moore indicated that maintenance work was performed on trucks and vehicles in the vicinity of the concrete pad in front of the barn/former shop. There is also an area of approximately 350 square feet near the former fueling island that is void of any vegetation. It is not known whether or not this barren patch is related to contamination or simply poor soil conditions. Vegetation surrounding the barren area and the former fueling island consists of annual grasses.

6.3 Storage Tanks

ATC did observe evidence of a UST on the Property (see discussion above in Section 6.2). ATC also observed two propane tanks associated with the modular home located near the southern boundary of the property. An above-ground storage tank (AST) of approximately 1,500 gallon capacity is located on the neighboring property at 1619 San Juan Road within 25 feet of the Sanchez property line. The contents of this AST are unknown, but it may be used for water storage. This assumption is based on the fact that the AST is located adjacent to a water supply well (see discussion of supply well in Section 6.12).

Three USTs containing unleaded plus gasoline, regular unleaded gasoline and diesel are currently located at the Plaza 156 Gas & Food (formerly Victory Gas) service station, located at 1615 San Juan Road, immediately north of the Sanchez property. According to hazardous materials permits reviewed at the SBCDEH offices, the tanks are each 10,000 gallons in volume. Two gasoline USTs of unknown volume were removed from the Plaza 156 Gas & Food service station in June of 1999 due to an unauthorized release from the former USTs and one dispenser island. See Section 5.1.2 for a more detailed summary of the Plaza 156 Gas & Food service station and the former USTs.

Mr. Kenny Melin of the Hollister Fire Department also had a record of a former UST at the neighboring Del Curto Meat Company, 1619 San Juan Road, which contained leaded gasoline and was closed "approximately 30 years ago." The former location of this UST is unknown.

6.4 Other Petroleum Products

ATC did not observe the use, storage disposal of other petroleum products on the Property, though the inside of the barn/former shop was not inspected due to locked entrances.

6.5 Polychlorinated Biphenyls (PCBs)

ATC did not observe evidence of the use, storage or disposal of PCB-containing transformers, lifts, or other equipment on the Property.

6.6 Unidentified Substance Containers

ATC did not observe the presence of unidentified substance containers on the property.

6.7 Waste Generation, Storage and Disposal

ATC observed the storage of used tires along the west side of the barn/former shop. A photograph of the used tire storage area is included in Appendix A.

6.8 Waste Pits, Ponds and Lagoons

ATC did not observe evidence of waste pits, ponds or lagoons on the property. However, percolation ponds associated with the Hollister Industrial Wastewater Treatment Plant (IWTP) are located approximately 100 feet south of the southern boundary of the property. The IWTP is located west of downtown Hollister at the end of South Street and was originally constructed in 1971. The IWTP was originally designed to treat high-strength industrial wastewater. As of 1992, only one discharger, San Benito Foods, was discharging water to the facility on a seasonal basis. San Benito Foods is a tomato processing facility that operates during the summer and early fall months, commonly from July to October. In 2001, the City of Hollister requested and received permission from the RWQCB, which regulates the IWTP, to allow the diversion of peak domestic wastewater for treatment and discharge at the IWTP (Hydroscience Engineers, 2005).

Wastewater from the San Benito Foods facility and any diverted domestic wastewater is directed into the facility via the industrial sewer-storm drain system and is screened for removal of solid material. From the pretreatment area, wastewater flows into two aeration ponds for the biological conversion of organic matter. Finally, the wastewater flows into the percolation beds, which are located south of the Sanchez Property, for discharge into the ground. There are a total of four percolation beds, totaling 36.1 acres in area. The percolation beds are filled on a rotating schedule whereby each bed is filled, temporarily placed out of service when full, and subsequently allowed to dry and rest. The surface soil in the percolation beds is periodically worked with a tractor to improve soil permeability (Hydroscience Engineers, 2005).

During the canning season, the four percolation beds have a combined monthly discharge capacity of 2.60 to 5.36 million gallons per day of treated industrial wastewater into the ground. Occasionally, the City of Hollister has reported exceedences of total dissolved solids (TDS), sodium and chloride concentrations to the RWQCB. The exceedences of these parameters in the treated water discharged from the percolation beds is currently being mitigated by improved source control at the San Benito Food facility (Hydroscience Engineers, 2005).

6.9 Sumps

ATC did not observe evidence of sumps on the property.

6.10 Septic Systems

Mr. Joe Sanchez indicated that the modular home is connected to a septic tank, which is located behind the building, near the southern boundary of the Property. The area surrounding the buried septic tank was inspected and is not thought to present a concern.

6.11 Storm Water Management System

According to Mr. Joe Sanchez, no storm drains are located on the Property. Storm water runoff would flow generally to the south or south-southwest towards an east-west trending ditch line along the southern boundary of the Property.

6.12 Wells

During the Site visit, ATC observed what is assumed to be a monitoring well on the Sanchez property (see Appendix A, Site Photographs, Appendix C, Site Plan). The monitoring well is located near the central portion of the southern boundary of the Property and is constructed with an approximately 6-inch diameter, metal protective casing that protrudes about three feet above the ground surface. The well is labeled with the number "6" on the outside of the metal protective casing. A lock was present on the lid to the well, which prevented any further inspection and verification that it is indeed a monitoring well. The client was questioned regarding the purpose of the well and thought that it may have been installed by the City of Hollister. It was thought that this well is most likely utilized for monitoring the quality of groundwater around the perimeter of the IWTP percolation ponds, which are located approximately 100 feet to the south. However, Ms. Cecile DeMartini of the RWQCB, who regulates the IWTP, was contacted regarding this particular well. After a phone conversation on March 6, 2006 and subsequent review of a site map, Ms. DeMartini indicated that the aforementioned well is not used for monitoring the IWTP percolation beds. The origin of this particular monitoring well remains unknown.

Four groundwater monitoring wells were also observed during the Site visit at Plaza 156 Gas & Food (formerly Victory Gas) along San Juan Road. The well lids are not labeled, but were found to be monitoring wells MW-1, MW-2A, MW-2B, and dual-phase extraction well DE-1 upon later review of a site map prepared by Toxichem Management Systems Inc. (2004). A copy of the site map is provided in Appendix K. According to the site map prepared by Toxichem Systems Management, eight additional wells (MW-3A, MW-4A, MW-5A, MW-6A and MW-3B, MW-4B, MW-5B, MW-6B) are located across San Juan Road, north of the Sanchez property (Toxichem Management Systems, 2004). The former Victory Gas site is discussed in further detail in Section 5.1.2.

In addition to the monitoring well observed on the property and the monitoring wells adjacent to the property, Mr. Joe Sanchez identified a water supply well located several feet to the west of the Sanchez property line on the neighboring property at 1619 San Juan Road (formerly Del Curto Meats). According to Mr. Joe Sanchez, a water line once ran from the supply well to the barn/former shop, but has since been abandoned. It is not known to what extent this well is used by the current tenants of 1619 San Juan Road.

Additional supply wells were identified by EDR within a one mile radius of the Sanchez property. Many of these wells are likely associated with agricultural operations in the area. None of the supply wells identified by EDR are within a ¼ mile radius of the property and therefore are not discussed. A listing of the supply wells identified can be found within the EDR report, which is provided in Appendix H.

7.0 INTERVIEWS

7.1 Interview Summary

The following persons were interviewed to obtain information regarding *recognized environmental conditions* in connection with the property:

INTERVIEW SUMMARY				
Role	**Name**	**Title/Company**	**Years Assoc. With Property**	**Interview Type**
Son of owner	Joe Sanchez	Sanchez family	>20	In person
Owner	Mary Moore	Sanchez family	>20	Telephone
Local Govt. Official	Ray Stevenson	San Benito County Environmental Health Department	NA	Telephone
Local Govt. Official	Kenny Melin	Hollister Fire Department	NA	Telephone
Regional Govt. Official	Cecile DeMartini	Regional Water Quality Control Board (RWQCB)	NA	Telephone

Pertinent information from the interviews is discussed in applicable sections of this report with details documented in Appendix L.

7.2 Attempted Interviews

Interviews attempted by ATC for this assessment were considered responsive and complete as noted above and in Appendix L.

8.0 FINDINGS AND OPINIONS

The following summarizes known or suspected environmental conditions in connection with the property based on information collected during the ESA. For each condition, ATC provides an opinion of the impact on the property based on an evaluation of the results of record reviews, site reconnaissance and environmental sampling issues as discussed in this report. ATC also provides a conclusion and rationale regarding whether or not an environmental condition is a *recognized environmental condition.*

- Staining of surface soil was observed at several locations in the vicinity of the former fueling island and the concrete pad at the south entrance to the barn/former shop. The stained soil has a dark grey color and tar-like texture and encompasses a total area of approximately 30 square feet. The contamination may be from motor oil related to vehicle maintenance activities. This occurrence of contamination on the property would be considered a ***recognized environmental condition*** because it is visible at the surface and is of a significant aerial extent. **Surface and subsurface sampling of soil would be required to evaluate the actual extent of soil contamination.**

- During the site visit, Mr. Joe Sanchez identified the location where up to two abandoned diesel USTs are located. The UST(s) were emptied of their contents and subsequently filled with sand. This occurred sometime between 1988 and 1989. According to Mr. Joe Sanchez, these USTs and the associated fueling island were present on the property when it was acquired by the Sanchez family in the mid-1960's. No documentation concerning the UST(s) was provided. In the opinion of ATC, the diesel USTs that were abandoned in place on the property are considered a ***recognized environmental condition,*** because they are more than 40 years old, have no associated documentation, and have the potential for a previous release of fuel hydrocarbons into the subsurface. **Following the determination of the UST location by geophysical methods, subsurface soil and groundwater sampling via drilling methods would be required to evaluate any impact from the presence of the former diesel UST(s). The results of such an evaluation would determine the appropriate course of action regarding possible tank excavation, if necessary.**

- Multiple trucks and vehicles are parked on the property. Insignificant quantities of oil or other fluids that may have leaked from the engine(s) onto the ground would be considered a ***de minimis condition.***

- A release of gasoline occurred from two former USTs and a former fueling island at the 156 Plaza Gas & Food service station (formerly Victory Gas), which is located at 1615 San Juan Road and is immediately adjacent to the northern boundary of the Sanchez property. The leaking USTs were removed in 1999 and a total of 12 monitoring wells and remediation wells (dual-phase extraction and vapor extraction) were subsequently installed. Groundwater was found to flow in an easterly or northeasterly direction. Site closure was achieved by spring of 2004 (RWQCB, May 28, 2004). The gasoline release that occurred at 1615 San Juan Road is NOT thought to represent an environmental concern for the Sanchez property because of the closed status of the site and the fact that the Sanchez property is situated hydraulically downgradient from the unauthorized release of gasoline.

- The southern boundary of the Sanchez property is located approximately 100 feet to the north from a series of Industrial Wastewater Treatment Plant (IWTP) percolation beds. During the summer canning season, the four percolation beds have a combined monthly discharge capacity of 2.60 to 5.36 million gallons per day of treated industrial wastewater into the ground. Occasionally, the City of Hollister has reported exceedences of total dissolved solids (TDS), sodium and chloride

concentrations to the RWQCB. The exceedences of these parameters in the treated water discharged from the percolation beds is currently being mitigated by improved source control at the San Benito Food facility (Hydroscience Engineers, 2005). The fact that the Sanchez property is located adjacent to the IWTP percolation beds is not a *recognized environmental condition* for the property. Wastewater discharged into the percolation beds has already passed through the treatment system and is regulated by stringent RWQCB permit requirements.

9.0 CONCLUSIONS

ATC has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527 of the Sanchez property, 1550 San Juan Road (signed 1555 San Juan Road), Hollister, California, 95023. Any exceptions to, or deletions from, this practice are described in Section 2.2 of this report. This assessment has revealed no evidence of *recognized environmental conditions* in connection with the property, except for the following:

- The presence of up to two diesel USTs over 40 years in age, abandoned in place, with no documentation of any kind and no associated soil analytical data.

- Stained surface soil encompassing a total area of approximately 30 square feet where vehicle maintenance activities were performed.

10.0 RECOMMENDATIONS

Because recognized environmental conditions were identified during the performance of the Phase I ESA, the following investigative actions are recommended:

- Determine the approximate location and extent of the undocumented, abandoned UST(s) using geophysical methods. This will help guide additional assessment, since the size and exact location of the tanks is currently unknown.
- Conduct subsurface soil and groundwater sampling using angle drilling methods in order to evaluate any impact from the presence of the former diesel UST(s). Analytical data proving the absence of soil contamination associated with the abandoned UST(s) will facilitate official closure of the UST(s) with the San Benito County Department of Environmental Health.
- Conduct surface and subsurface soil sampling in the areas surrounding the former fueling island where stained soil is visible at the surface.

11.0 SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

ATC Associates Inc. (ATC) has performed a Phase I Environmental Site Assessment (ESA) of the Sanchez Property (the Property), located at 1550 San Juan Road (signed 1555 San Juan Road) in Hollister, California. The scope of the ESA was consistent with ASTM Practice E 1527. Resumes for the following environmental professionals are included in Appendix H.

ATC ASSOCIATES INC.

John Wandke
Staff Geologist

Greg Vogelpohl, P.E.
Senior Engineer

12.0 REFERENCES

Aerial photographs provided by EDR: Fairchild-1939, 1"=555'; Aero-1949, 1"=555'; Cartwright-1958, 1"=555'; WSA-1981, 1"=690'; USGS-1998, 1"=666'.

ASTM, 2000, Standard practice for environmental site assessments: Phase I environmental site assessment process, ASTM designation E 1527-00, Published May 10, 2000.

Environmental Database Resources Inc. (EDR), 2006, The EDR radius map with GeoCheck®, Inquiry Number 1622649.8s: Sanchez Trucking Yard, 1550 San Juan Road, Hollister CA, 95023, Dated February 27, 2006.

HydroScience Engineers Inc., 2005, Long-tern wastewater management plan for the DWTP and IWTP: Report prepared for the City of Hollister, Dated December, 2005.

Regional Water Quality Control Board (RWQCB), 2004, 1615 San Juan Road, Hollister, Victory Gas and Food Corporation; Case Closure Transmittal: RWQCB case closure letter (case 3319), dated May 28, 2004.

Rosenburg, L.I., 1998, Liquefaction susceptibility of the Hollister area, San Benito County, Califorina: Report prepared for the U.S. Geological Survey under award number 1434-HQ-97-GR-03125, 3 sheets, scale 1:24,000.

Science Applications International Corporation (SAIC), 2005, Results of additional site assessment, Former Chevron Service Station 9-9156, 375 Fourth Street, Hollister, California: Unpublished report dated June 30, 2005.

Toxichem Management Systems Inc., 2004, Victory Gas and Food – 1615 San Juan Road, Hollister, CA: Study Area Plan.

U.S. Geological Survey Topographic Map, Hollister Quadrangle Map, 7.5 Minute Series, dated 1993.

13.0 APPENDICES

Appendix A - Site Photographs (8 pages)
Appendix B - Site Vicinity Map (1 page)
Appendix C - Site Plan (1 page)
Appendix D - Historical Research Documentation (8 pages)
Appendix E - Aerial Photographs (5 pages)
Appendix F - Laboratory Reports (1 page)
Appendix G - Prior Reports (1 page)
Appendix H - Regulatory Database Report (155 pages)
Appendix I - Resumes/Certifications (1 page)
Appendix J - User Provided Documentation (1 page)
Appendix K - Other Supporting Documentation (6 pages)
Appendix L - Records of Communication (2 pages)
Appendix M - Terminology (1 page)

APPENDIX A

SITE PHOTOGRAPHS

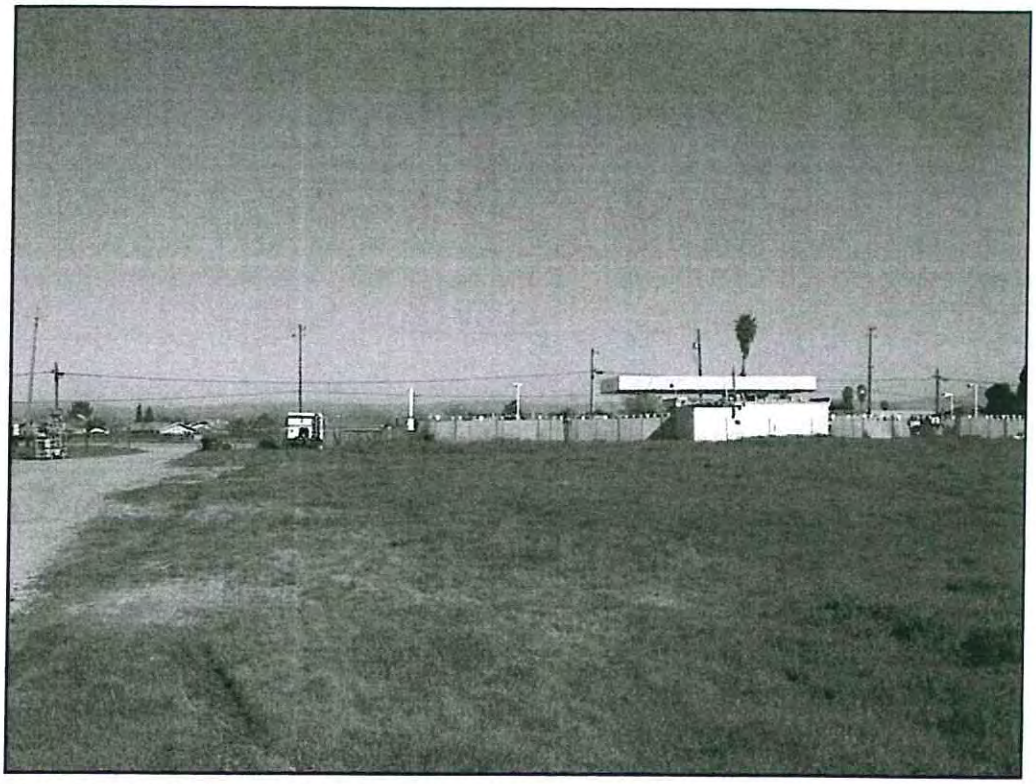


PHOTO 1: View looking north from property towards Plaza 156 Gas & Food and San Juan Rd.



PHOTO 2: View looking south from property towards fabricated home, property line and percolation ponds

VATC ASSOCIATES INC
2325 Skyway Drive, Suite C
Santa Maria, CA 93455
(805) 928-3000

PROJECT NO:

DESIGNED BY: JA	SCALE: NTS	REVIEWED BY: GV
PHOTO BY: JW	DATE: 2/06	FILE:

SITE PHOTOGRAPHS

Sanchez Property
1550 San Juan Road
Hollister, California



PHOTO 3: View from property looking northeast towards property line and residential neighborhood



PHOTO 4: View looking west towards barn

ATC ASSOCIATES INC
2325 Skyway Drive, Suite C
Santa Maria, CA 93455
(805) 928-3000

PROJECT NO:

DESIGNED BY: JA	SCALE: NTS	REVIEWED BY: GV
PHOTO BY: JW	DATE: 2/06	FILE:

SITE PHOTOGRAPHS

Sanchez Property
1550 San Juan Road
Hollister, California

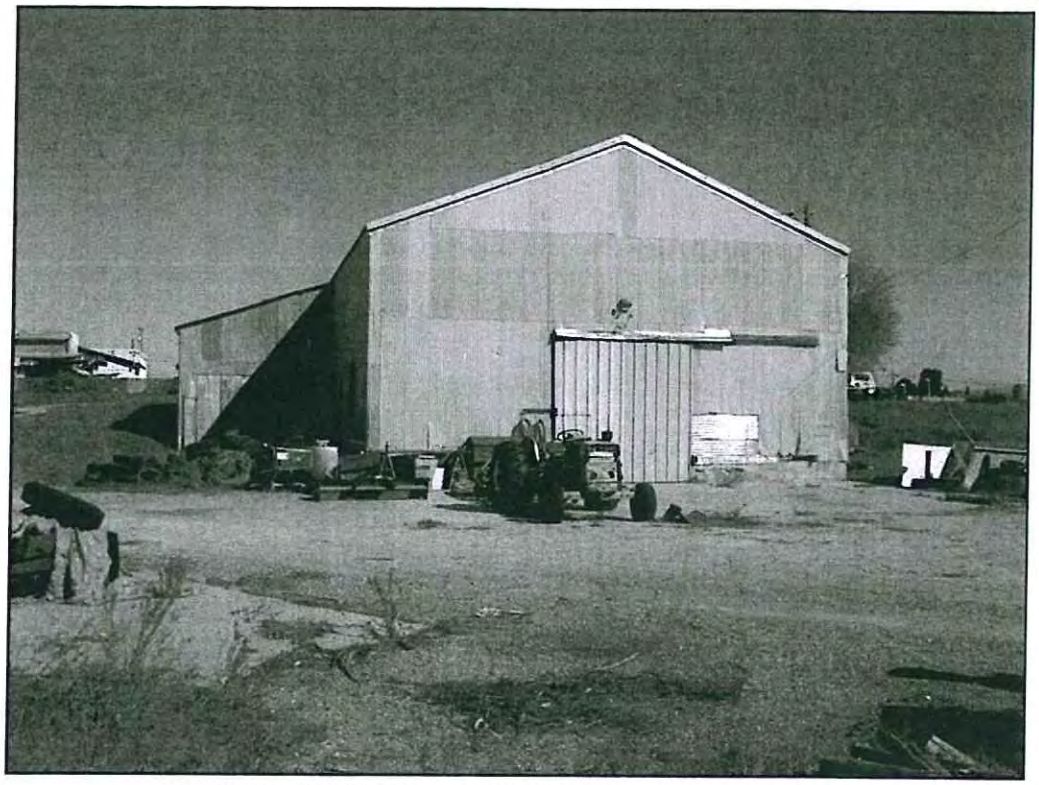


PHOTO 5: Looking north towards main entrance to barn/shop

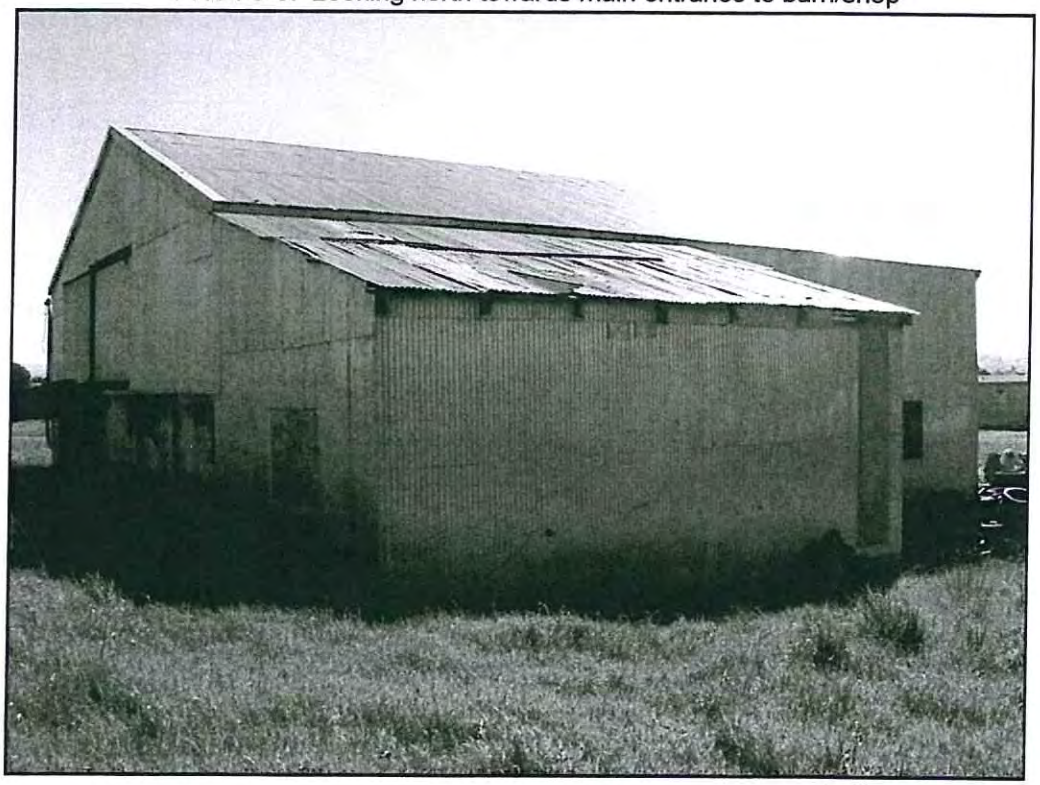


PHOTO 6: Barn/shop

ATC ASSOCIATES INC
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Santa Maria, CA 93455
(805) 928-3000

PROJECT NO:

DESIGNED BY: JA	SCALE: NTS	REVIEWED BY: GV
PHOTO BY: JW	DATE: 2/06	FILE:

SITE PHOTOGRAPHS

Sanchez Property
1550 San Juan Road
Hollister, California

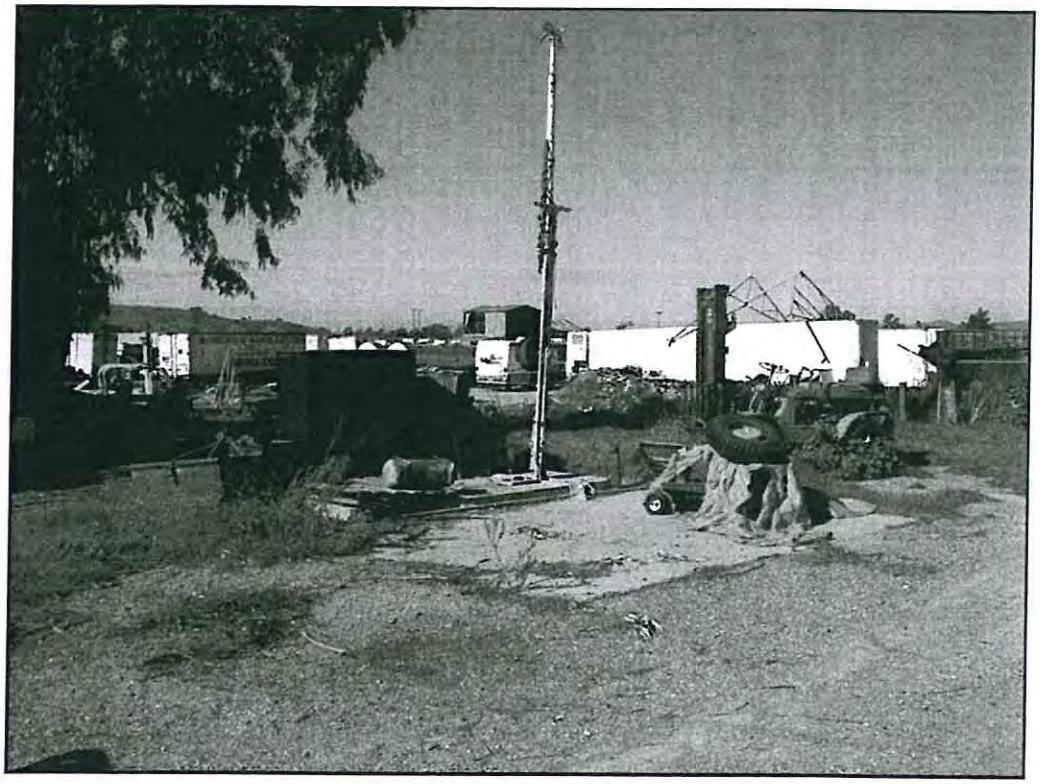


PHOTO 7: Former fueling island and UST location southwest of barn



PHOTO 8: Concrete slab behind former fueling island – location of former UST?

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Santa Maria, CA 93455
(805) 928-3000

PROJECT NO:

DESIGNED BY: JA	SCALE: NTS	REVIEWED BY: GV
PHOTO BY: JW	DATE: 2/06	FILE:

SITE PHOTOGRAPHS

Sanchez Property
1550 San Juan Road
Hollister, California



PHOTO 9: Stained soil near former fueling island



PHOTO 10: IWTP percolation ponds beyond property fenceline

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Santa Maria, CA 93455
(805) 928-3000

PROJECT NO:

DESIGNED BY: JA	SCALE: NTS	REVIEWED BY: GV
PHOTO BY: JW	DATE: 2/06	FILE:

SITE PHOTOGRAPHS

Sanchez Property
1550 San Juan Road
Hollister, California

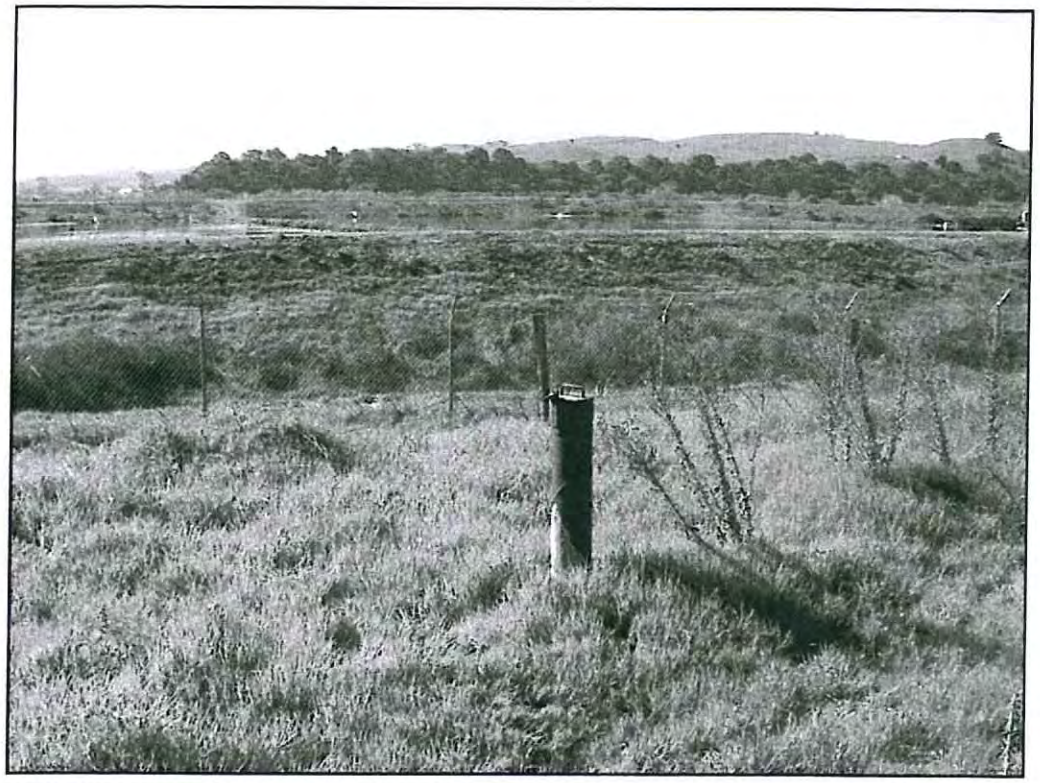


PHOTO 11: Monitoring well near southern property boundary and percolation ponds



PHOTO 12: Gas station along San Juan Road and adjacent to property

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Santa Maria, CA 93455
(805) 928-3000

PROJECT NO:

DESIGNED BY: JA	SCALE: NTS	REVIEWED BY: GV
PHOTO BY: JW	DATE: 2/06	FILE:

SITE PHOTOGRAPHS

Sanchez Property
1550 San Juan Road
Hollister, California

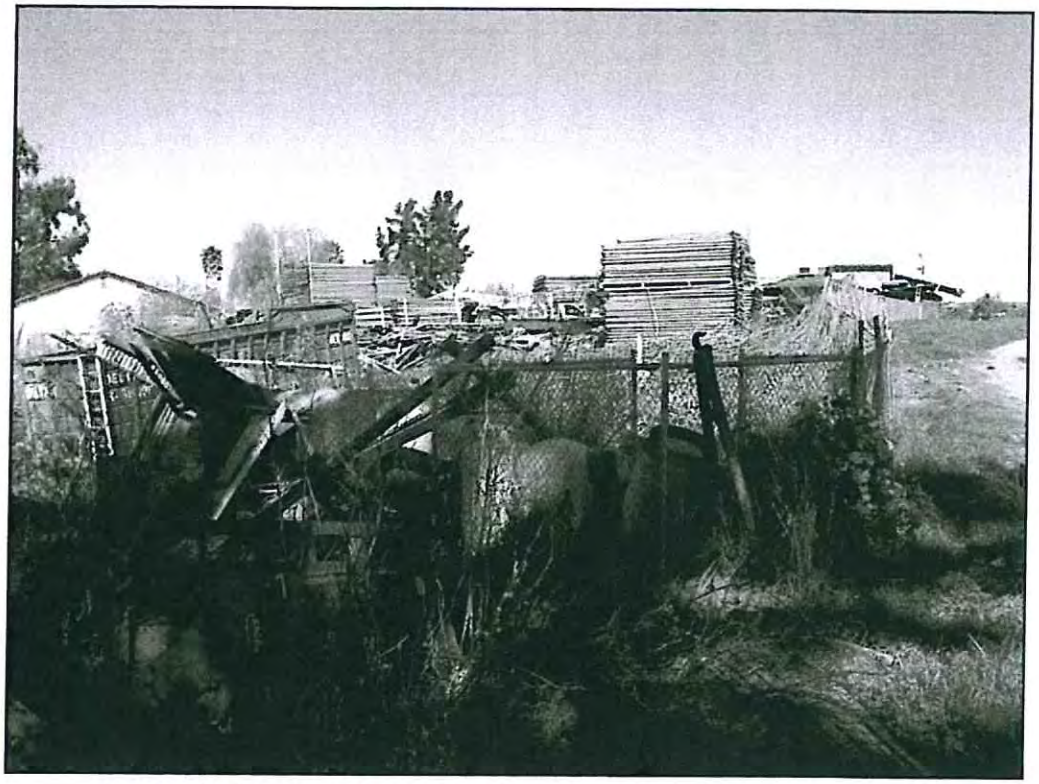


PHOTO 13: Location of water supply well on adjoining property west of barn



PHOTO 14: Staging yard on adjoining property, southwest of fabricated home and barn

ATC ASSOCIATES INC.
2325 Skyway Drive, Suite C
Santa Maria, CA 93455
(805) 928-3000

PROJECT NO:

DESIGNED BY: JA	SCALE: NTS	REVIEWED BY: GV
PHOTO BY: JW	DATE: 2/06	FILE:

SITE PHOTOGRAPHS

Sanchez Property
1550 San Juan Road
Hollister, California

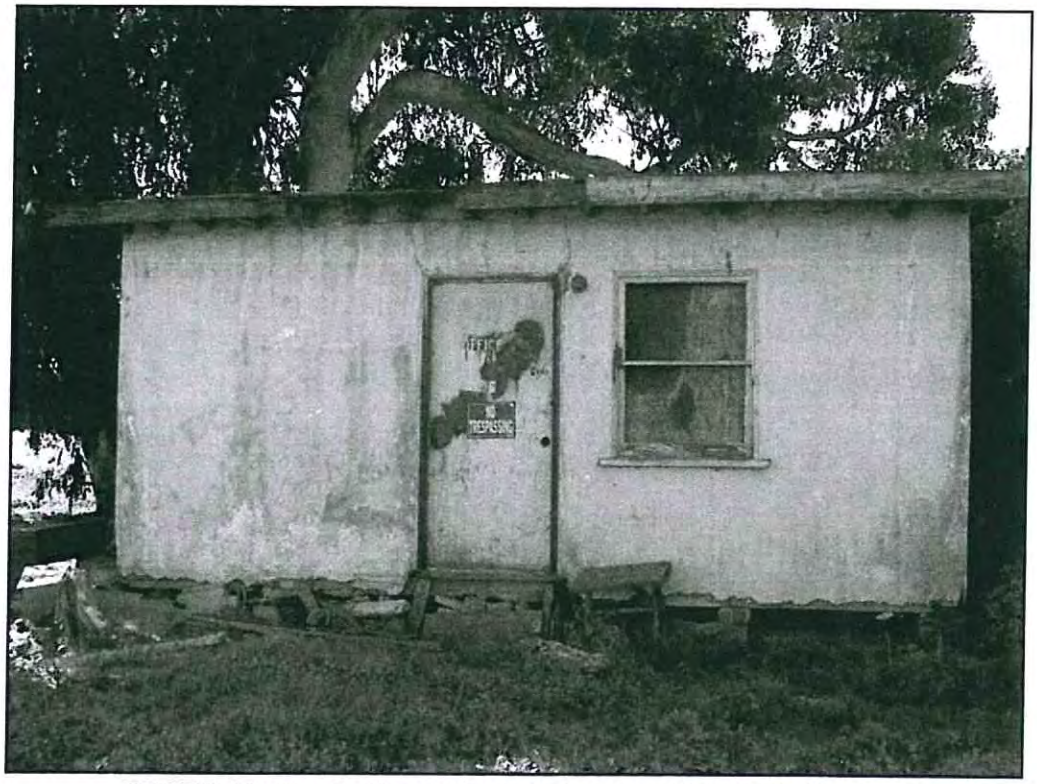


PHOTO 15: Small office southwest of barn and former fueling island



PHOTO 16: Assorted vehicles stored on property

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Santa Maria, CA 93455
(805) 928-3000

PROJECT NO:

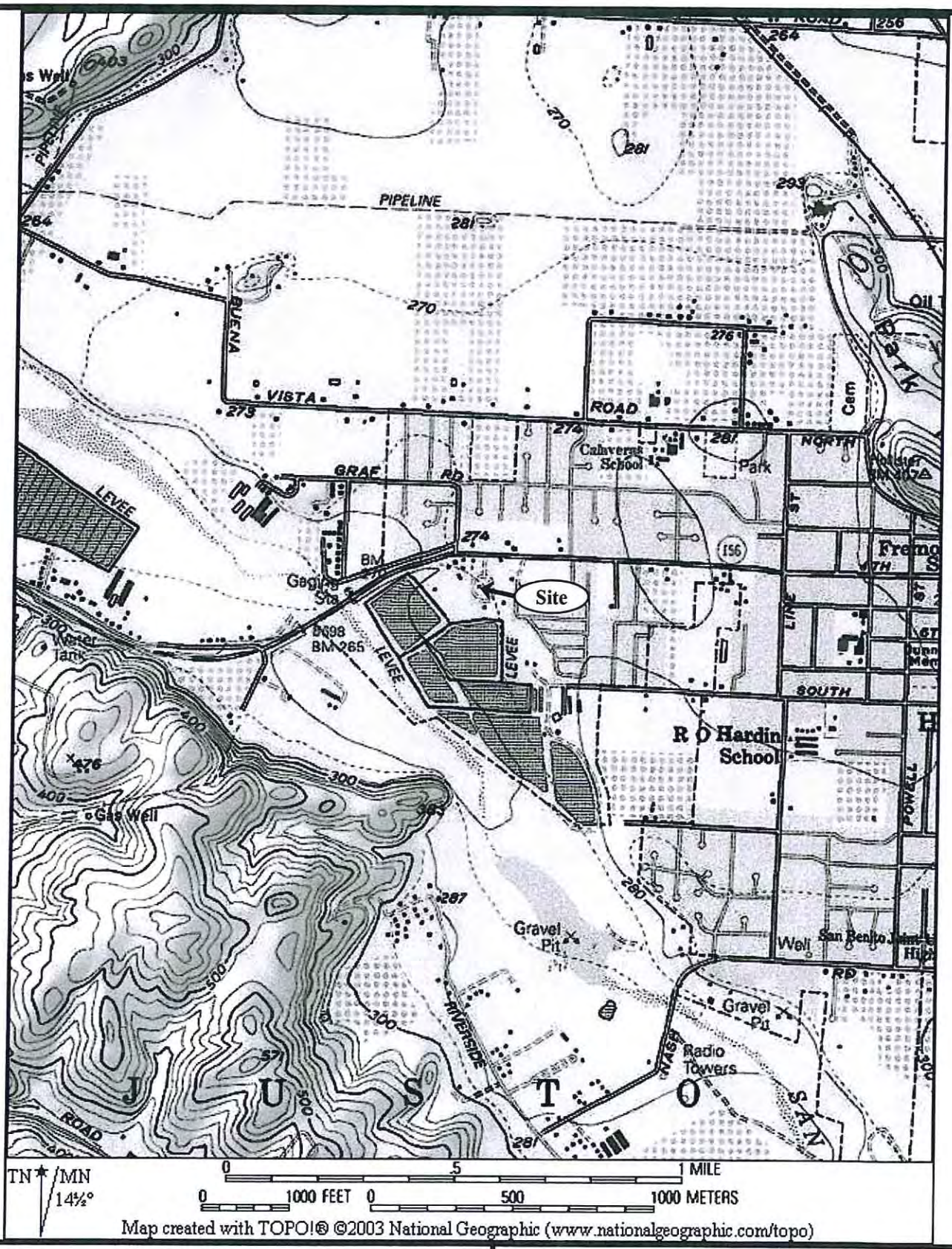
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PHOTO BY: JW	DATE: 2/06	FILE:

SITE PHOTOGRAPHS

Sanchez Property
1550 San Juan Road
Hollister, California

APPENDIX B

SITE VICINITY MAP



VATC ASSOCIATES INC
2325 Skyway Drive, Suite C
Santa Maria, CA 93455
(805) 928-3000

PROJECT NO:

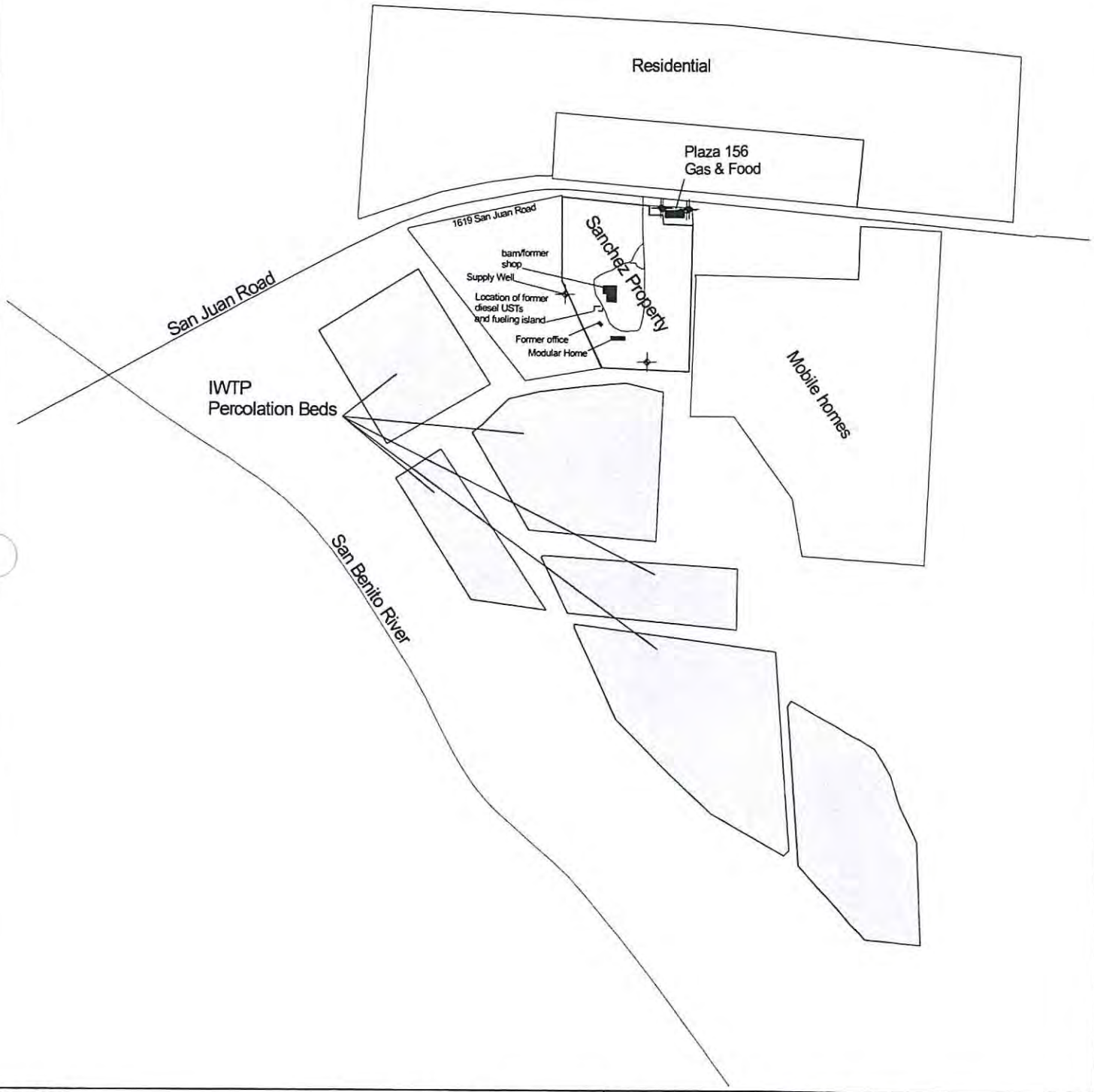
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SITE VICINITY MAP

Sanchez Property
1550 San Juan Road
Hollister, California

APPENDIX C

SITE PLAN



Phase I ESA
March 6, 2006

Legend

- Monitoring Well Location
- Structure
- Sanchez property boundary

Drawing adapted from 1998 Aerial Photo
Not to Scale

Site Plan
The Sanchez Property

1550 San Juan Road
Hollister, California

Appendix C

APPENDIX D

HISTORICAL RESEARCH DOCUMENTATION

EDR® Environmental Data Resources Inc

"Linking Technology with Tradition"®

Sanborn® Map Report

Ship To: John Wandke
ATC
2325 Skyway Drive
Santa Maria, CA 93455

Order Date: 2/27/2006 **Completion Date:** 2/27/2006
Inquiry #: 1622649.9
P.O. #: NA
Site Name: Sanchez Trucking Yard
Address: 1550 San Juan Road
City/State: Hollister, CA 95023
Cross Streets:

Customer Project: Sanchez Truckin
3142589GIL 831-277-7748

This document reports that the largest and most complete collection of Sanborn fire insurance maps has been reviewed based on client supplied information, and fire insurance maps depicting the target property at the specified address were not identified.

NO COVERAGE

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report AS IS. Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

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EDR® Environmental
Data Resources Inc

The EDR-City Directory
Abstract

Sanchez Trucking Yard
1550 San Juan Road
Hollister, CA 95023

Inquiry Number: 1622649.12

Thursday, March 02, 2006

The Standard in Environmental Risk Management Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

City Directory Abstract

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. The city directory is a sophisticated tool for locating individuals and businesses. With each address, the directory lists the name of the corresponding occupant.

References

To meet the prior use requirements of ASTM E 1527-05, Section 8.3.2, the following *standard historical sources* may be used: aerial photographs, fire insurance maps, property tax files, land title records (although these cannot be the sole historical source consulted), topographic maps, city directories, building department records, or zoning/land use records. ASTM E 1527-05, Section 8.3 on Historical Use Information, identifies the prior use requirements for a Phase I environmental site assessment. ASTM E 1527-05 requires *"All obvious uses of the property shall be identified from the present, back to the property's first developed use, or back to 1940, whichever is earlier. This task requires reviewing only as many of the standard historcal sources as are necessary and both reasonably ascertainable and likely to be useful."* (ASTM E 1527-05, Section 8.3.2) *Reasonably ascertainable means information that is publicly available, obtainable from a source within reasonable time and cost constraints, and practically reviewable.*

EPA's Standards and Practices for All Appropriate Inquiries (AAI), Section § 312.24, identifies the historical sources of information necessary to achieve the objectives and performance factors of § 312.20. According to AAI, *"historical documents and records may include, but are not limited to, aerial photographs, fire insurance maps, building department records, chain of title documents, and land use records."*

Data Gaps

In order to address data gaps, additional sources of information may be consulted. According the AAI, Section § 312.20 (g), *"to the extent there are data gaps (as defined in § 312.10) in the information developed...that affect the ability of persons (including the environmental professional) conducting the all appropriate inquiries to identify conditions indicative of releases or threatened releases...such persons should identify such data gaps, identify the sources of information consulted to address such data gaps, and comment upon the significance of such data gaps."* According to ASTM E 1527-05, Section 8.3.2.3, *"historical research is complete when either: (1) the objectives in 8.3.1 through 8.3.2.2 are achieved; or (2) data failure is encountered. Data failure occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet the objectives have not been met....If data failure is encountered, the report shall document the failure and, if any of the standard historical sources were excluded, give the reasons for their exclusion."*

Thank you for your business.

Please contact EDR at 1-800-352-0050
with any questions or comments.

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This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

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SUMMARY

- ***City Directories:***

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1965 through 2000. (These years are not necessarily inclusive.) A summary of the information obtained is provided in the text of this report.

Date EDR Searched Historical Sources: 3/2/2006

Target Property:
1550 San Juan Road
Hollister, CA 95023

Year	Uses	Source
1965	Sanchez Trucking	Polk's City Directory
1970	Sanchez Trucking	Polk's City Directory
1975	Sanchez Trucking	Polk's City Directory
1980	Sanchez Trucking	Polk's City Directory
1985	Sanchez Trucking	Polk's City Directory
1990	Sanchez Trucking	Polk's City Directory
1995	Address Not Listed in Research Source	Polk's City Directory
2000	Address Not Listed in Research Source	Polk's City Directory

Adjoining Properties

SURROUNDING

San Juan Road
Hollister, CA 95023

Year	Uses	Source
1965	****San Juan Road****	Polk's City Directory
	Residence (1480)	Polk's City Directory
	Residence (1481)	Polk's City Directory
	Residence (1500)	Polk's City Directory
	Residence (1510)	Polk's City Directory
	No Return (1590)	Polk's City Directory
	Del Curto Meat Inc (1619)	Polk's City Directory
	Bettencourt Dressed Veal (1619)	Polk's City Directory

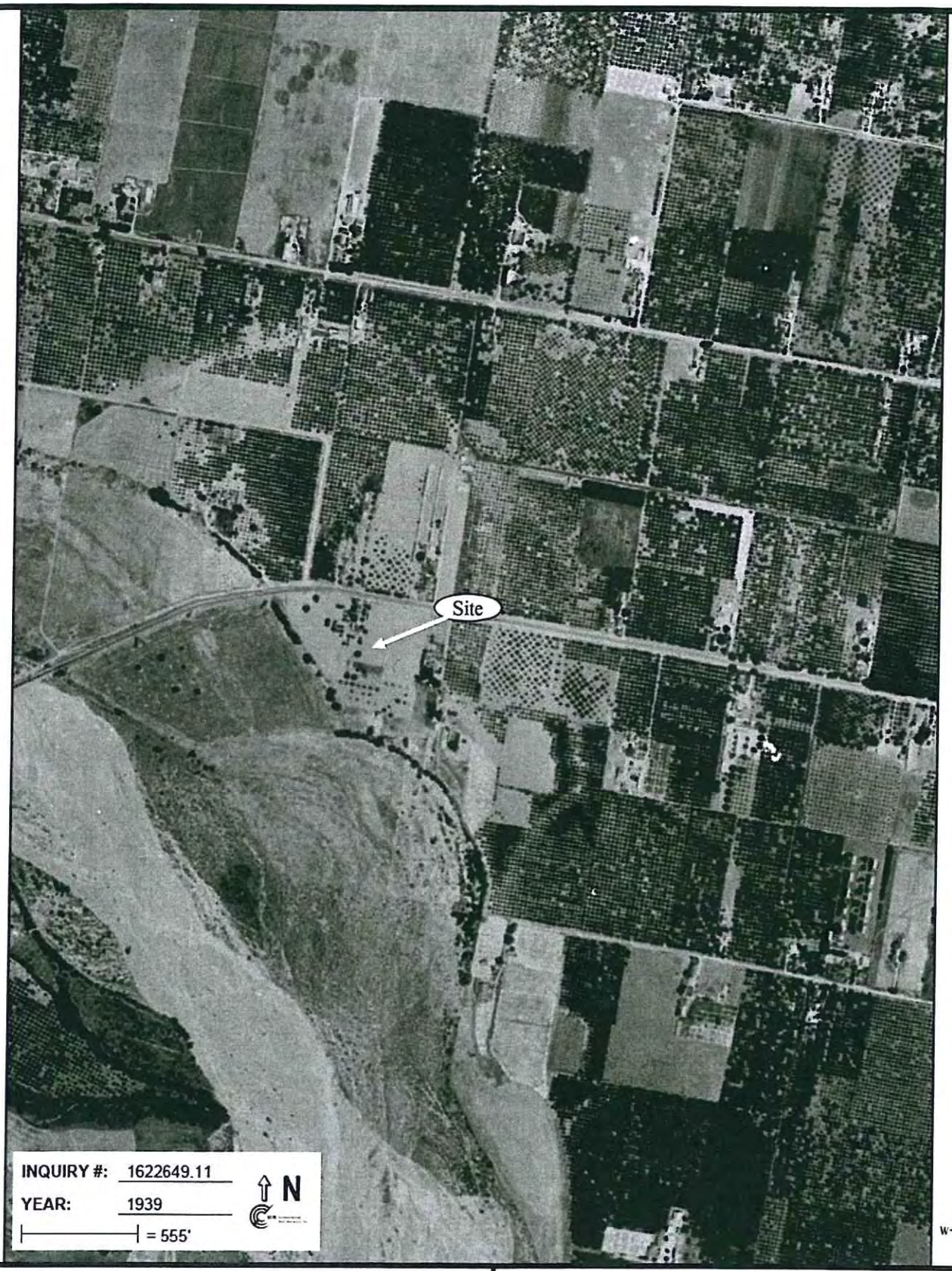
Year	Uses	Source
1965	No other addresses in 1401-1619 range	Polk's City Directory
1970	**San Juan Road**	Polk's City Directory
	Residence (1480)	Polk's City Directory
	Residence (1481)	Polk's City Directory
	Residence (1500)	Polk's City Directory
	Residence (1510)	Polk's City Directory
	No Return (1590)	Polk's City Directory
	Del Curto Meat Inc (1619)	Polk's City Directory
	Bettencourt Dressed Veal (1619)	Polk's City Directory
	No other addresses in 1401-1619 range	Polk's City Directory
1975	**San Juan Road**	Polk's City Directory
	Mission Oaks Mobile Home Park (1401)	Polk's City Directory
	Residence (1480)	Polk's City Directory
	Residence (1481)	Polk's City Directory
	Residence (1500)	Polk's City Directory
	Residence (1590)	Polk's City Directory
	Fast Gas Service Station (1615)	Polk's City Directory
	Del Curto Meat Inc USDA (1619)	Polk's City Directory
	No other addresses in 1401-1619 range	Polk's City Directory
1980	**San Juan Road**	Polk's City Directory
	Mission Oaks Mobile Home Park (1401)	Polk's City Directory
	Residence (1480)	Polk's City Directory

Year	Uses	Source
1980	Residence (1481)	Polk's City Directory
	Residence (1500)	Polk's City Directory
	Residence (1590)	Polk's City Directory
	Fast Gas Service Station (1615)	Polk's City Directory
	Del Curto Meat Inc USDA (1619)	Polk's City Directory
	No other addresses in 1401-1619 range	Polk's City Directory
1985	****San Juan Road****	Polk's City Directory
	Mission Oaks Mobile Home Park (1401)	Polk's City Directory
	Holmes & Sons Truking Co (1480)	Polk's City Directory
	Residence (1590)	Polk's City Directory
	Fast Gas Service Station (1615)	Polk's City Directory
	Del Curto Meat Inc USDA (1619)	Polk's City Directory
	No other addresses in 1401-1619 range	Polk's City Directory
1990	****San Juan Road****	Polk's City Directory
	Mission Oaks Mobile Home Park (1401)	Polk's City Directory
	Holmes & Sons Truking Co (1480)	Polk's City Directory
	Residence (1590)	Polk's City Directory
	Fast Gas Service Station (1615)	Polk's City Directory
	Del Curto Meat Inc USDA (1619)	Polk's City Directory
	No other addresses in 1401-1619 range	Polk's City Directory
1995	****San Juan Road****	Polk's City Directory
	Mission Oaks Mobile Home Park (1401)	Polk's City Directory

Year	***Uses***	***Source***
1995	Residence (1480)	Polk's City Directory
	Residence (1481)	Polk's City Directory
	Residence (1555)	Polk's City Directory
	Ultramar (1615)	Polk's City Directory
	Orta & Sons Fence & Lumber Co (1619)	Polk's City Directory
2000	****San Juan Road****	Polk's City Directory
	Mission Oaks Mobile Home Park (1401)	Polk's City Directory
	Residence (1480)	Polk's City Directory
	Residence (1481)	Polk's City Directory
	Residence (1555)	Polk's City Directory
	Ultramar (1615)	Polk's City Directory
	Orta & Sons Fence & Lumber Co (1619)	Polk's City Directory

APPENDIX E

AERIAL PHOTOGRAPHS

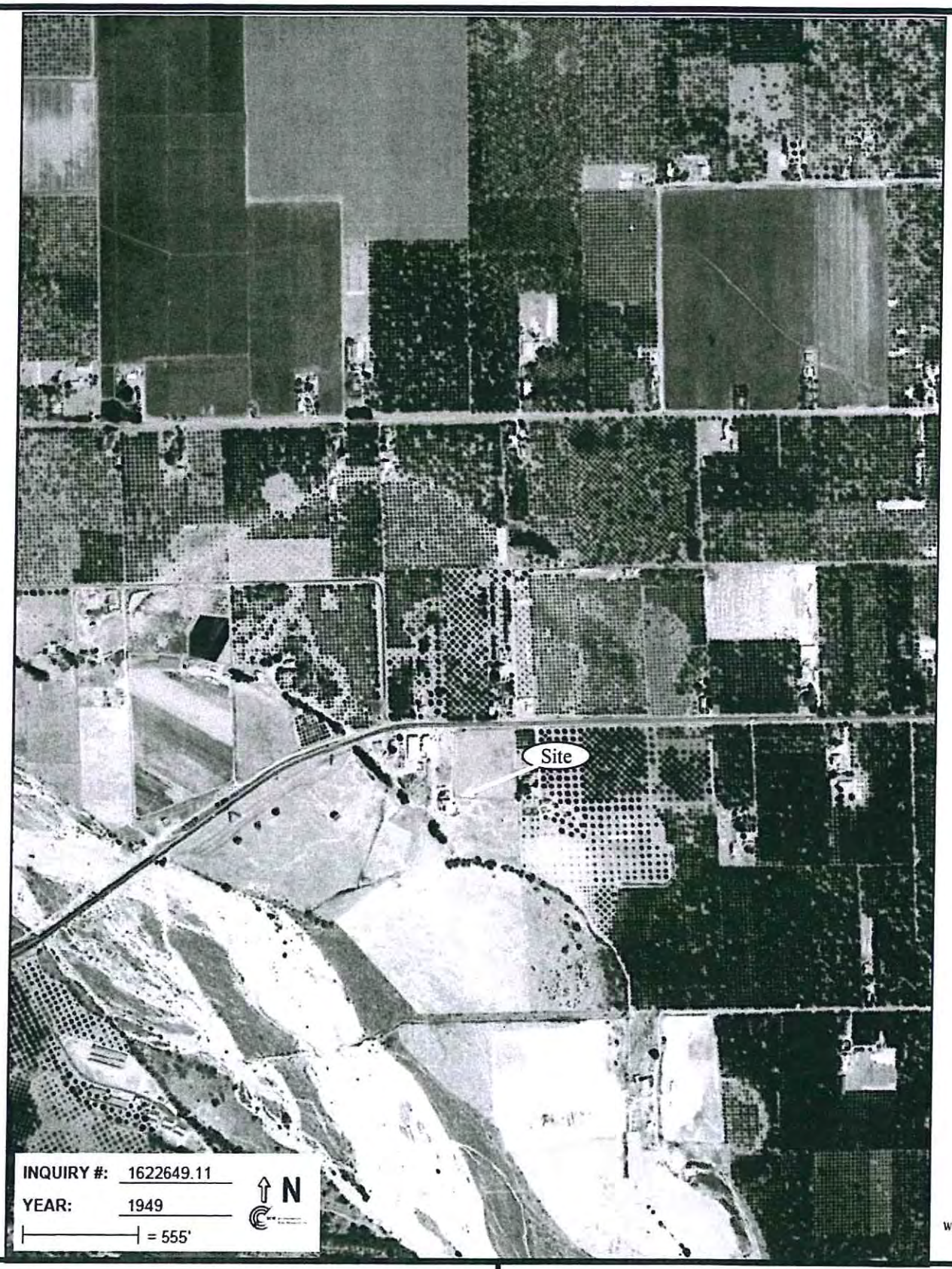


VATC ASSOCIATES INC
2325 Skyway Drive, Suite C
Santa Maria, CA 93455
(805) 928-3000

1939 Aerial Photograph

Sanchez Property
1550 San Juan Road
Hollister, California

DESIGNED BY: LM	SCALE: See above	REVIEWED BY: GV
DRAWN BY: JW	DATE: 2/06	FILE: 79.92079.0079



VATC ASSOCIATES INC
2325 Skyway Drive, Suite C
Santa Maria, CA 93455
(805) 928-3000

1949 Aerial Photograph

Sanchez Property
1550 San Juan Road
Hollister, California

DESIGNED BY: LM	SCALE: See above	REVIEWED BY: GV
DRAWN BY: JW	DATE: 2/06	FILE: 79.92079.0079



ATC ASSOCIATES INC
2325 Skyway Drive, Suite C
Santa Maria, CA 93455
(805) 928-3000

1958 Aerial Photograph

Sanchez Property
1550 San Juan Road
Hollister, California

DESIGNED BY: LM	SCALE: See above	REVIEWED BY: GV
DRAWN BY: JW	DATE: 2/06	FILE: 79.92079.0079

EXECUTIVE SUMMARY

FEDERAL RECORDS

CORRACTS:CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 12/29/2005 has revealed that there is 1 CORRACTS site within approximately 1.25 miles of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
PACSCI QUANTIC L L C	*2751 SAN JUAN RD*	*1/4 - 1/2 WSW*	*F26*	*27*

RCRAInfo:RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System(RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-TSDF list, as provided by EDR, and dated 12/15/2005 has revealed that there is 1 RCRA-TSDF site within approximately 0.75 miles of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
PACSCI QUANTIC L L C	*2751 SAN JUAN RD*	*1/4 - 1/2 WSW*	*F26*	*27*

RCRAInfo:RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System(RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-LQG list, as provided by EDR, and dated 12/15/2005 has revealed that there is 1 RCRA-LQG site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
PROPERTY OF KARL JOHNSON	*1220 SAN JUAN RD*	*1/4 - 1/2 E*	*E22*	*24*



VATC ASSOCIATES INC
2325 Skyway Drive, Suite C
Santa Maria, CA 93455
(805) 928-3000

1981 Aerial Photograph

Sanchez Property
1550 San Juan Road
Hollister, California

DESIGNED BY: LM	SCALE: See above	REVIEWED BY: GV
DRAWN BY: JW	DATE: 2/06	FILE: 79.92079.0079



VATC ASSOCIATES INC.
2325 Skyway Drive, Suite C
Santa Maria, CA 93455
(805) 928-3000

1998 Aerial Photograph

Sanchez Property
1550 San Juan Road
Hollister, California

DESIGNED BY: LM	SCALE: See above	REVIEWED BY: GV
DRAWN BY: JW	DATE: 2/06	FILE: 79.92079.0079

APPENDIX F

LABORATORY REPORTS

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APPENDIX G

PRIOR REPORTS

The EDR Radius Map
with GeoCheck®

Sanchez Trucking Yard
1550 San Juan Road
Hollister, CA 95023

Inquiry Number: 1622649.8s

February 27, 2006



EDR® Environmental
Data Resources Inc

The Standard in Environmental Risk Management Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

FORM-STP-GIL

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

1550 SAN JUAN ROAD
HOLLISTER, CA 95023

COORDINATES

Latitude (North):	36.853300 - 36° 51' 11.9"
Longitude (West):	121.424800 - 121° 25' 29.3"
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	640432.3
UTM Y (Meters):	4079553.8
Elevation:	274 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property:	36121-G4 HOLLISTER, CA
Source:	USGS 7.5 min quad index

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

FEDERAL RECORDS

NPL---------- National Priority List
Proposed NPL---------- Proposed National Priority List Sites
Delisted NPL---------- National Priority List Deletions
NPL Liens---------- Federal Superfund Liens
CERCLIS---------- Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP---------- CERCLIS No Further Remedial Action Planned
ERNS---------- Emergency Response Notification System
HMIRS---------- Hazardous Materials Information Reporting System
US ENG CONTROLS---------- Engineering Controls Sites List

US INST CONTROL ..... Sites with Institutional Controls
DOD ..... Department of Defense Sites
FUDS ..... Formerly Used Defense Sites
US BROWNFIELDS ..... A Listing of Brownfields Sites
CONSENT ..... Superfund (CERCLA) Consent Decrees
ROD ..... Records Of Decision
UMTRA ..... Uranium Mill Tailings Sites
ODI ..... Open Dump Inventory
TRIS ..... Toxic Chemical Release Inventory System
TSCA ..... Toxic Substances Control Act
FTTS ..... FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
SSTS ..... Section 7 Tracking Systems
PADS ..... PCB Activity Database System
MLTS ..... Material Licensing Tracking System
MINES ..... Mines Master Index File
RAATS ..... RCRA Administrative Action Tracking System

STATE AND LOCAL RECORDS

AWP ..... Annual Workplan Sites
Cal-Sites ..... Calsites Database
CA BOND EXP. PLAN ..... Bond Expenditure Plan
NFA ..... No Further Action Determination
NFE ..... Properties Needing Further Evaluation
SCH ..... School Property Evaluation Program
SWF/LF ..... Solid Waste Information System
CA WDS ..... Waste Discharge System
WMUDS/SWAT ..... Waste Management Unit Database
SWRCY ..... Recycler Database
AST ..... Aboveground Petroleum Storage Tank Facilities
DEED ..... Deed Restriction Listing
VCP ..... Voluntary Cleanup Program Properties
CLEANERS ..... Cleaner Facilities
WIP ..... Well Investigation Program Case List
EMI ..... Emissions Inventory Data

TRIBAL RECORDS

INDIAN RESERV ..... Indian Reservations
INDIAN LUST ..... Leaking Underground Storage Tanks on Indian Land
INDIAN UST ..... Underground Storage Tanks on Indian Land

EDR PROPRIETARY RECORDS

Manufactured Gas Plants ... EDR Proprietary Manufactured Gas Plants
EDR Historical Auto Stations EDR Proprietary Historic Gas Stations
EDR Historical Cleaners .... EDR Proprietary Historic Dry Cleaners

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

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APPENDIX H

REGULATORY DATABASE REPORT

EXECUTIVE SUMMARY

RCRAInfo:RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System(RCRIS). The database includes selective information on sites which generate, transport, store , treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/15/2005 has revealed that there are 3 RCRA-SQG sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
HOLLISTER SERVICE CENTER	***1221 SOUTH STREET***	***1/4 - 1/2 SE***	***I33***	***37***
Lower Elevation	**Address**	**Dist / Dir**	**Map ID**	**Page**
LIFE SPARC INC	2751 SAN JUAN RD	1/4 - 1/2 WSW	F25	27
PACSCI QUANTIC L L C	***2751 SAN JUAN RD***	***1/4 - 1/2 WSW***	***F26***	***27***

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 01/09/2006 has revealed that there is 1 FINDS site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
QUIK STOP MARKETS, INC.	1300 SAN JUAN ROAD	1/8 - 1/4 E	C15	18

STATE AND LOCAL RECORDS

REF: This category contains properties where contamination has not been confirmed and which were determined as not requiring direct DTSC Site Mitigation Program action or oversight. Accordingly, these sites have been referred to another tate or local regulatory agency.

A review of the REF list, as provided by EDR, and dated 08/08/2005 has revealed that there is 1 REF site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
WORKINGMANS AUTO WRECKING	2450 SAN JUAN ROAD	1/4 - 1/2 WSW	17	18

EXECUTIVE SUMMARY

TOXIC PITS: The Toxic Pits Cleanup Act Sites database identifies sites suspected of containing hazardous substances where cleanup has not yet been completed. The data come from the State Water Resources Control Board.

A review of the Toxic Pits list, as provided by EDR, and dated 07/01/1995 has revealed that there is 1 Toxic Pits site within approximately 1.25 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
JOHN SMITH SOLID WASTE DISP. Closure Date: 01/01/91	375 FIFTH STREET	1/2 - 1 E	39	47

CORTESE: This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is the California Environmental Protection Agency/Office of Emergency Information.

A review of the Cortese list, as provided by EDR, and dated 04/01/2001 has revealed that there are 4 Cortese sites within approximately 0.75 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
ROADRUNNER	*905 SAN JUAN RD*	*1/2 - 1 E*	*37*	*43*
266 LINE STREET	*266 LINE ST*	*1/2 - 1 E*	*38*	*45*
TEXACO	*896 4TH ST*	*1/2 - 1 E*	*40*	*47*
Lower Elevation	**Address**	**Dist / Dir**	**Map ID**	**Page**
WHITTAKER ORDNANCE	*2751 SAN JUAN*	*1/4 - 1/2 WSW*	*F24*	*25*

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 01/09/2006 has revealed that there are 4 LUST sites within approximately 0.75 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
ROADRUNNER Facility Status: Case Closed	*905 SAN JUAN RD*	*1/2 - 1 E*	*37*	*43*
266 LINE STREET Facility Status: Preliminary site assessment workplan submitted	*266 LINE ST*	*1/2 - 1 E*	*38*	*45*
TEXACO Facility Status: Case Closed	*896 4TH ST*	*1/2 - 1 E*	*40*	*47*
Lower Elevation	**Address**	**Dist / Dir**	**Map ID**	**Page**
VICTORY GAS & FOOD Facility Status: Case Closed	*1615 SAN JUAN RD*	*0 - 1/8 W*	*A2*	*6*

EXECUTIVE SUMMARY

CA FID: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 9 CA FID UST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
QUIK STOP MARKET #129	*1300 SAN JUAN RD*	*1/8 - 1/4 E*	*C13*	*16*
G.&P. FARMS INC.	*1632 BUENA VISTA RD*	*1/4 - 1/2 NNW*	*D19*	*21*
D & H INSULATION	*1251 E 4TH ST*	*1/4 - 1/2 E*	*E20*	*22*
EVA J. PERKINS	*1811 BUENA VISTA RD*	*1/4 - 1/2 NW*	*G27*	*33*
MARK A. GIBSON	*1190 BUENA VISTA RD*	*1/4 - 1/2 NE*	*H32*	*36*
SERVICE CENTER	*1221 SOUTH ST*	*1/4 - 1/2 SE*	*I36*	*40*
Lower Elevation	**Address**	**Dist / Dir**	**Map ID**	**Page**
FAST GAS	*1615 SAN JUAN RD*	*0 - 1/8 W*	*A3*	*8*
DEL CURTO MEAT COMPANY, INC.	*1619 SAN JUAN RD*	*0 - 1/8 W*	*A7*	*11*
GEORGE H. HAGEMAN	*2810 SAN JUAN RD*	*1/4 - 1/2 WSW*	*F29*	*34*

CA SLIC:SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 01/09/2006 has revealed that there is 1 SLIC site within approximately 0.75 miles of the target property.

Lower Elevation	Address	Dist / Dir	Map ID	Page
WHITTAKER ORDNANCE INC.	2751 SAN JUAN ROAD	1/4 - 1/2 WSW	F23	25

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 01/09/2006 has revealed that there are 3 UST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
QUICK STOP	1300 SAN JUAN RD	1/8 - 1/4 E	C16	18
CITY OF HOLLISTER CORP	1220 SOUTH ST	1/4 - 1/2 SE	I35	40
Lower Elevation	**Address**	**Dist / Dir**	**Map ID**	**Page**
VICTORY GAS	*1615 SAN JUAN RD*	*0 - 1/8 W*	*A1*	*6*

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 10 HIST UST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
QUIK STOP MARKET #129	1300 SAN JUAN RD	1/8 - 1/4 E	C14	17
G.&P. FARMS INC.	1632 BUENA VISTA RD	1/4 - 1/2 NNW	D18	20
D & H INSULATION	1251 EAST 4TH STREET	1/4 - 1/2 E	E21	23
EVA J. PERKINS	1811 BUENA VISTA RD	1/4 - 1/2 NW	G28	34

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
MARK A. GIBSON	1190 BUENA VISTA RD	1/4 - 1/2 NE	H31	35
SERVICE CENTER	***1221 SOUTH ST***	***1/4 - 1/2 SE***	***I34***	***38***
Lower Elevation	**Address**	**Dist / Dir**	**Map ID**	**Page**
FAST GAS	1615 SAN JUAN RD	0 - 1/8 W	A4	9
DEL CURTO MEAT COMPANY, INC.	1619 SAN JUAN RD	0 - 1/8 W	A8	12
PACSCI QUANTIC L L C	***2751 SAN JUAN RD***	***1/4 - 1/2 WSW***	***F26***	***27***
GEORGE H. HAGEMAN	2810 SAN JUAN RD	1/4 - 1/2 WSW	F30	35

SWEEPS: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1980's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 9 SWEEPS UST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
QUIK STOP MARKET #129	***1300 SAN JUAN RD***	***1/8 - 1/4 E***	***C13***	***16***
G.&P. FARMS INC.	***1632 BUENA VISTA RD***	***1/4 - 1/2 NNW***	***D19***	***21***
D & H INSULATION	***1251 E 4TH ST***	***1/4 - 1/2 E***	***E20***	***22***
EVA J. PERKINS	***1811 BUENA VISTA RD***	***1/4 - 1/2 NW***	***G27***	***33***
MARK A. GIBSON	***1190 BUENA VISTA RD***	***1/4 - 1/2 NE***	***H32***	***36***
SERVICE CENTER	***1221 SOUTH ST***	***1/4 - 1/2 SE***	***I36***	***40***
Lower Elevation	**Address**	**Dist / Dir**	**Map ID**	**Page**
FAST GAS	***1615 SAN JUAN RD***	***0 - 1/8 W***	***A3***	***8***
DEL CURTO MEAT COMPANY, INC.	***1619 SAN JUAN RD***	***0 - 1/8 W***	***A7***	***11***
GEORGE H. HAGEMAN	***2810 SAN JUAN RD***	***1/4 - 1/2 WSW***	***F29***	***34***

CHMIRS: The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.

A review of the CHMIRS list, as provided by EDR, and dated 12/31/2004 has revealed that there are 2 CHMIRS sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
Not reported Date Completed: 03-JUN-89	HWY 156 @ MILLER RD	0 - 1/8 E	9	12
Lower Elevation	**Address**	**Dist / Dir**	**Map ID**	**Page**
Not reported Date Completed: 25-AUG-89	2191 SANN JUAN RD.	1/8 - 1/4 WSW	B12	14

EXECUTIVE SUMMARY

NOTIFY 65: Notify 65 records contain facility notifications about any release that could impact drinking water and thereby expose the public to a potential health risk. The data come from the State Water Resources Control Board's Proposition 65 database.

A review of the Notify 65 list, as provided by EDR, and dated 10/21/1993 has revealed that there are 2 Notify 65 sites within approximately 1.25 miles of the target property.

Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
ALVAREZ TEXACO	759 SAN BENITO STREET	1/2 - 1 ESE	41	49
Lower Elevation	**Address**	**Dist / Dir**	**Map ID**	**Page**
SAN BENITO RIVER	BIRDGE ROAD AT AZUL COU	1/8 - 1/4 W	B11	14

HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency

A review of the HAZNET list, as provided by EDR, and dated 12/31/2003 has revealed that there are 5 HAZNET sites within approximately 0.25 miles of the target property.

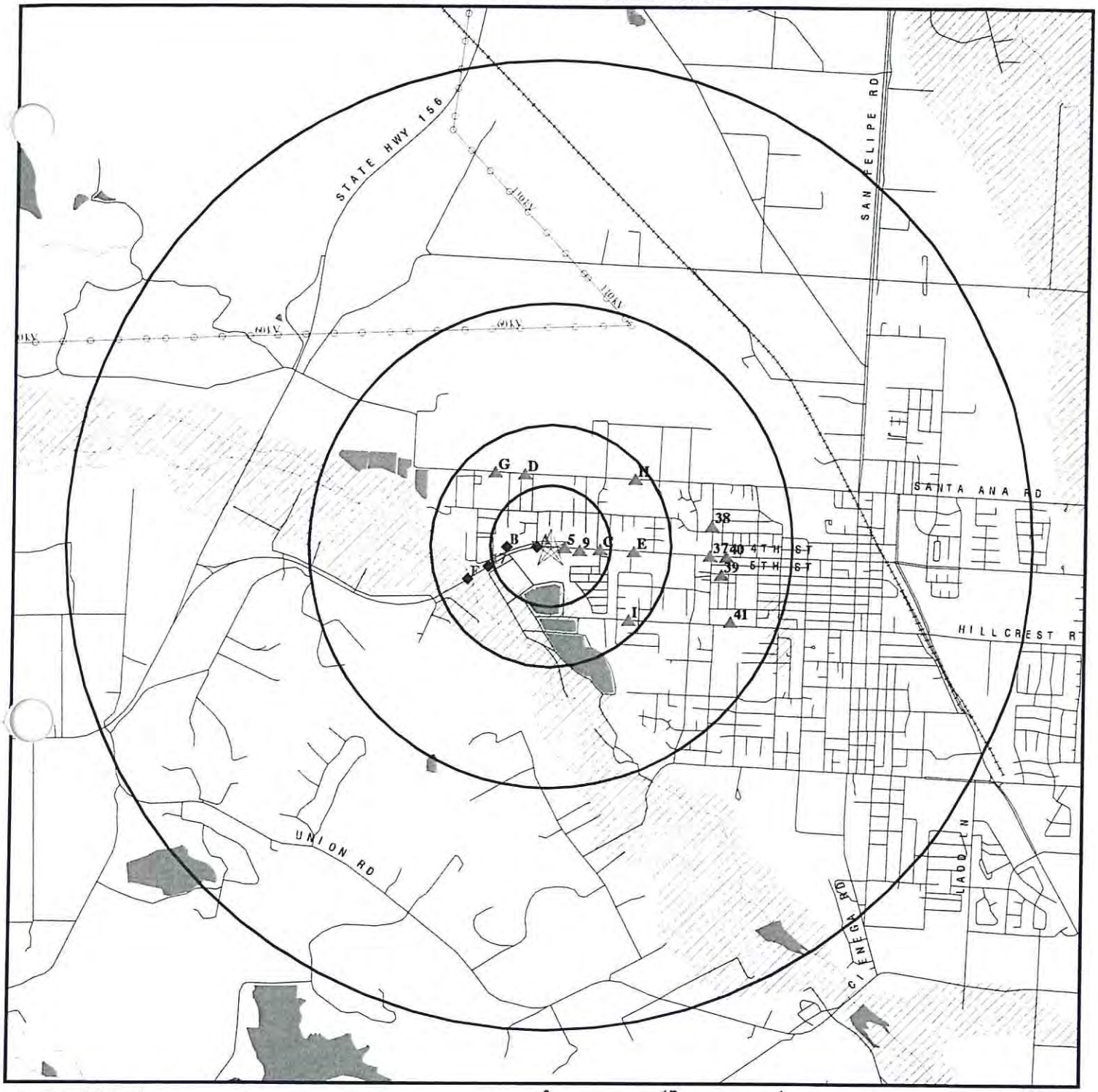
Equal/Higher Elevation	Address	Dist / Dir	Map ID	Page
BARRY RIETTER	1475 SAN JUAN RD	0 - 1/8 E	5	10
Lower Elevation	**Address**	**Dist / Dir**	**Map ID**	**Page**
VICTORY GAS	***1615 SAN JUAN RD***	***0 - 1/8 W***	***A1***	***6***
VICTORY GAS & FOOD	***1615 SAN JUAN RD***	***0 - 1/8 W***	***A2***	***6***
SANDOBALE BROTHERS TRUCKING	1619 SAN JUAN ROAD	0 - 1/8 W	A6	10
ADVANTAGE TRUSS COMPANY	2025 SAN JUAN RD	1/8 - 1/4 W	B10	14

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
PACHECO FFS	SWEEPS UST
CESARE BERTERO	CA FID UST, SWEEPS UST
MINISERE	CA FID UST, SWEEPS UST
FREMONT PEAK COMMUNICATION FAC	HIST UST, SWEEPS UST
HERITAGE CLEANERS	CLEANERS
CDF PARKWAY, A CA LLC COMPANY, DBA	CLEANERS
E'S RANCH MILK	LUST, Cortese
US BUREAU OF LAND MGMT VALLECITOS	CERCLIS, FINDS
PG&E GAS PLANT HOLLISTER	CERC-NFRAP
HERBERT COMPOST OPERATION	SWF/LF
COUNTY CORP. YARD (OLD)	UST
CESARE BERTERO	HIST UST
CALTRANS DIST 4/CONSTRUCTION	HAZNET
HOLLISTER TRUCK PARTS	HAZNET
CALTRANS DIST 5/CONSTR	HAZNET
SAN BENITO CTY/EMERG RESPONSE-97 F	HAZNET
P G & E HOLLISTER SUBSTATION	HAZNET
MAERS-CPT	HAZNET
GEOF LANINI TRUCKING	HAZNET
STATE OF CAL DEPT OF FORESTRY & FI	HAZNET
CASA DE FRUTA, LP	HAZNET
SAN JUSTO SUBSTATION	HAZNET
SAN BENITO COUNTY/CLANDESTINE DRUG	HAZNET
SAN BENITO COUNTY/CLANDESTINE DRUG	HAZNET
ELYXIR DISTRIBUTOR	HAZNET
TRICAL INCORPORATED	FINDS, SSTS
TRICAL INC	TRIS, EMI
HOLLISTER AIRPORT	SLIC
HOLLISTER INDUSTRIAL WWTP	CA WDS
HOLLISTER DOMESTIC WWTP	CA WDS
PAICINES QUARRY	CA WDS
SOIL CHEMICALS CORP	SSTS
TRICAL	SSTS

OVERVIEW MAP - 1622649.8s



0 1/2 1 2 Miles

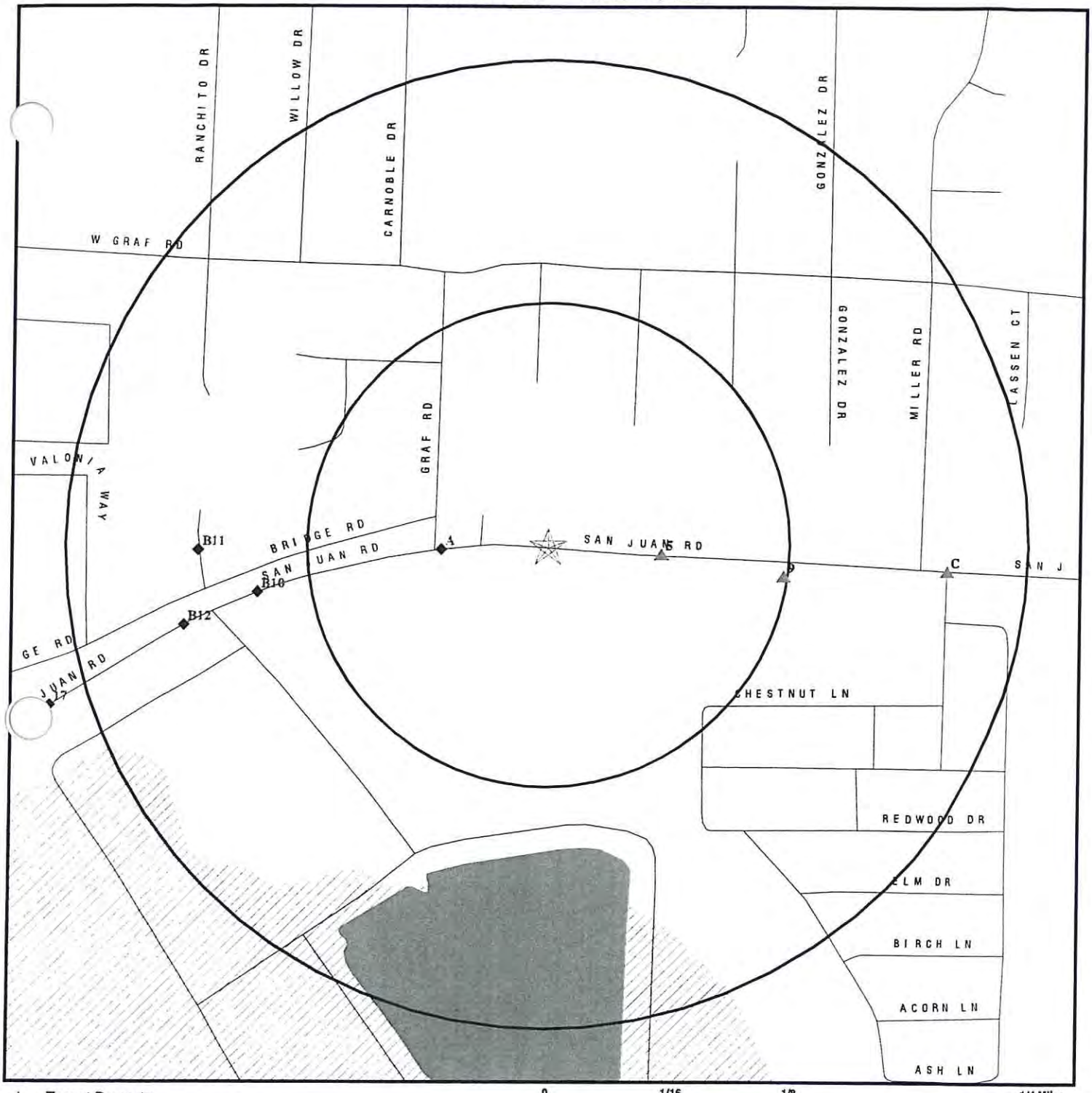
- ☆ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- Federal Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Sanchez Trucking Yard ADDRESS: 1550 San Juan Road Hollister CA 95023 LAT/LONG: 36.8533 / 121.4248	CLIENT: ATC CONTACT: John Wandke INQUIRY #: 1622649.8s DATE: February 27, 2006

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DETAIL MAP - 1622649.8s



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites

0 1/16 1/8 1/4 Miles

- Indian Reservations BIA
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Sanchez Trucking Yard ADDRESS: 1550 San Juan Road Hollister CA 95023 LAT/LONG: 36.8533 / 121.4248	CLIENT: ATC CONTACT: John Wandke INQUIRY #: 1622649.8s DATE: February 27, 2006

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MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FEDERAL RECORDS								
NPL		1.250	0	0	0	0	0	0
Proposed NPL		1.250	0	0	0	0	0	0
Delisted NPL		1.250	0	0	0	0	0	0
NPL Liens		0.250	0	0	NR	NR	NR	0
CERCLIS		0.750	0	0	0	0	NR	0
CERC-NFRAP		0.750	0	0	0	0	NR	0
CORRACTS		1.250	0	0	1	0	0	1
RCRA TSD		0.750	0	0	1	0	NR	1
RCRA Lg. Quan. Gen.		0.500	0	0	1	NR	NR	1
RCRA Sm. Quan. Gen.		0.500	0	0	3	NR	NR	3
ERNS		0.250	0	0	NR	NR	NR	0
HMIRS		0.250	0	0	NR	NR	NR	0
US ENG CONTROLS		0.750	0	0	0	0	NR	0
US INST CONTROL		0.750	0	0	0	0	NR	0
DOD		1.250	0	0	0	0	0	0
FUDS		1.250	0	0	0	0	0	0
US BROWNFIELDS		0.750	0	0	0	0	NR	0
CONSENT		1.250	0	0	0	0	0	0
ROD		1.250	0	0	0	0	0	0
UMTRA		0.750	0	0	0	0	NR	0
ODI		0.750	0	0	0	0	NR	0
TRIS		0.250	0	0	NR	NR	NR	0
TSCA		0.250	0	0	NR	NR	NR	0
FTTS		0.250	0	0	NR	NR	NR	0
SSTS		0.250	0	0	NR	NR	NR	0
PADS		0.250	0	0	NR	NR	NR	0
MLTS		0.250	0	0	NR	NR	NR	0
MINES		0.500	0	0	0	NR	NR	0
FINDS		0.250	0	1	NR	NR	NR	1
RAATS		0.250	0	0	NR	NR	NR	0
STATE AND LOCAL RECORDS								
AWP		1.250	0	0	0	0	0	0
Cal-Sites		1.250	0	0	0	0	0	0
CA Bond Exp. Plan		1.250	0	0	0	0	0	0
NFA		0.500	0	0	0	NR	NR	0
NFE		0.500	0	0	0	NR	NR	0
REF		0.500	0	0	1	NR	NR	1
SCH		0.500	0	0	0	NR	NR	0
Toxic Pits		1.250	0	0	0	1	0	1
State Landfill		0.750	0	0	0	0	NR	0
CA WDS		0.250	0	0	NR	NR	NR	0
WMUDS/SWAT		0.750	0	0	0	0	NR	0
Cortese		0.750	0	0	1	3	NR	4
SWRCY		0.750	0	0	0	0	NR	0
LUST		0.750	1	0	0	3	NR	4
CA FID UST		0.500	2	1	6	NR	NR	9

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
SLIC		0.750	0	0	1	0	NR	1
UST		0.500	1	1	1	NR	NR	3
HIST UST		0.500	2	1	7	NR	NR	10
AST		0.500	0	0	0	NR	NR	0
SWEEPS UST		0.500	2	1	6	NR	NR	9
CHMIRS		0.250	1	1	NR	NR	NR	2
Notify 65		1.250	0	1	0	1	0	2
DEED		0.750	0	0	0	0	NR	0
VCP		0.750	0	0	0	0	NR	0
DRYCLEANERS		0.500	0	0	0	NR	NR	0
WIP		0.500	0	0	0	NR	NR	0
HAZNET		0.250	4	1	NR	NR	NR	5
EMI		0.250	0	0	NR	NR	NR	0
TRIBAL RECORDS								
INDIAN RESERV		1.250	0	0	0	0	0	0
INDIAN LUST		0.750	0	0	0	0	NR	0
INDIAN UST		0.500	0	0	0	NR	NR	0
EDR PROPRIETARY RECORDS								
Manufactured Gas Plants		1.250	0	0	0	0	0	0
EDR Historical Auto Stations		0.500	0	0	0	NR	NR	0
EDR Historical Cleaners		0.500	0	0	0	NR	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **VICTORY GAS** **HAZNET U003779100**
West **1615 SAN JUAN RD** **UST N/A**
< 1/8 **HOLLISTER, CA 95023**
293 ft.

Site 1 of 7 in cluster A

Relative:
Lower

Actual:
273 ft.

HAZNET:

Gepaid:	CAC001384312
TSD EPA ID:	CAD009466392
Gen County:	San Benito
Tsd County:	7
Tons:	10
Facility Address 2:	Not reported
Waste Category:	Other empty containers 30 gallons or more
Disposal Method:	Recycler
Contact:	MARIA
Telephone:	(831) 637-9357
Mailing Name:	Not reported
Mailing Address:	1615 SAN JUAN RD
	HOLLISTER, CA 95023
County	San Benito

State UST:

Facility ID:	13893
Total Tanks:	Not reported
Region:	STATE
Local Agency:	Hollister, San Benito County

A2 **VICTORY GAS & FOOD** **HAZNET S103994410**
West **1615 SAN JUAN RD** **LUST N/A**
< 1/8 **HOLLISTER, CA 95023**
293 ft.

Site 2 of 7 in cluster A

Relative:
Lower

Actual:
273 ft.

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	Not reported		
Reg Board:	3		
Chemical:	Gasoline		
Lead Agency:	Regional Board		
Local Agency :	35031		
Case Type:	Other ground water affected		
Status:	**Case Closed**		
Review Date:	Not reported	Confirm Leak:	Not reported
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	2002-12-20 00:00:00		
Close Date:	2004-05-28 00:00:00		
Release Date:	Not reported		
Cleanup Fund Id :	Not reported		
Discover Date :	Not reported		
Enforcement Dt :	Not reported		
Enf Type:	CLOS		
Enter Date :	Not reported		
Funding:	Not reported		
Staff Initials:	UST		
How Discovered:	OM		
How Stopped:	Not reported		
Interim :	Not reported		

VICTORY GAS & FOOD (Continued) **S103994410**

Leak Cause: UNK
Leak Source: UNK
MTBE Date : 2002-06-07 00:00:00
Max MTBE GW : 5000 Parts per Billion
MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
Priority: Not reported
Local Case # : 3319
Beneficial: Not reported
Staff : BC
GW Qualifier : >
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: GILROY-HOLLISTER VAL
Operator : Not reported
Oversight Prgm: LUST
Review Date : 2001-06-08 00:00:00
Stop Date : Not reported
Work Suspended : Not reported
Responsible Party MARIA EIRO
RP Address: Not reported
Global Id: T0606900054
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 4
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : Haz Mat incident report filed

LUST Region 3:

Case Number:	3319	Release Date	06/08/2001
Cross Street:	Not reported	Enter Date:	/ /
Basin Plan:	Not reported		
Global ID:	T0606900054		
Operator:	Not reported		
Quantity:	Not reported		
Local Case Num:	3319		
Priority:	Not reported		
Responsible Party	MARIA EIRO		
Local Agency:	Hollister, San Benito County	Regional Board:	Central Coast Region
Discovered:	Not reported	Stop Date:	Not reported
How Found:	Not reported	How Stopped:	Not reported
Source:	Other		
Cause:	UNK		
Lead Agency:	Regional Board		
Case Type:	Undefined		
Contact:	Not reported	Staff Initials:	BUC
Facility Status:	No Action		
Facility County:	San Benito		
Review Date:	06/08/2001	Funding:	Not reported
Confirm Leak:	Not reported	Workplan:	Not reported
Prelim Assess:	Not reported	Pollution Char:	/ /
Remedial Plan:	Not reported	Remedial Action:	Not reported
Monitoring:	/ /	Close Date:	Not reported
Enforce Type:	LET		

VICTORY GAS & FOOD (Continued) **S103994410**

Enforce Date: Not reported
Interim Action: Not reported
Mtbe Concentratn 1
Mtbe Fuel: 1
Org Name: Not reported
Assigned Name: Not reported
Dist From Well: 0
Well Name: Not reported
Mtbe Class: A
Water System: Not reported
Suspended : Not reported
Beneficial : Not reported
Max MTBE Ground Water : 5000
Max MTBE Soil : Not reported
Max MTBE Data : 06/07/2002
MTBE Tested : YES
Lat/Long : 36.853067 / -121.42514
Soil Qualifier: Not reported
Groundwater Qualifier: >
UST Cleanup Fund ID: Not reported
Summary: Haz Mat incident report filed

Pilot Program: LUST
Region: 3

HAZNET:
Gepaid: CAC001423408
TSD EPA ID: CAL000161743
Gen County: San Benito
Tsd County: Santa Clara
Tons: 6.4635
Facility Address 2: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Transfer Station
Contact: MARIA EIRO
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 13150 FOOTHILL AVE
MORGAN HILL, CA 95046
County San Benito

A3
West
< 1/8
293 ft.

Relative:
Lower

Actual:
273 ft.

FAST GAS **CA FID UST S101630440**
1615 SAN JUAN RD **SWEEPS UST N/A**
HOLLISTER, CA 95023

Site 3 of 7 in cluster A

FID:
Facility ID: 35000336
Reg By: Active Underground Storage Tank Location
Cortese Code: Not reported
Status: Active
Mail To: Not reported
1615 SAN JUAN RD
HOLLISTER, CA 95023
Contact: Not reported
DUNs No: Not reported
Creation: 10/22/93
EPA ID: Not reported
Comments: Not reported

Regulate ID: 00013893
SIC Code: Not reported
Facility Tel: (408) 637-9974
Contact Tel: Not reported
NPDES No: Not reported
Modified: 00/00/00

SWEEPS:
Status : A

FAST GAS (Continued) **S101630440**

Comp Number :	13893
Number :	9
Board Of Equalization :	44-000202
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	1
Swrcb Tank Id :	35-031-013893-000001
Actv Date :	07-01-85
Capacity :	10000
Tank Use :	M.V. FUEL
Stg :	P
Content :	REG UNLEADED
Number Of Tanks :	2
Status :	A
Comp Number :	13893
Number :	9
Board Of Equalization :	44-000202
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	1
Swrcb Tank Id :	35-031-013893-000002
Actv Date :	07-01-85
Capacity :	10000
Tank Use :	M.V. FUEL
Stg :	P
Content :	LEADED
Number Of Tanks :	Not reported

A4
West
< 1/8
293 ft.

Relative:
Lower

Actual:
273 ft.

FAST GAS **HIST UST** **U001601225**
1615 SAN JUAN RD **N/A**
HOLLISTER, CA 95023

Site 4 of 7 in cluster A

UST HIST:

Facility ID:	13893	Owner Name:	KAYO OIL COMPANY
Total Tanks:	2	Region:	STATE
Owner Address:	1221 E. MAIN STREET CHATTANOOGA, TN 37408		
Tank Used for:	PRODUCT		
Tank Num:	1	Container Num:	2
Tank Capacity:	00010000	Year Installed:	1970
Type of Fuel:	UNLEADED	Tank Construction:	Not Reported
Leak Detection:	Visual, Stock Inventor, Pressure Test		
Contact Name:	Not reported	Telephone:	(408) 637-9974
Facility Type:	Gas Station	Other Type:	Not reported
Facility ID:	13893	Owner Name:	KAYO OIL COMPANY
Total Tanks:	2	Region:	STATE
Owner Address:	1221 E. MAIN STREET CHATTANOOGA, TN 37408		
Tank Used for:	PRODUCT		
Tank Num:	2	Container Num:	1
Tank Capacity:	00010000	Year Installed:	1970

FAST GAS (Continued) **U001601225**

Type of Fuel: REGULAR
Leak Detection: Visual, Stock Inventor, Pressure Test
Contact Name: Not reported
Facility Type: Gas Station
Tank Construction: Not Reported
Telephone: (408) 637-9974
Other Type: Not reported

5
East
< 1/8
313 ft.

BARRY RIETTER **HAZNET** **S105086273**
1475 SAN JUAN RD **N/A**
WATSONVILLE, CA 95076

Relative:
Higher

Actual:
275 ft.

HAZNET:
Gepaid: CAC002275937
TSD EPA ID: CAD982444481
Gen County: Santa Cruz
Tsd County: San Bernardino
Tons: 2.2601
Facility Address 2: Not reported
Waste Category: Household waste
Disposal Method: Transfer Station
Contact: BARRY RIETTER
Telephone: (831) 809-6827
Mailing Name: Not reported
Mailing Address: 1475 SAN JUAN RD
WATSONVILLE, CA 95076
County Santa Cruz

A6
West
< 1/8
313 ft.

SANDOBALE BROTHERS TRUCKING **HAZNET** **S105088026**
1619 SAN JUAN ROAD **N/A**
HOLLISTER, CA 95023

Site 5 of 7 in cluster A

Relative:
Lower

Actual:
273 ft.

HAZNET:
Gepaid: CAC002320777
TSD EPA ID: CAT080033681
Gen County: San Benito
Tsd County: Los Angeles
Tons: .5000
Facility Address 2: Not reported
Waste Category: Other organic solids
Disposal Method: Disposal, Land Fill
Contact: RAUL SANDOBALE
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: PO BOX 69
SAN JUAN BAUTISTA, CA 95045
County San Benito

A7
West
< 1/8
313 ft.

DEL CURTO MEAT COMPANY, INC.
1619 SAN JUAN RD
HOLLISTER, CA 95023

CA FID UST **S101625016**
SWEEPS UST **N/A**

Site 6 of 7 in cluster A

Relative:
Lower

Actual:
273 ft.

FID:

Facility ID:	35000445	Regulate ID:	00051159
Reg By:	Active Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Active	Facility Tel:	(408) 637-3252
Mail To:	Not reported 1619 SAN JUAN RD HOLLISTER, CA 95023		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

SWEEPS:

Status :	A
Comp Number :	51159
Number :	9
Board Of Equalization :	44-019699
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	1
Swrcb Tank Id :	35-031-051159-000001
Actv Date :	07-01-85
Capacity :	300
Tank Use :	M.V. FUEL
Stg :	P
Content :	LEADED
Number Of Tanks :	2

Status :	A
Comp Number :	51159
Number :	9
Board Of Equalization :	44-019699
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	2
Swrcb Tank Id :	35-031-051159-000002
Actv Date :	07-01-85
Capacity :	500
Tank Use :	M.V. FUEL
Stg :	P
Content :	LEADED
Number Of Tanks :	Not reported

A8
West
< 1/8
313 ft.

DEL CURTO MEAT COMPANY, INC.
1619 SAN JUAN RD
HOLLISTER, CA 95023

HIST UST **U001601210**
N/A

Site 7 of 7 in cluster A

Relative:
Lower

Actual:
273 ft.

UST HIST:

Facility ID:	51159	Owner Name:	DEL CURTO MEAT COMPANY, INC.
Total Tanks:	2	Region:	STATE
Owner Address:	1619 SAN JUAN ROAD HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	1	Container Num:	1
Tank Capacity:	00000300	Year Installed:	Not reported
Type of Fuel:	REGULAR	Tank Construction:	Not Reported
Leak Detection:	None		
Contact Name:	LAVERN BROWDER	Telephone:	(408) 637-3252
Facility Type:	Other	Other Type:	SLAUGHTERHOUSE
Facility ID:	51159	Owner Name:	DEL CURTO MEAT COMPANY, INC.
Total Tanks:	2	Region:	STATE
Owner Address:	1619 SAN JUAN ROAD HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	2	Container Num:	2
Tank Capacity:	00000500	Year Installed:	Not reported
Type of Fuel:	REGULAR	Tank Construction:	Not Reported
Leak Detection:	None		
Contact Name:	LAVERN BROWDER	Telephone:	(408) 637-3252
Facility Type:	Other	Other Type:	SLAUGHTERHOUSE

9
East
< 1/8
650 ft.

HWY 156 @ MILLER RD
HOLLISTER, CA 95023

CHMIRS **S100275359**
N/A

Relative:
Higher

Actual:
277 ft.

CHMIRS:

OES Control Number:	8910443
Extent of Release:	Not reported
Property Use:	County/City Road
Incident Date:	03-JUN-89
Date Completed: 03-JUN-89	
Time Completed :	1716
Agency Id Number :	35010
Agency Incident Number :	89-349
OES Incident Number :	8910443
Time Notified :	1526
Surrounding Area :	500
Estimated Temperature :	56
Property Management :	S
More Than Two Substances Involved? :	N
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Resp Agncy Personel # Of Decontaminated :	4
Others Number Of Decontaminated :	2
Others Number Of Injuries :	0
Others Number Of Fatalities :	0

(Continued) **S100275359**

Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	DAN HOLSAPPLE #601
Report Date :	03-JUN-89
Comments :	Not reported
Facility Telephone Number :	408 637-5544
Waterway Involved :	Not reported
Waterway :	Not reported
Spill Site :	Not reported
Cleanup By :	Not reported
Containment :	Not reported
What Happened :	Not reported
Type :	Not reported
Other :	Not reported
Substance :	Not Reported
E Date :	11-MAY-90
Contained :	Not reported
Site Type :	Not reported
Evacuations :	Not reported
Num Of Injuries :	Not reported
Num Of Fatalities :	Not reported
Date/Time :	Not reported
Year :	88-92
Agency :	Not reported
BBLS :	Not reported
Cups :	Not reported
CUFT :	Not reported
Gallons :	Not reported
Grams :	Not reported
Pounds :	Not reported
Liters :	Not reported
Ounces :	Not reported
Pints :	Not reported
Quarts :	Not reported
Sheen :	Not reported
Tons :	Not reported
Unknown :	Not reported
Description :	Not reported
Incident date :	Not reported
Admin Agency :	Not reported
OES date :	Not reported
OES time :	Not reported
OES notification :	Not reported
Amount :	Not reported

B10
West
1/8-1/4
804 ft.

Relative:
Lower

Actual:
263 ft.

ADVANTAGE TRUSS COMPANY
2025 SAN JUAN RD
HOLLISTER, CA 95023

HAZNET **S106086578**
N/A

Site 1 of 3 in cluster B

HAZNET:

Gepaid:	CAC002550417
TSD EPA ID:	Not reported
Gen County:	San Benito
Tsd County:	Los Angeles
Tons:	0.22
Facility Address 2:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Disposal, Land Fill
Contact:	Pat Fisher
Telephone:	(831) 635-0377
Mailing Name:	Not reported
Mailing Address:	2025 san juan rd HOLLISTER, CA 95023
County	Not reported

B11
West
1/8-1/4
958 ft.

Relative:
Lower

Actual:
261 ft.

SAN BENITO RIVER
BIRDGE ROAD AT AZUL COURT
HOLLISTER, CA 93060

Notify 65 **S100178091**
N/A

Site 2 of 3 in cluster B

NOTIFY 65:

Date Reported:	Not reported	Staff Initials: Not reported
Board File Number:	Not reported	
Facility Type:	Not reported	
Discharge Date:	Not reported	
Incident Description:	93060	

B12
WSW
1/8-1/4
1017 ft.

Relative:
Lower

Actual:
263 ft.

2191 SANN JUAN RD.
HOLLISTER, CA 95023

CHMIRS **S100218781**
N/A

Site 3 of 3 in cluster B

CHMIRS:

OES Control Number:	8910656
Extent of Release:	Not reported
Property Use:	Agricultural
Incident Date:	25-AUG-89
Date Completed: 25-AUG-89	
Time Completed :	1105
Agency Id Number :	35010
Agency Incident Number :	99999
OES Incident Number :	8910656
Time Notified :	836
Surrounding Area :	650
Estimated Temperature :	81
Property Management :	P
More Than Two Substances Involved? :	N
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported

(Continued) **S100218781**

Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Resp Agncy Personel # Of Decontaminated :	3
Others Number Of Decontaminated :	1
Others Number Of Injuries :	0
Others Number Of Fatalities :	0
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	DAN E HOLSAPPLE #601
Report Date :	25-AUG-89
Comments :	Not reported
Facility Telephone Number :	408 627-5544
Waterway Involved :	Not reported
Waterway :	Not reported
Spill Site :	Not reported
Cleanup By :	Not reported
Containment :	Not reported
What Happened :	Not reported
Type :	Not reported
Other :	Not reported
Substance :	Not Reported
E Date :	17-MAY-90
Contained :	Not reported
Site Type :	Not reported
Evacuations :	Not reported
Num Of Injuries :	Not reported
Num Of Fatalities :	Not reported
Date/Time :	Not reported
Year :	88-92
Agency :	Not reported
BBLS :	Not reported
Cups :	Not reported
CUFT :	Not reported
Gallons :	Not reported
Grams :	Not reported
Pounds :	Not reported
Liters :	Not reported
Ounces :	Not reported
Pints :	Not reported
Quarts :	Not reported
Sheen :	Not reported
Tons :	Not reported
Unknown :	Not reported
Description :	Not reported
Incident date :	Not reported
Admin Agency :	Not reported
OES date :	Not reported
OES time :	Not reported
OES notification :	Not reported
Amount :	Not reported

C13
East
1/8-1/4
1096 ft.

Relative:
Higher

Actual:
279 ft.

QUIK STOP MARKET #129
1300 SAN JUAN RD
HOLLISTER, CA 95023

CA FID UST **S101625097**
SWEEPS UST **N/A**

Site 1 of 4 in cluster C

FID:

Facility ID:	35000074	Regulate ID:	00065249
Reg By:	Active Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Active	Facility Tel:	(408) 637-0796
Mail To:	Not reported P O BOX HOLLISTER, CA 95023		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

SWEEPS:

Status :	A
Comp Number :	65249
Number :	9
Board Of Equalization :	44-019717
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	1
Swrcb Tank Id :	35-031-065249-000001
Actv Date :	07-01-85
Capacity :	10000
Tank Use :	M.V. FUEL
Stg :	P
Content :	LEADED
Number Of Tanks :	3

Status :	A
Comp Number :	65249
Number :	9
Board Of Equalization :	44-019717
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	2
Swrcb Tank Id :	35-031-065249-000002
Actv Date :	07-01-85
Capacity :	10000
Tank Use :	M.V. FUEL
Stg :	P
Content :	REG UNLEADED
Number Of Tanks :	Not reported

Status :	A
Comp Number :	65249
Number :	9
Board Of Equalization :	44-019717
Ref Date :	07-01-85

QUIK STOP MARKET #129 (Continued) **S101625097**

Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	3
Swrcb Tank Id :	35-031-065249-000003
Actv Date :	07-01-85
Capacity :	8000
Tank Use :	M.V. FUEL
Stg :	P
Content :	REG UNLEADED
Number Of Tanks :	Not reported

C14
East
1/8-1/4
1096 ft.

Relative:
Higher

Actual:
279 ft.

QUIK STOP MARKET #129 **HIST UST** **U001601305**
1300 SAN JUAN RD **N/A**
HOLLISTER, CA 95023

Site 2 of 4 in cluster C

UST HIST:

Facility ID:	65249	Owner Name:	QUIK STOP MARKETS INC
Total Tanks:	3	Region:	STATE
Owner Address:	4567 ENTERPRISE STREET FREMONT, CA 94538		
Tank Used for:	PRODUCT		
Tank Num:	1	Container Num:	1
Tank Capacity:	00010000	Year Installed:	1985
Type of Fuel:	REGULAR	Tank Construction:	0.35 inches
Leak Detection:	Stock Inventor, Sensor Instrument, GW Monitoring Well, Pressure Test		
Contact Name:	RICK WAGSTER	Telephone:	(408) 637-0796
Facility Type:	Gas Station	Other Type:	Not reported

Facility ID:	65249	Owner Name:	QUIK STOP MARKETS INC
Total Tanks:	3	Region:	STATE
Owner Address:	4567 ENTERPRISE STREET FREMONT, CA 94538		
Tank Used for:	PRODUCT		
Tank Num:	2	Container Num:	2
Tank Capacity:	00010000	Year Installed:	1985
Type of Fuel:	UNLEADED	Tank Construction:	0.35 inches
Leak Detection:	Stock Inventor, Sensor Instrument, GW Monitoring Well, Pressure Test		
Contact Name:	RICK WAGSTER	Telephone:	(408) 637-0796
Facility Type:	Gas Station	Other Type:	Not reported

Facility ID:	65249	Owner Name:	QUIK STOP MARKETS INC
Total Tanks:	3	Region:	STATE
Owner Address:	4567 ENTERPRISE STREET FREMONT, CA 94538		
Tank Used for:	PRODUCT		
Tank Num:	3	Container Num:	3
Tank Capacity:	00008000	Year Installed:	1985
Type of Fuel:	PREMIUM	Tank Construction:	0.35 inches
Leak Detection:	Stock Inventor, Sensor Instrument, GW Monitoring Well, Pressure Test		
Contact Name:	RICK WAGSTER	Telephone:	(408) 637-0796
Facility Type:	Gas Station	Other Type:	Not reported

C15
East
1/8-1/4
1096 ft.

Relative:
Higher

Actual:
279 ft.

QUIK STOP MARKETS, INC.
1300 SAN JUAN ROAD
HOLLISTER, CA 95023

Site 3 of 4 in cluster C

FINDS:
Other Pertinent Environmental Activity Identified at Site:
NATIONAL EMISSIONS INVENTORY

FINDS **1006829296**
110013896490

C16
East
1/8-1/4
1096 ft.

Relative:
Higher

Actual:
279 ft.

QUICK STOP
1300 SAN JUAN RD
HOLLISTER, CA 95023

Site 4 of 4 in cluster C

State UST:
Facility ID: 62592A
Total Tanks: Not reported
Region: STATE
Local Agency: Hollister, San Benito County

UST **U003783762**
N/A

17
WSW
1/4-1/2
1427 ft.

Relative:
Lower

Actual:
263 ft.

WORKINGMANS AUTO WRECKING
2450 SAN JUAN ROAD
HOLLISTER, CA 95023

REF:

Facility ID	35500003
Dtsc Region Code :	2
Region Code Definition :	BERKELEY
County Code :	35
Site Name Under :	Not reported
Current Status Date :	01161996
Current Status Code :	REFOA
Current Status :	PROPERTY/SITE REFERRED TO ANOTHER AGENCY
Lead Agency Code :	Not reported
Lead Agency :	N/A
Site Type Code :	Not reported
Site Type :	N/A
National Priorities List :	Not reported
Tier :	Not reported
Source Of Funding Code :	Not reported
Staff Member :	Not reported
Supervisor :	Not reported
Sic Code :	50
Sic Code Definition :	WHOLESALE TRADE - DURABLE GOODS
Site Mitigatn & Brnflds Reuse Prog (SMBR) Code :	NC
SMBR Branch :	NORTH COAST
Regional Water Quality Control Board :	Not reported
RWQCB Definition :	Not reported
Site Access Controlled :	Not reported
Listed In Haz Wst & Substncs Sites List (CORTESE) :	Not reported
Date Hazard Ranked :	Not reported
GW Contamination Suspected :	Not reported
# Of Sources Contributing To Contamination :	0
Lat/Long :	0° 0′ 0″ / 0° 0′ 0″
Direction Lat :	Not reported
Direction Long :	Not reported
Lat/long Method :	Not reported

REF **S101481906**
N/A

WORKINGMANS AUTO WRECKING (Continued) **S101481906**

Entity Lat/long Coordinates Refer To :	Not reported
State Assembly Distt Code :	28
State Senate Distt Code :	12
Identifying Code:	Not reported
ID Value:	Not reported
Other ID Desc:	Not reported
Alternate Name(s):	WORKINGMANS AUTO WRECKING
Address(es) :	2450 SAN JUAN ROAD HOLLISTER, CA 95023
Background Info :	Not reported
Facility Id :	35500003
AWP Activities Code :	1
DTSC Site Activity Code :	DISC
Activity Code Def:	DISCOVERY
AWP Activity Id :	Not reported
Dt Activity Due For Completion :	Not reported
Revised Due Date :	Not reported
Date Activity Completed :	02031989
Est # Of Person-years To Complete :	0
Est. Size Of An Activity Code :	Not reported
Site Status When Activity Commitment Made :	REFOA
Status Code Definition :	PROPERTY/SITE REFERRED TO ANOTHER AGENCY
Cubic Yards Of Solids Removed At Completion :	0
Gallons Of Liquid Removed Upon Completion :	0
Cubic Yards Of Solids Treated Upon Completion :	0
Actvty Deleted Via Commitmnt/Completns Screen :	Not reported
Facility Id :	35500003
AWP Activities Code :	2
DTSC Site Activity Code :	SS
Activity Code Def:	SITE SCREENING
AWP Activity Id :	Not reported
Dt Activity Due For Completion :	Not reported
Revised Due Date :	Not reported
Date Activity Completed :	04271989
Est # Of Person-years To Complete :	0
Est. Size Of An Activity Code :	Not reported
Site Status When Activity Commitment Made :	REFOA
Status Code Definition :	PROPERTY/SITE REFERRED TO ANOTHER AGENCY
Cubic Yards Of Solids Removed At Completion :	0
Gallons Of Liquid Removed Upon Completion :	0
Cubic Yards Of Solids Treated Upon Completion :	0
Actvty Deleted Via Commitmnt/Completns Screen :	Not reported
Facility Id :	35500003
AWP Activities Code :	3
DTSC Site Activity Code :	SS
Activity Code Def:	SITE SCREENING
AWP Activity Id :	Not reported
Dt Activity Due For Completion :	Not reported
Revised Due Date :	Not reported
Date Activity Completed :	01161996
Est # Of Person-years To Complete :	0
Est. Size Of An Activity Code :	Not reported
Site Status When Activity Commitment Made :	REFOA
Status Code Definition :	PROPERTY/SITE REFERRED TO ANOTHER AGENCY
Cubic Yards Of Solids Removed At Completion :	0
Gallons Of Liquid Removed Upon Completion :	0
Cubic Yards Of Solids Treated Upon Completion :	0

WORKINGMANS AUTO WRECKING (Continued) **S101481906**

Actvty Deleted Via Commitmnt/Completns Screen : Not reported
Special Program Code: RCSP
Special Program : RURAL COUNTY SURVEY PROGRAM
Comments Date : 01161996
Comments : County of San Benito Environmental Health Dept.
working with the current property owners to
remediate site.
Not reported
Not reported
FACILITY IDENTIFIED 1988 PHONE BOOK
FACILITY DRIVE-BY
GROUND PHOTOS
SITE SCREENING DONE RATIONALE FOR PAM BASED ON BUS TYPE;
SEND Q; OES - SAN BENITO CO LOOKING AT
AUTO WRECKERS TO BRING THEM UNDER
COMPLIANCE

D18
NNW
1/4-1/2
1682 ft.

Relative:
Higher

Actual:
275 ft.

G.&P. FARMS INC.
1632 BUENA VISTA RD
HOLLISTER, CA 95023

HIST UST **U001601237**
N/A

Site 1 of 2 in cluster D

UST HIST:

Facility ID:	50391	Owner Name:	G.&P. FARMS INC.
Total Tanks:	4	Region:	STATE
Owner Address:	1660 BUENA VISTA RD. HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	1	Container Num:	1
Tank Capacity:	00000550	Year Installed:	1980
Type of Fuel:	REGULAR	Tank Construction:	12 gauge
Leak Detection:	Stock Inventor		
Contact Name:	JOE L. GOMES	Telephone:	(408) 637-3189
Facility Type:	Other	Other Type:	FARM SUPPLY
Facility ID:	50391	Owner Name:	G.&P. FARMS INC.
Total Tanks:	4	Region:	STATE
Owner Address:	1660 BUENA VISTA RD. HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	2	Container Num:	2
Tank Capacity:	00000250	Year Installed:	Not reported
Type of Fuel:	DIESEL	Tank Construction:	12 gauge
Leak Detection:	Stock Inventor		
Contact Name:	JOE L. GOMES	Telephone:	(408) 637-3189
Facility Type:	Other	Other Type:	FARM SUPPLY
Facility ID:	50391	Owner Name:	G.&P. FARMS INC.
Total Tanks:	4	Region:	STATE
Owner Address:	1660 BUENA VISTA RD. HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	3	Container Num:	3
Tank Capacity:	00000250	Year Installed:	1979
Type of Fuel:	DIESEL	Tank Construction:	12 gauge
Leak Detection:	Stock Inventor		
Contact Name:	JOE L. GOMES	Telephone:	(408) 637-3189
Facility Type:	Other	Other Type:	FARM SUPPLY

G.&P. FARMS INC. (Continued) **U001601237**

Facility ID:	50391	Owner Name:	G.&P. FARMS INC.
Total Tanks:	4	Region:	STATE
Owner Address:	1660 BUENA VISTA RD. HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	4	Container Num:	4
Tank Capacity:	00000350	Year Installed:	1978
Type of Fuel:	DIESEL	Tank Construction:	12 gauge
Leak Detection:	Not reported		
Contact Name:	JOE L. GOMES	Telephone:	(408) 637-3189
Facility Type:	Other	Other Type:	FARM SUPPLY

D19
NNW
1/4-1/2
1682 ft.

Relative: Higher

Actual: 275 ft.

G.&P. FARMS INC. **CA FID UST S101625034**
1632 BUENA VISTA RD **SWEEPS UST N/A**
HOLLISTER, CA 95023

Site 2 of 2 in cluster D

FID:

Facility ID:	35000444	Regulate ID:	00050391
Reg By:	Active Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Active	Facility Tel:	(408) 637-3189
Mail To:	Not reported 1632 BUENA VISTA RD HOLLISTER, CA 95023		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

SWEEPS:

Status :	A
Comp Number :	50391
Number :	9
Board Of Equalization :	Not reported
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	1
Swrcb Tank Id :	35-031-050391-000001
Actv Date :	07-01-85
Capacity :	550
Tank Use :	M.V. FUEL
Stg :	P
Content :	LEADED
Number Of Tanks :	4

Status :	A
Comp Number :	50391
Number :	9
Board Of Equalization :	Not reported
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A

G.&P. FARMS INC. (Continued) **S101625034**

Owner Tank Id :	2
Swrcb Tank Id :	35-031-050391-000002
Actv Date :	07-01-85
Capacity :	250
Tank Use :	M.V. FUEL
Stg :	P
Content :	DIESEL
Number Of Tanks :	Not reported
Status :	A
Comp Number :	50391
Number :	9
Board Of Equalization :	Not reported
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	3
Swrcb Tank Id :	35-031-050391-000003
Actv Date :	07-01-85
Capacity :	250
Tank Use :	M.V. FUEL
Stg :	P
Content :	DIESEL
Number Of Tanks :	Not reported
Status :	A
Comp Number :	50391
Number :	9
Board Of Equalization :	Not reported
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	4
Swrcb Tank Id :	35-031-050391-000004
Actv Date :	07-01-85
Capacity :	350
Tank Use :	M.V. FUEL
Stg :	P
Content :	DIESEL
Number Of Tanks :	Not reported

E20
East
1/4-1/2
1834 ft.

Relative:
Higher

Actual:
283 ft.

D & H INSULATION
1251 E 4TH ST
HOLLISTER, CA 95023

Site 1 of 3 in cluster E

CA FID UST **S101625015**
SWEEPS UST **N/A**

D & H INSULATION (Continued) **S101625015**

FID:

Facility ID:	35000329	Regulate ID:	00007026
Reg By:	Active Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Active	Facility Tel:	(408) 637-0411
Mail To:	Not reported 1251 E 4TH ST HOLLISTER, CA 95023		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

SWEEPS:

Status :	A
Comp Number :	7026
Number :	9
Board Of Equalization :	44-019645
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	1
Swrcb Tank Id :	35-031-007026-000001
Actv Date :	07-01-85
Capacity :	550
Tank Use :	M.V. FUEL
Stg :	P
Content :	LEADED
Number Of Tanks :	1

E21
East
1/4-1/2
1834 ft.

Relative:
Higher

Actual:
283 ft.

D & H INSULATION **HIST UST** **U001601209**
1251 EAST 4TH STREET **N/A**
HOLLISTER, CA 95023

Site 2 of 3 in cluster E

UST HIST:

Facility ID:	7026	Owner Name:	D & H INSULATION
Total Tanks:	1	Region:	STATE
Owner Address:	P.O. BOX 1378 HOLLISTER, CA 95024 - 1378		
Tank Used for:	PRODUCT		
Tank Num:	1	Container Num:	1
Tank Capacity:	00000550	Year Installed:	1984
Type of Fuel:	REGULAR	Tank Construction:	Not Reported
Leak Detection:	Pressure Test		
Contact Name:	Not reported	Telephone:	(408) 637-0411
Facility Type:	Other	Other Type:	Not reported

E22
East
1/4-1/2
1878 ft.

Relative:
Higher

Actual:
283 ft.

PROPERTY OF KARL JOHNSON
1220 SAN JUAN RD
HOLLISTER, CA 95023

FINDS **1001959744**
HAZNET **CAR000063321**
RCRA-LQG

Site 3 of 3 in cluster E

RCRAInfo:
Owner: KARL JOHNSON
(831) 637-5600
EPA ID: CAR000063321
Contact: KARL JOHNSON
(831) 637-5600
Classification: Large Quantity Generator
TSDF Activities: Not reported

Violation Status: No violations found

FINDS:
Other Pertinent Environmental Activity Identified at Site:
RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

HAZNET:
Gepaid: CAR000063321
TSD EPA ID: CAD028409019
Gen County: San Benito
Tsd County: Los Angeles
Tons: 0.285
Facility Address 2: Not reported
Waste Category: Household waste
Disposal Method: Transfer Station
Contact: KARL JOHNSON
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 1210 SAN JUAN RD
HOLLISTER, CA 95023
County San Benito

Gepaid: CAR000063321
TSD EPA ID: CAT000646117
Gen County: San Benito
Tsd County: Kings
Tons: 15.1136
Facility Address 2: Not reported
Waste Category: Household waste
Disposal Method: Disposal, Land Fill
Contact: KARL JOHNSON
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 1210 SAN JUAN RD
HOLLISTER, CA 95023
County San Benito

F23 **WHITTAKER ORDNANCE INC.** **SLIC** **S106455253**
WSW **2751 SAN JUAN ROAD** **N/A**
1/4-1/2 **HOLLISTER, CA 95023**
1945 ft.

Site 1 of 6 in cluster F

Relative:
Lower

Actual:
254 ft.

CA STATE SLIC :

Global Id :	SL203161254
Region :	STATE
Assigned Name :	SLICSITE
Lead Agency Contact :	Not reported
Lead Agency :	Not reported
Lead Agency Case Number :	Not reported
Responsible Party :	WHITTAKER CORP
Recent Dtw :	Not reported
Facility Status :	**Not reported**
Substance Released :	MET, PER, VOC

SLIC Region 3:

Facility Status:	Remediation Plan
Lead Agency:	Not reported
Entered Into Database:	1996-12-01 00:00:00
Date First Reported:	Not reported
Case Type:	Other ground water affected
Leak Site Cross Street:	Not reported
Program Type :	SLIC
Discovered :	GOV
RB Case In :	SL203161254
Responsible Party Name:	WHITTAKER 544
Responsible Party Contact :	Not reported
Responsible Party Number :	Not reported
Responsible Party Contact Name	WHITTAKER CORP
Responsible Party Address:	SURVEYOR AVE N BCP UNKNOWN
Responsible Party Phone:	Not reported

F24 **WHITTAKER ORDNANCE** **HAZNET** **S103648819**
WSW **2751 SAN JUAN** **Cortese** **N/A**
1/4-1/2 **HOLLISTER, CA 95023**
1945 ft.

Site 2 of 6 in cluster F

Relative:
Lower

Actual:
254 ft.

HAZNET:

Gepaid:	CAD981368392
TSD EPA ID:	CAD003963592
Gen County:	San Benito
Tsd County:	Santa Clara
Tons:	.0395
Facility Address 2:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Recycler
Contact:	QUANTIC INDUSTRIES INC
Telephone:	(415) 595-1100
Mailing Name:	Not reported
Mailing Address:	2751 SAN JUAN RD HOLLISTER, CA 95023
County	San Benito

WHITTAKER ORDNANCE (Continued) **S103648819**

Gepaid: CAD981368392
TSD EPA ID: CAD003963592
Gen County: San Benito
Tsd County: Santa Clara
Tons: .3544
Facility Address 2: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Contact: QUANTIC INDUSTRIES INC
Telephone: (415) 595-1100
Mailing Name: Not reported
Mailing Address: 2751 SAN JUAN RD
HOLLISTER, CA 95023
County San Benito

Gepaid: CAD981368392
TSD EPA ID: CAD009452657
Gen County: San Benito
Tsd County: San Mateo
Tons: .6300
Facility Address 2: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Disposal, Other
Contact: QUANTIC INDUSTRIES INC
Telephone: (415) 595-1100
Mailing Name: Not reported
Mailing Address: 2751 SAN JUAN RD
HOLLISTER, CA 95023
County San Benito

Gepaid: CAD981368392
TSD EPA ID: CAD009452657
Gen County: San Benito
Tsd County: San Mateo
Tons: .1750
Facility Address 2: Not reported
Waste Category:
Disposal Method: Disposal, Other
Contact: QUANTIC INDUSTRIES INC
Telephone: (415) 595-1100
Mailing Name: Not reported
Mailing Address: 2751 SAN JUAN RD
HOLLISTER, CA 95023
County San Benito

Gepaid: CAD981368392
TSD EPA ID: CAD050806850
Gen County: San Benito
Tsd County: Los Angeles
Tons: .1876
Facility Address 2: Not reported
Waste Category: Unspecified solvent mixture Waste
Disposal Method: Transfer Station
Contact: QUANTIC INDUSTRIES INC
Telephone: (415) 595-1100
Mailing Name: Not reported
Mailing Address: 2751 SAN JUAN RD
HOLLISTER, CA 95023

WHITTAKER ORDNANCE (Continued) **S103648819**

County San Benito

Click this hyperlink while viewing on your computer to access
78 additional CA HAZNET record(s) in the EDR Site Report.

CORTESE:
Region: CORTESE
Fac Address 2: Not reported

F25
WSW
1/4-1/2
1948 ft.

Relative:
Lower

Actual:
254 ft.

LIFE SPARC INC **RCRA-SQG** **1004676554**
2751 SAN JUAN RD **CAR000086736**
HOLLISTER, CA 95023

Site 3 of 6 in cluster F

RCRAInfo:
Owner: LIFE SPARC INC
(831) 637-5851
EPA ID: CAR000086736

Contact: KEVIN HAINES
(831) 634-4888

Classification: Small Quantity Generator
TSDF Activities: Not reported

Violation Status: No violations found

F26
WSW
1/4-1/2
1948 ft.

Relative:
Lower

Actual:
254 ft.

PACSCI QUANTIC L L C **RCRA-SQG** **1000225878**
2751 SAN JUAN RD **FINDS** **CAD981368392**
HOLLISTER, CA 95023 **HAZNET**
CHMIRS
RCRA-TSDF
CORRACTS
HIST UST

Site 4 of 6 in cluster F

CORRACTS Data:

EPA Id: CAD981368392
Region: 09
Area Name: ENTIRE FACILITY
Actual Date: 06/30/1995
Corrective Action: CA075ME - CA Prioritization, Facility or area was assigned a medium corrective action priority
2002 NAICS Title: Not reported

EPA Id: CAD981368392
Region: 09
Area Name: ENTIRE FACILITY
Actual Date: 08/23/1993
Corrective Action: CA100 - RFI Imposition
2002 NAICS Title: Not reported

EPA Id: CAD981368392
Region: 09
Area Name: ENTIRE FACILITY
Actual Date: 09/29/2004
Corrective Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified

PACSCI QUANTIC L L C (Continued) **1000225878**

2002 NAICS Title: Not reported

EPA Id: CAD981368392
Region: 09
Area Name: ENTIRE FACILITY
Actual Date: 10/22/1997
Corrective Action: CA075HI - CA Prioritization, Facility or area was assigned a high corrective action priority
2002 NAICS Title: Not reported

EPA Id: CAD981368392
Region: 09
Area Name: ENTIRE FACILITY
Actual Date: 10/22/1997
Corrective Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified
2002 NAICS Title: Not reported

Click this hyperlink while viewing on your computer to access
5 additional CORRACTS record(s) in the EDR Site Report.

RCRAInfo Corrective Action Summary:

Event: Current Human Exposures under Control, Yes, Current Human Exposures Under Control has been verified. Based on a review of information contained in the EI determination, current human exposures are expected to be under control at the facility under current and reasonably expected conditions. This determination will be re-evaluated when the Agency/State becomes aware of significant changes at the facility.
Event Date: 09/29/2004

Event: Current Human Exposures under Control, Current human exposures are NOT under control.
Event Date: 12/28/2000

Event: Igration of Contaminated Groundwater under Control, Unacceptable migration of contaminated groundwater is observed or expected.
Event Date: 12/28/2000

Event: CA Prioritization, Facility or area was assigned a high corrective action priority.
Event Date: 10/22/1997

Event: Current Human Exposures under Control, Yes, Current Human Exposures Under Control has been verified. Based on a review of information contained in the EI determination, current human exposures are expected to be under control at the facility under current and reasonably expected conditions. This determination will be re-evaluated when the Agency/State becomes aware of significant changes at the facility.
Event Date: 10/22/1997

Event: Stabilization Measures Evaluation,This facility is amenable to stabilization activity based on the status of corrective action work at the facility, technical factors, the degree of risk, timing considerations and administrative considerations.
Event Date: 10/22/1997

PACSCI QUANTIC L L C (Continued) **1000225878**

Event: Igration of Contaminated Groundwater under Control, Unacceptable migration of contaminated groundwater is observed or expected.
Event Date: 10/22/1997

Event: CA Prioritization, Facility or area was assigned a medium corrective action priority.
Event Date: 06/30/1995

Event: RFI Workplan Approved
Event Date: 10/27/1993

Event: RFI Imposition
Event Date: 08/23/1993

RCRAInfo:
Owner: PACSCI QUANTIC L L C
(831) 637-5851
EPA ID: CAD981368392

Contact: MILES DYER
(831) 637-5851

Classification: TSDF
TSDF Activities: Not reported

Violation Status: Violations exist

Regulation Violated:	262.50-60
Area of Violation:	GENERATOR-ALL REQUIREMENTS (OVERSIGHT)
Date Violation Determined:	07/27/1992
Actual Date Achieved Compliance:	09/01/1992
Regulation Violated:	262.44.D
Area of Violation:	GENERATOR-ALL REQUIREMENTS (OVERSIGHT)
Date Violation Determined:	07/27/1992
Actual Date Achieved Compliance:	09/01/1992
Regulation Violated:	262.10-12.A
Area of Violation:	GENERATOR-ALL REQUIREMENTS (OVERSIGHT)
Date Violation Determined:	07/27/1992
Actual Date Achieved Compliance:	09/01/1992

There are 3 violation record(s) reported at this site:

Evaluation	Area of Violation	Date of Compliance
Compliance Evaluation Inspection	GENERATOR-ALL REQUIREMENTS (OVERSIGHT)	19920901
	GENERATOR-ALL REQUIREMENTS (OVERSIGHT)	19920901
	GENERATOR-ALL REQUIREMENTS (OVERSIGHT)	19920901

FINDS:
Other Pertinent Environmental Activity Identified at Site:
HAZARDOUS WASTE TRACKING SYSTEM-DATAMART
RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

PACSCI QUANTIC L L C (Continued) **1000225878**

HAZNET:

Gepaid:	CAD981368392
TSD EPA ID:	CAT080014079
Gen County:	San Benito
Tsd County:	San Benito
Tons:	0.2
Facility Address 2:	Not reported
Waste Category:	Hydrocarbon solvents (benzene, hexane, Stoddard, etc.)
Disposal Method:	Transfer Station
Contact:	MILES D DYER-ENVIRONMENTAL MGR
Telephone:	(831) 637-5851
Mailing Name:	Not reported
Mailing Address:	2751 SAN JUAN RD
	HOLLISTER, CA 95023
County	San Benito

Gepaid:	CAD981368392
TSD EPA ID:	CAT080014079
Gen County:	San Benito
Tsd County:	San Benito
Tons:	0.2
Facility Address 2:	Not reported
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Transfer Station
Contact:	MILES D DYER-ENVIRONMENTAL MGR
Telephone:	(831) 637-5851
Mailing Name:	Not reported
Mailing Address:	2751 SAN JUAN RD
	HOLLISTER, CA 95023
County	San Benito

Gepaid:	CAD981368392
TSD EPA ID:	CAT080014079
Gen County:	San Benito
Tsd County:	San Benito
Tons:	0.02
Facility Address 2:	Not reported
Waste Category:	Off-specification, aged, or surplus organics
Disposal Method:	Transfer Station
Contact:	MILES D DYER-ENVIRONMENTAL MGR
Telephone:	(831) 637-5851
Mailing Name:	Not reported
Mailing Address:	2751 SAN JUAN RD
	HOLLISTER, CA 95023
County	San Benito

Gepaid:	CAD981368392
TSD EPA ID:	CAT080014079
Gen County:	San Benito
Tsd County:	San Benito
Tons:	0.4
Facility Address 2:	Not reported
Waste Category:	Unspecified solvent mixture Waste
Disposal Method:	Transfer Station
Contact:	MILES D DYER-ENVIRONMENTAL MGR
Telephone:	(831) 637-5851
Mailing Name:	Not reported
Mailing Address:	2751 SAN JUAN RD

PACSCI QUANTIC L L C (Continued) **1000225878**

HOLLISTER, CA 95023
County San Benito

Gepaid: CAC002342919
TSD EPA ID: Not reported
Gen County: San Benito
Tsd County: 99
Tons: 3.60
Facility Address 2: Not reported
Waste Category: Organic solids with halogens
Disposal Method: Not reported
Contact: MICHAEL ACTON/CONSULTANT
Telephone: (805) 526-5700
Mailing Name: Not reported
Mailing Address: 1955 NO SURVEYOR AVE
SIMI VALLEY, CA 93063
County Not reported

CHMIRS:

OES Control Number:	99-0659
Extent of Release:	Not reported
Property Use:	Not reported
Incident Date:	Not reported
Date Completed: Not reported	
Time Completed :	Not reported
Agency Id Number :	Not reported
Agency Incident Number :	Not reported
OES Incident Number :	99-0659
Time Notified :	Not reported
Surrounding Area :	Not reported
Estimated Temperature :	Not reported
Property Management :	Not reported
More Than Two Substances Involved? :	Not reported
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Resp Agncy Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	No
Waterway :	Not reported
Spill Site :	Not reported
Cleanup By :	Responsible Party
Containment :	Not reported

PACSCI QUANTIC L L C (Continued) **1000225878**

What Happened :	Not reported
Type :	Not reported
Other :	Not reported
Substance :	Pyrotechnic explosive
Quantity Released :	
E Date :	Not reported
Contained :	Yes
Site Type :	Merchant/Business
Evacuations :	0
Num Of Injuries :	2
Num Of Fatalities :	0
Date/Time :	Not reported
Year :	1999
Agency :	Ca Dept Forestry
BBLS :	0
Cups :	0
CUFT :	0
Gallons :	0
Grams :	0
Pounds :	1
Liters :	0
Ounces :	0
Pints :	0
Quarts :	0
Sheen :	0
Tons :	0
Unknown :	0
Description :	Two employees were blending chemicals, chemicals exploded.
Incident date :	2/11/199912:00:00 AM
Admin Agency :	City of Hollister Fire
OES date :	Not reported
OES time :	Not reported
OES notification :	2/11/199912:39:30 PM
Amount :	Not reported

UST HIST:

Facility ID:	41773	Owner Name:	WHITTAKER CORPORATION
Total Tanks:	3	Region:	STATE
Owner Address:	10880 WILSHIRE BLVD. LOS ANGELES, CA 90024		
Tank Used for:	WASTE		
Tank Num:	1	Container Num:	2
Tank Capacity:	00000000	Year Installed:	1966
Type of Fuel:	Not reported	Tank Construction:	Not Reported
Leak Detection:	Visual		
Contact Name:	JOHN DAILEY	Telephone:	(408) 637-5851
Facility Type:	Other	Other Type:	Not reported
Facility ID:	41773	Owner Name:	WHITTAKER CORPORATION
Total Tanks:	3	Region:	STATE
Owner Address:	10880 WILSHIRE BLVD. LOS ANGELES, CA 90024		
Tank Used for:	WASTE		
Tank Num:	2	Container Num:	3
Tank Capacity:	00000000	Year Installed:	1970
Type of Fuel:	Not reported	Tank Construction:	Not Reported
Leak Detection:	Visual		
Contact Name:	JOHN DAILEY	Telephone:	(408) 637-5851

PACSCI QUANTIC L L C (Continued) **1000225878**

Facility Type:	Other	Other Type:	Not reported
Facility ID:	41773	Owner Name:	WHITTAKER CORPORATION
Total Tanks:	3	Region:	STATE
Owner Address:	10880 WILSHIRE BLVD. LOS ANGELES, CA 90024		
Tank Used for:	WASTE		
Tank Num:	3	Container Num:	1
Tank Capacity:	00000000	Year Installed:	1966
Type of Fuel:	Not reported	Tank Construction:	Not Reported
Leak Detection:	Visual		
Contact Name:	JOHN DAILEY	Telephone:	(408) 637-5851
Facility Type:	Other	Other Type:	Not reported

G27
NW
1/4-1/2
2029 ft.

Relative:
Higher

Actual:
275 ft.

EVA J. PERKINS **CA FID UST S101625027**
1811 BUENA VISTA RD **SWEEPS UST N/A**
HOLLISTER, CA 95023

Site 1 of 2 in cluster G

FID:

Facility ID:	35000461	Regulate ID:	00053724
Reg By:	Active Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Active	Facility Tel:	(408) 637-2076
Mail To:	Not reported 1811 BUENA VISTA RD HOLLISTER, CA 95023		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

SWEEPS:

Status :	A
Comp Number :	53724
Number :	9
Board Of Equalization :	44-019705
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	1
Swrcb Tank Id :	35-031-053724-000001
Actv Date :	07-01-85
Capacity :	Not reported
Tank Use :	M.V. FUEL
Stg :	P
Content :	LEADED
Number Of Tanks :	1

G28
NW
1/4-1/2
2029 ft.

Relative:
Higher

Actual:
275 ft.

EVA J. PERKINS
1811 BUENA VISTA RD
HOLLISTER, CA 95023

HIST UST U001601223
N/A

Site 2 of 2 in cluster G

UST HIST:

Facility ID:	53724	Owner Name:	EVA J. PERKINS
Total Tanks:	1	Region:	STATE
Owner Address:	1811 BUENA VISTA RD. HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	1	Container Num:	1
Tank Capacity:	00000000	Year Installed:	Not reported
Type of Fuel:	REGULAR	Tank Construction:	Not Reported
Leak Detection:	None		
Contact Name:	EVA PERKINS	Telephone:	(408) 637-2076
Facility Type:	Other	Other Type:	PRIVATE

F29
WSW
1/4-1/2
2116 ft.

Relative:
Lower

Actual:
255 ft.

GEORGE H. HAGEMAN
2810 SAN JUAN RD
HOLLISTER, CA 95023

CA FID UST S101625038
SWEEPS UST N/A

Site 5 of 6 in cluster F

FID:

Facility ID:	35000439	Regulate ID:	00049992
Reg By:	Active Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Active	Facility Tel:	(408) 637-3509
Mail To:	Not reported 2810 SAN JUAN RD HOLLISTER, CA 95023		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

SWEEPS:

Status :	A
Comp Number :	49992
Number :	9
Board Of Equalization :	Not reported
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	1
Swrcb Tank Id :	35-031-049992-000001
Actv Date :	07-01-85
Capacity :	550
Tank Use :	M.V. FUEL
Stg :	P
Content :	LEADED
Number Of Tanks :	2

Status :	A
Comp Number :	49992
Number :	9
Board Of Equalization :	Not reported

GEORGE H. HAGEMAN (Continued) **S101625038**

Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	2
Swrcb Tank Id :	35-031-049992-000002
Actv Date :	07-01-85
Capacity :	550
Tank Use :	OIL
Stg :	W
Content :	WASTE OIL
Number Of Tanks :	Not reported

F30
WSW
1/4-1/2
2116 ft.

Relative:
Lower

Actual:
255 ft.

GEORGE H. HAGEMAN
2810 SAN JUAN RD
HOLLISTER, CA 95023

HIST UST U001601241
N/A

Site 6 of 6 in cluster F

UST HIST:

Facility ID:	49992	Owner Name:	GEORGE H. HAGEMAN
Total Tanks:	2	Region:	STATE
Owner Address:	2810 SAN JUAN RD. HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	1	Container Num:	1
Tank Capacity:	00000550	Year Installed:	1982
Type of Fuel:	REGULAR	Tank Construction:	12 gauge
Leak Detection:	Stock Inventor		
Contact Name:	GEORGE	Telephone:	(408) 637-3509
Facility Type:	Other	Other Type:	SELF
Facility ID:	49992	Owner Name:	GEORGE H. HAGEMAN
Total Tanks:	2	Region:	STATE
Owner Address:	2810 SAN JUAN RD. HOLLISTER, CA 95023		
Tank Used for:	WASTE		
Tank Num:	2	Container Num:	2
Tank Capacity:	00000550	Year Installed:	1982
Type of Fuel:	WASTE OIL	Tank Construction:	12 gauge
Leak Detection:	Stock Inventor		
Contact Name:	GEORGE	Telephone:	(408) 637-3509
Facility Type:	Other	Other Type:	SELF

H31
NE
1/4-1/2
2359 ft.

Relative:
Higher

Actual:
281 ft.

MARK A. GIBSON
1190 BUENA VISTA RD
HOLLISTER, CA 95023

HIST UST U001601287
N/A

Site 1 of 2 in cluster H

UST HIST:

Facility ID:	43357	Owner Name:	MARK A. GIBSON
Total Tanks:	3	Region:	STATE
Owner Address:	1190 BUENA VISTA RD. HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	1	Container Num:	1
Tank Capacity:	00001000	Year Installed:	1967

MARK A. GIBSON (Continued) **U001601287**

Type of Fuel:	DIESEL	Tank Construction:	12 gauge
Leak Detection:	Visual, Stock Inventor		
Contact Name:	Not reported	Telephone:	(408) 637-3512
Facility Type:	Other	Other Type:	Not reported
Facility ID:	43357	Owner Name:	MARK A. GIBSON
Total Tanks:	3	Region:	STATE
Owner Address:	1190 BUENA VISTA RD. HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	2	Container Num:	2
Tank Capacity:	00000500	Year Installed:	Not reported
Type of Fuel:	REGULAR	Tank Construction:	12 gauge
Leak Detection:	Visual, Stock Inventor		
Contact Name:	Not reported	Telephone:	(408) 637-3512
Facility Type:	Other	Other Type:	Not reported
Facility ID:	43357	Owner Name:	MARK A. GIBSON
Total Tanks:	3	Region:	STATE
Owner Address:	1190 BUENA VISTA RD. HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	3	Container Num:	3
Tank Capacity:	00001000	Year Installed:	Not reported
Type of Fuel:	REGULAR	Tank Construction:	12 gauge
Leak Detection:	Visual, Stock Inventor		
Contact Name:	Not reported	Telephone:	(408) 637-3512
Facility Type:	Other	Other Type:	Not reported

H32
NE
1/4-1/2
2359 ft.

Relative:
Higher

Actual:
281 ft.

MARK A. GIBSON **CA FID UST S101625080**
1190 BUENA VISTA RD **SWEEPS UST N/A**
HOLLISTER, CA 95023

Site 2 of 2 in cluster H

FID:

Facility ID:	35000404	Regulate ID:	00043357
Reg By:	Active Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Active	Facility Tel:	(408) 637-3512
Mail To:	Not reported 1190 BUENA VISTA RD HOLLISTER, CA 95023		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

SWEEPS:

Status :	A
Comp Number :	43357
Number :	9
Board Of Equalization :	Not reported
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	1

MARK A. GIBSON (Continued) **S101625080**

Swrcb Tank Id :	35-031-043357-000001
Actv Date :	07-01-85
Capacity :	1000
Tank Use :	M.V. FUEL
Stg :	P
Content :	DIESEL
Number Of Tanks :	3
Status :	A
Comp Number :	43357
Number :	9
Board Of Equalization :	Not reported
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	2
Swrcb Tank Id :	35-031-043357-000002
Actv Date :	07-01-85
Capacity :	500
Tank Use :	M.V. FUEL
Stg :	P
Content :	LEADED
Number Of Tanks :	Not reported
Status :	A
Comp Number :	43357
Number :	9
Board Of Equalization :	Not reported
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	3
Swrcb Tank Id :	35-031-043357-000003
Actv Date :	07-01-85
Capacity :	1000
Tank Use :	M.V. FUEL
Stg :	P
Content :	LEADED
Number Of Tanks :	Not reported

I33 **HOLLISTER SERVICE CENTER** **RCRA-SQG 1000286726**
SE **1221 SOUTH STREET** **FINDS CAD982470601**
1/4-1/2 **HOLLISTER, CA 95023**
2360 ft.

Site 1 of 4 in cluster I

Relative:
Higher

Actual:
284 ft.

HOLLISTER SERVICE CENTER (Continued) **1000286726**

RCRAInfo:
Owner: CITY OF HOLLISTER
(415) 555-1212
EPA ID: CAD982470601
Contact: ENVIRONMENTAL MANAGER
(408) 637-8247
Classification: Small Quantity Generator
TSDF Activities: Not reported
Violation Status: No violations found

FINDS:
Other Pertinent Environmental Activity Identified at Site:
RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

I34 **SERVICE CENTER** **HAZNET U001601324**
SE **1221 SOUTH ST** **HIST UST N/A**
1/4-1/2 **HOLLISTER, CA 95023**
2360 ft.

Site 2 of 4 in cluster I

Relative:
Higher

Actual:
284 ft.

HAZNET:
Gepaid: CAH111000859
TSD EPA ID: Not reported
Gen County: San Benito
Tsd County: 99
Tons: 2.28
Facility Address 2: Not reported
Waste Category: Household waste
Disposal Method: Not reported
Contact: MANDY ROSE
Telephone: (831) 636-4110
Mailing Name: Not reported
Mailing Address: 3220 SOUTHSIDE RD
HOLLISTER, CA 95023
County Not reported

Gepaid: CAH111000859
TSD EPA ID: Not reported
Gen County: San Benito
Tsd County: 99
Tons: 3.57
Facility Address 2: Not reported
Waste Category: Household waste
Disposal Method: Recycler
Contact: MANDY ROSE
Telephone: (831) 636-4110
Mailing Name: Not reported
Mailing Address: 3220 SOUTHSIDE RD
HOLLISTER, CA 95023
County Not reported

SERVICE CENTER (Continued) **U001601324**

Gepaid: CAH111000859
TSD EPA ID: Not reported
Gen County: San Benito
Tsd County: 99
Tons: 0.17
Facility Address 2: Not reported
Waste Category:
Disposal Method: Treatment, Incineration
Contact: MANDY ROSE
Telephone: (831) 636-4110
Mailing Name: Not reported
Mailing Address: 3220 SOUTHSIDE RD
HOLLISTER, CA 95023
County Not reported

Gepaid: CAH111000859
TSD EPA ID: Not reported
Gen County: San Benito
Tsd County: 99
Tons: 0.10
Facility Address 2: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Treatment, Incineration
Contact: MANDY ROSE
Telephone: (831) 636-4110
Mailing Name: Not reported
Mailing Address: 3220 SOUTHSIDE RD
HOLLISTER, CA 95023
County Not reported

Gepaid: CAH111000859
TSD EPA ID: Not reported
Gen County: San Benito
Tsd County: 99
Tons: 2.91
Facility Address 2: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Contact: MANDY ROSE
Telephone: (831) 636-4110
Mailing Name: Not reported
Mailing Address: 3220 SOUTHSIDE RD
HOLLISTER, CA 95023
County Not reported

Click this hyperlink while viewing on your computer to access
18 additional CA HAZNET record(s) in the EDR Site Report.

UST HIST:
Facility ID: 43631
Total Tanks: 3
Owner Address: 375 FIFTH STREET
HOLLISTER, CA 95023
Tank Used for: PRODUCT
Tank Num: 1
Tank Capacity: 00010000
Type of Fuel: UNLEADED
Leak Detection: Pressure Test

Owner Name: CITY OF HOLLISTER
Region: STATE

Container Num: 85-1
Year Installed: 1976
Tank Construction: Not Reported

SERVICE CENTER (Continued) **U001601324**

Contact Name:	JACK LAPORTE	Telephone:	(408) 637-8247
Facility Type:	Other	Other Type:	MUNICIPALITY
Facility ID:	43631	Owner Name:	CITY OF HOLLISTER
Total Tanks:	3	Region:	STATE
Owner Address:	375 FIFTH STREET HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	2	Container Num:	85-2
Tank Capacity:	00000500	Year Installed:	1976
Type of Fuel:	DIESEL	Tank Construction:	Not Reported
Leak Detection:	Pressure Test		
Contact Name:	JACK LAPORTE	Telephone:	(408) 637-8247
Facility Type:	Other	Other Type:	MUNICIPALITY
Facility ID:	43631	Owner Name:	CITY OF HOLLISTER
Total Tanks:	3	Region:	STATE
Owner Address:	375 FIFTH STREET HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	3	Container Num:	85-3
Tank Capacity:	00008000	Year Installed:	1976
Type of Fuel:	REGULAR	Tank Construction:	Not Reported
Leak Detection:	Pressure Test		
Contact Name:	JACK LAPORTE	Telephone:	(408) 637-8247
Facility Type:	Other	Other Type:	MUNICIPALITY

I35
SE
1/4-1/2
2360 ft.

Relative:
Higher

Actual:
284 ft.

CITY OF HOLLISTER CORP **UST** **U003782830**
1220 SOUTH ST **N/A**
HOLLISTER, CA 95023

Site 3 of 4 in cluster I

State UST:

Facility ID:	43631
Total Tanks:	Not reported
Region:	STATE
Local Agency:	Hollister, San Benito County

I36
SE
1/4-1/2
2360 ft.

Relative:
Higher

Actual:
284 ft.

SERVICE CENTER **HAZNET** **S101630443**
1221 SOUTH ST **CA FID UST** **N/A**
HOLLISTER, CA 95023 **SWEEPS UST**

Site 4 of 4 in cluster I

HAZNET:

Gepaid:	CAH111000859
TSD EPA ID:	NVD980895338
Gen County:	San Benito
Tsd County:	San Benito
Tons:	0.29
Facility Address 2:	Not reported
Waste Category:	Household waste
Disposal Method:	Treatment, Tank
Contact:	MANDY ROSE
Telephone:	(831) 636-4110
Mailing Name:	Not reported
Mailing Address:	3220 SOUTHSIDE RD

SERVICE CENTER (Continued) **S101630443**

HOLLISTER, CA 95023
County San Benito

Gepaid: CAH111000859
TSD EPA ID: NVD980895338
Gen County: San Benito
Tsd County: San Benito
Tons: 0.84
Facility Address 2: Not reported
Waste Category: Household waste
Disposal Method: Recycler
Contact: MANDY ROSE
Telephone: (831) 636-4110
Mailing Name: Not reported
Mailing Address: 3220 SOUTHSIDE RD
HOLLISTER, CA 95023
County San Benito

Gepaid: CAH111000859
TSD EPA ID: NVD980895338
Gen County: San Benito
Tsd County: San Benito
Tons: 0.41
Facility Address 2: Not reported
Waste Category: Household waste
Disposal Method: Disposal, Land Fill
Contact: MANDY ROSE
Telephone: (831) 636-4110
Mailing Name: Not reported
Mailing Address: 3220 SOUTHSIDE RD
HOLLISTER, CA 95023
County San Benito

Gepaid: CAH111000859
TSD EPA ID: WAD991281767
Gen County: San Benito
Tsd County: San Benito
Tons: 3.25
Facility Address 2: Not reported
Waste Category: Household waste
Disposal Method: Not reported
Contact: MANDY ROSE
Telephone: (831) 636-4110
Mailing Name: Not reported
Mailing Address: 3220 SOUTHSIDE RD
HOLLISTER, CA 95023
County San Benito

Gepaid: CAH111000859
TSD EPA ID: WAD991281767
Gen County: San Benito
Tsd County: San Benito
Tons: 1.83
Facility Address 2: Not reported
Waste Category: Household waste
Disposal Method: Treatment, Incineration
Contact: MANDY ROSE
Telephone: (831) 636-4110
Mailing Name: Not reported

SERVICE CENTER (Continued) **S101630443**

Mailing Address: 3220 SOUTHSIDE RD
HOLLISTER, CA 95023
County San Benito

Click this hyperlink while viewing on your computer to access
2 additional CA HAZNET record(s) in the EDR Site Report.

FID:

Facility ID:	35000135	Regulate ID:	00043631
Reg By:	Active Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Active	Facility Tel:	(408) 637-8247
Mail To:	Not reported 375 5TH ST HOLLISTER, CA 95023		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

SWEEPS:

Status :	A
Comp Number :	43631
Number :	4
Board Of Equalization :	44-019684
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	85-1
Swrcb Tank Id :	35-031-043631-000001
Actv Date :	07-01-85
Capacity :	10000
Tank Use :	M.V. FUEL
Stg :	P
Content :	REG UNLEADED
Number Of Tanks :	3

Status :	A
Comp Number :	43631
Number :	4
Board Of Equalization :	44-019684
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	85-2
Swrcb Tank Id :	35-031-043631-000002
Actv Date :	07-01-85
Capacity :	500
Tank Use :	M.V. FUEL
Stg :	P
Content :	DIESEL
Number Of Tanks :	Not reported

Status :	A
Comp Number :	43631

SERVICE CENTER (Continued) **S101630443**

Number :	4
Board Of Equalization :	44-019684
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	85-3
Swrcb Tank Id :	35-031-043631-000003
Actv Date :	07-01-85
Capacity :	8000
Tank Use :	M.V. FUEL
Stg :	P
Content :	LEADED
Number Of Tanks :	Not reported

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37 **ROADRUNNER** **LUST S102435923**
East **905 SAN JUAN RD** **Cortese N/A**
1/2-1 **HOLLISTER, CA 95023**
3500 ft.

Relative:
Higher

Actual:
281 ft.

State LUST:

Cross Street:	Not reported		
Qty Leaked:	Not reported		
Case Number	Not reported		
Reg Board:	3		
Chemical:	Gasoline		
Lead Agency:	Local Agency		
Local Agency :	35031		
Case Type:	Undefined		
Status:	**Case Closed**		
Abate Method:	U		
Review Date:	Not reported	Confirm Leak:	Not reported
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	1998-12-16 00:00:00		
Release Date:	Not reported		
Cleanup Fund Id :	Not reported		
Discover Date :	Not reported		
Enforcement Dt :	Not reported		
Enf Type:	Not reported		
Enter Date :	Not reported		
Funding:	Responsible Party		
Staff Initials:	UST		
How Discovered:	OM		
How Stopped:	Not reported		
Interim :	No		
Leak Cause:	UNK		
Leak Source:	UNK		
MTBE Date :	Not reported		
Max MTBE GW :	Not reported		
MTBE Tested:	Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.		
Priority:	0		
Local Case # :	Not reported		
Beneficial:	Not reported		
Staff :	AJM		
GW Qualifier :	Not reported		
Max MTBE Soil :	Not reported		

ROADRUNNER (Continued) **S102435923**

Soil Qualifier : Not reported
Hydr Basin #: GILROY-HOLLISTER VAL
Operator : Not reported
Oversight Prgm: LUST
Review Date : 1990-09-20 00:00:00
Stop Date : Not reported
Work Suspended :Not reported
Responsible PartyNot reported
RP Address: Not reported
Global Id: T0606900052
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : LOCAL CLOSED CASE. ADMINISTRATIVELY DETERMINED CLOSURE DATE

LUST Region 3:

Case Number:	997	Release Date	09/11/1990
Cross Street:	Not reported	Enter Date:	09/23/1990
Basin Plan:	5.30		
Global ID:	T0606900052		
Operator:	Not reported		
Quantity:	Not reported		
Local Case Num:	Not reported		
Priority:	0		
Responsible Party	Not reported		
Local Agency:	Hollister, San Benito County	Regional Board:	Central Coast Region
Discovered:	Not reported	Stop Date:	Not reported
How Found:	Not reported	How Stopped:	Not reported
Source:	Other		
Cause:	UNK		
Lead Agency:	Local Agency		
Case Type:	Undefined		
Contact:	Not reported	Staff Initials:	JHM
Facility Status:	Case Closed		
Facility County:	San Benito		
Abate Method:	U		
Review Date:	09/20/1990	Funding:	Responsible Party
Confirm Leak:	Not reported	Workplan:	Not reported
Prelim Assess:	Not reported	Pollution Char:	/ /
Remedial Plan:	Not reported	Remedial Action:	Not reported
Monitoring:	/ /	Close Date:	12/16/98
Enforce Type:	Not reported		
Enforce Date:	Not reported	Pilot Program:	UST
Interim Action:	0	Region:	3
Mtbe Concentratn	0		
Mtbe Fuel:	1		
Org Name:	Not reported		
Assigned Name:	3510001-009		
Dist From Well:	0		
Well Name:	AIRLINE HIGHWAY WELL 06		
Mtbe Class:	*		
Water System:	CITY OF HOLLISTER		

ROADRUNNER (Continued) **S102435923**

Suspended :	Not reported
Beneficial :	Not reported
Max MTBE Ground Water :	Not reported
Max MTBE Soil :	Not reported
Max MTBE Data :	/ /
MTBE Tested :	NT
Lat/Long :	36.8528805 / -121.4159482
Soil Qualifier:	Not reported
Groundwater Qualifier:	Not reported
UST Cleanup Fund ID:	Not reported
Summary:	LOCAL CLOSED CASE. ADMINISTRATIVELY DETERMINED CLOSURE DATE

CORTESE:

Region:	CORTESE
Fac Address 2:	905 SAN JUAN RD

---

38 **266 LINE STREET** **LUST S102423410**
East **266 LINE ST** **Cortese N/A**
1/2-1 **HOLLISTER, CA 95023**
3564 ft.

Relative:
Higher

Actual:
281 ft.

State LUST:

Cross Street:	CENTRAL AVE		
Qty Leaked:	Not reported		
Case Number	Not reported		
Reg Board:	3		
Chemical:	Gasoline		
Lead Agency:	Local Agency		
Local Agency :	35031		
Case Type:	Undefined		
Status:	**Preliminary site assessment workplan submitted**		
Abate Method:	U		
Review Date:	Not reported	Confirm Leak:	Not reported
Workplan:	Not reported	Prelim Assess:	Not reported
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	Not reported		
Release Date:	Not reported		
Cleanup Fund Id :	Not reported		
Discover Date :	Not reported		
Enforcement Dt :	Not reported		
Enf Type:	Not reported		
Enter Date :	Not reported		
Funding:	Not reported		
Staff Initials:	UST		
How Discovered:	Tank Closure		
How Stopped:	Not reported		
Interim :	No		
Leak Cause:	Corrosion		
Leak Source:	Tank		
MTBE Date :	Not reported		
Max MTBE GW :	Not reported		
MTBE Tested:	Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.		
Priority:	0		
Local Case # :	Not reported		
Beneficial:	Not reported		
Staff :	AJM		
GW Qualifier :	Not reported		

266 LINE STREET (Continued) **S102423410**

Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: GILROY-HOLLISTER VAL
Operator : Not reported
Oversight Prgm: LUST
Review Date : 1993-03-23 00:00:00
Stop Date : Not reported
Work Suspended :Not reported
Responsible PartyNot reported
RP Address: Not reported
Global Id: T0606900034
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : SITE INVESTIGATION BEGINNING. OWNER TO RETURN TANK TO THE ORIGINAL SITE AND DISPOSE OF PROPERLY. LOCOL AGENCY TO KEEP ALL AGENCIES INFORMED AS TO SITE PROGRESS. RP AND WIFE DECEASED.

LUST Region 3:

Case Number:	746	Release Date	09/11/1989
Cross Street:	CENTRAL AVE	Enter Date:	01/10/1990
Basin Plan:	5.30		
Global ID:	T0606900034		
Operator:	Not reported		
Quantity:	Not reported		
Local Case Num:	Not reported		
Priority:	0		
Responsible Party	Not reported		
Local Agency:	Hollister, San Benito County	Regional Board:	Central Coast Region
Discovered:	5/2/89	Stop Date:	Not reported
How Found:	Tank Closure	How Stopped:	Not reported
Source:	Tank		
Cause:	Corrosion		
Lead Agency:	Local Agency		
Case Type:	Undefined		
Contact:	Not reported	Staff Initials:	JHM
Facility Status:	Preliminary site assessment workplan submitted		
Facility County:	San Benito		
Abate Method:	U		
Review Date:	03/23/1993	Funding:	Not reported
Confirm Leak:	Not reported	Workplan:	9/11/89
Prelim Assess:	Not reported	Pollution Char:	/ /
Remedial Plan:	Not reported	Remedial Action:	Not reported
Monitoring:	/ /	Close Date:	Not reported
Enforce Type:	Not reported		
Enforce Date:	Not reported	Pilot Program:	UST
Interim Action:	0	Region:	3
Mtbe Concentratn	0		
Mtbe Fuel:	1		
Org Name:	Not reported		
Assigned Name:	12S/05E-34F01 M		
Dist From Well:	0		

266 LINE STREET (Continued) **S102423410**

Well Name: SOUTH STREET WELL 04
Mtbe Class: *
Water System: CITY OF HOLLISTER
Suspended : Not reported
Beneficial : Not reported
Max MTBE Ground Water : Not reported
Max MTBE Soil : Not reported
Max MTBE Data : / /
MTBE Tested : NT
Lat/Long : 36.8541645 / -121.4126641
Soil Qualifier: Not reported
Groundwater Qualifier: Not reported
UST Cleanup Fund ID: Not reported
Summary: SITE INVESTIGATION BEGINNING. OWNER TO RETURN TANK TO THE ORIGINAL SITE AND DISPOSE OF PROPERLY. LOCOL AGENCY TO KEEP ALL AGENCIES INFORMED AS TO SITE PROGRESS. RP AND WIFE DECEASED.

CORTESE:
Region: CORTESE
Fac Address 2: 266 LINE ST

39
East
1/2-1
3793 ft.

JOHN SMITH SOLID WASTE DISP.
375 FIFTH STREET
HOLLISTER, CA 95023

Toxic Pits **S100676269**
N/A

Relative:
Higher

Actual:
281 ft.

TOXIC PITS:
Region: 03 Task #: 83008
Owner: CITY OF HOLLISTER
Num. of Pits: 2 1/2 Mi Limit: Yes
Hydro Geological Assessment Report Due: Not Reported
Final Hydro Geological Assessment Review Completed: 12/06/89
Cease Discharge Due: 02/26/88 Cease Discharge Completed: 02/29/88
Closure Due: 10/01/90 Status: CLOSED
Closure Completed: 01/01/91

40
East
1/2-1
3853 ft.

TEXACO
896 4TH ST
HOLLISTER, CA 95023

LUST **S102438630**
Cortese **N/A**

Relative:
Higher

Actual:
281 ft.

State LUST:
Cross Street: Not reported
Qty Leaked: Not reported
Case Number Not reported
Reg Board: 3
Chemical: Gasoline
Lead Agency: Local Agency
Local Agency : 35031
Case Type: Undefined
Status: Case Closed
Abate Method: U
Review Date: Not reported
Workplan: Not reported
Pollution Char: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: 1987-08-11 00:00:00
Confirm Leak: Not reported
Prelim Assess: Not reported
Remed Plan: Not reported

TEXACO (Continued) **S102438630**

Release Date: Not reported
Cleanup Fund Id : Not reported
Discover Date : Not reported
Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : Not reported
Funding: Responsible Party
Staff Initials: UST
How Discovered: OM
How Stopped: Not reported
Interim : No
Leak Cause: UNK
Leak Source: UNK
MTBE Date : Not reported
Max MTBE GW : Not reported
MTBE Tested: Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.
Priority: 0
Local Case # : Not reported
Beneficial: Not reported
Staff : AJM
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: GILROY-HOLLISTER VAL
Operator : Not reported
Oversight Prgm: LUST
Review Date : 1990-09-20 00:00:00
Stop Date : Not reported
Work Suspended : Not reported
Responsible Party Not reported
RP Address: Not reported
Global Id: T0606900048
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : CASE CLOSED. LOCAL.

LUST Region 3:
Case Number: 906
Cross Street: Not reported
Basin Plan: 5.30
Global ID: T0606900048
Operator: Not reported
Quantity: Not reported
Local Case Num: Not reported
Priority: 0
Responsible Party Not reported
Local Agency: Hollister, San Benito County
Discovered: 9/11/90
How Found: Not reported
Source: Other
Cause: UNK
Release Date 09/11/1990
Enter Date: 09/23/1990
Regional Board: Central Coast Region
Stop Date: Not reported
How Stopped: Not reported

TEXACO (Continued) **S102438630**

Lead Agency:	Local Agency		
Case Type:	Undefined		
Contact:	Not reported	Staff Initials:	JHM
Facility Status:	Case Closed		
Facility County:	San Benito		
Abate Method:	U		
Review Date:	09/20/1990	Funding:	Responsible Party
Confirm Leak:	Not reported	Workplan:	Not reported
Prelim Assess:	Not reported	Pollution Char:	/ /
Remedial Plan:	Not reported	Remedial Action:	Not reported
Monitoring:	/ /	Close Date:	8/11/87
Enforce Type:	Not reported		
Enforce Date:	Not reported	Pilot Program:	UST
Interim Action:	0	Region:	3
Mtbe Concentratn	0		
Mtbe Fuel:	1		
Org Name:	Not reported		
Assigned Name:	12S/05E-34F01 M		
Dist From Well:	0		
Well Name:	SOUTH STREET WELL 04		
Mtbe Class:	*		
Water System:	CITY OF HOLLISTER		
Suspended :	Not reported		
Beneficial :	Not reported		
Max MTBE Ground Water :	Not reported		
Max MTBE Soil :	Not reported		
Max MTBE Data :	/ /		
MTBE Tested :	NT		
Lat/Long :	36.8529185 / -121.4125111		
Soil Qualifier:	Not reported		
Groundwater Qualifier:	Not reported		
UST Cleanup Fund ID:	Not reported		
Summary:	CASE CLOSED. LOCAL.		

CORTESE:

Region:	CORTESE
Fac Address 2:	896 4TH ST

41
ESE
1/2-1
4276 ft.

ALVAREZ TEXACO
759 SAN BENITO STREET
HOLLISTER, CA 93060

Notify 65 **U000059294**
N/A

Relative:
Higher

Actual:
281 ft.

NOTIFY 65:

Date Reported:	Not reported	Staff Initials:	Not reported
Board File Number:	Not reported		
Facility Type:	Not reported		
Discharge Date:	Not reported		
Incident Description:	93060		

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
HOLLISTER	S103843249	HOLLISTER AIRPORT	HWY 156		SLIC
HOLLISTER	1004442737	SOIL CHEMICALS CORP	8770 HWY 25	95023	SSTS
HOLLISTER	1004443733	TRICAL INCORPORATED	8770 HWY. 25	95023	FINDS, SSTS
HOLLISTER	1005452230	TRICAL INC	8770 HWY 25	95023	TRIS, EMI
HOLLISTER	1007646021	TRICAL	8770 HWY 25	95023	SSTS
HOLLISTER	S106085907	CALTRANS DIST 4/CONSTRUCTION	RTE 25 PM 0.0 TO PM 96.7	95023	HAZNET
HOLLISTER	S103967933	HOLLISTER TRUCK PARTS	4364 HWY 25/BOLSA RD	95023	HAZNET
HOLLISTER	U003782295	COUNTY CORP. YARD (OLD)	509 / 521 FOURTH STREET	95023	UST
HOLLISTER	S107139356	CALTRANS DIST 5/CONSTR	KM 82.8-95.8 RTE 25	95023	HAZNET
HOLLISTER	S106166755	HERITAGE CLEANERS	1709 AIRLINE HWY SUITE G	95023	CLEANERS
HOLLISTER	S107454223	HERBERT COMPOST OPERATION	APN 013-09-0-025,-026 SOUTH OF		SWF/LF
HOLLISTER	S105254815	HOLLISTER INDUSTRIAL WWTP	WEST END OF SOUTH ST		CA WDS
HOLLISTER	S103678737	SAN BENITO CTY/EMERG RESPONSE-97 F	FLOOD WASTE ONLY FROM SAN BENI		HAZNET
HOLLISTER	S103980425	P G & E HOLLISTER SUBSTATION	FLORA RD N OF HWY 25	95023	HAZNET
HOLLISTER	S103975970	MAERS-CPT	EB HWY 156 @ SAN FELIPE RD	95023	HAZNET
HOLLISTER	S104581376	GEOF LANINI TRUCKING	4281 PACHECO HWY	95023	HAZNET
HOLLISTER	S103989307	STATE OF CAL DEPT OF FORESTRY & FI	12280 PACHECO PASS HWY/PACHECO	95023	HAZNET
HOLLISTER	S106858693	CDF PARKWAY, A CA LLC COMPANY, DBA	10023 PACHECO PASS HWY	95023	CLEANERS
HOLLISTER	S106930259	PACHECO FFS	12280 PACHECO PASS HWY 152	95023	SWEEPS UST
HOLLISTER	S107148907	CASA DE FRUTA, LP	10011 PACHECO PASS HWY	95023	HAZNET
HOLLISTER	1000165220	US BUREAU OF LAND MGMT VALLECITOS	T16S R11E SEC 25 - 50 MI SE OF	95023	CERCLIS, FINDS
HOLLISTER	S101625009	CESARE BERTERO	SAN JUAN RD	95023	CA FID UST, SWEEPS UST
HOLLISTER	S101625086	MINISERE	5 SAN BENITA	95023	CA FID UST, SWEEPS UST
HOLLISTER	S103986460	SAN JUSTO SUBSTATION	SAN JUSTO RD W OF LUCY BROWN	95023	HAZNET
HOLLISTER	U001601203	CESARE BERTERO	SAN JUAN ROAD	95023	HIST UST
HOLLISTER	S102429035	E'S RANCH MILK	SAN BENITO ST	95023	LUST, Cortese
HOLLISTER	S105254814	HOLLISTER DOMESTIC WWTP	N SIDE HWY 156, W SAN BENITO R		CA WDS
HOLLISTER	1003878919	PG&E GAS PLANT HOLLISTER	SIXTH & SALLY STS	95023	CERC-NFRAP
HOLLISTER	S106102203	PAICINES QUARRY	TRES PINOS CREEK S OF STATE HW		CA WDS
HOLLISTER	S103986202	SAN BENITO COUNTY/CLANDESTINE DRUG	VARIOUS LOCATIONS WITHIN SAN B		HAZNET
HOLLISTER	S107150181	SAN BENITO COUNTY/CLANDESTINE DRUG	VARIOUS LOCATIONS WITHIN SAN		HAZNET
HOLLISTER	S102804036	ELYXIR DISTRIBUTOR	500 YARDS FROM MILLER DR	95023	HAZNET
SAN JUAN BAUTISTA	U001601234	FREMONT PEAK COMMUNICATION FAC	6 MI SE SAN JUAN BAUTI	95023	HIST UST, SWEEPS UST

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

FEDERAL RECORDS

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 11/29/05
Date Data Arrived at EDR: 01/31/06
Date Made Active in Reports: 02/27/06
Number of Days to Update: 27

Source: EPA
Telephone: N/A
Last EDR Contact: 01/31/06
Next Scheduled EDR Contact: 05/01/06
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 6
Telephone: 214-655-6659

EPA Region 8
Telephone: 303-312-6774

Proposed NPL: Proposed National Priority List Sites

Date of Government Version: 11/29/05
Date Data Arrived at EDR: 01/31/06
Date Made Active in Reports: 02/27/06
Number of Days to Update: 27

Source: EPA
Telephone: N/A
Last EDR Contact: 01/31/06
Next Scheduled EDR Contact: 05/01/06
Data Release Frequency: Quarterly

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 11/29/05
Date Data Arrived at EDR: 01/31/06
Date Made Active in Reports: 02/27/06
Number of Days to Update: 27

Source: EPA
Telephone: N/A
Last EDR Contact: 01/31/06
Next Scheduled EDR Contact: 05/01/06
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/91
Date Data Arrived at EDR: 02/02/94
Date Made Active in Reports: 03/30/94
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 02/20/06
Next Scheduled EDR Contact: 05/22/06
Data Release Frequency: No Update Planned

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/24/05
Date Data Arrived at EDR: 12/21/05
Date Made Active in Reports: 01/30/06
Number of Days to Update: 40

Source: EPA
Telephone: 703-413-0223
Last EDR Contact: 12/21/05
Next Scheduled EDR Contact: 03/20/06
Data Release Frequency: Quarterly

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version: 10/24/05
Date Data Arrived at EDR: 12/21/05
Date Made Active in Reports: 01/30/06
Number of Days to Update: 40

Source: EPA
Telephone: 703-413-0223
Last EDR Contact: 12/21/05
Next Scheduled EDR Contact: 03/20/06
Data Release Frequency: Quarterly

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/29/05
Date Data Arrived at EDR: 01/11/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 41

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/06/05
Next Scheduled EDR Contact: 03/06/06
Data Release Frequency: Quarterly

RCRA: Resource Conservation and Recovery Act Information

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/15/05
Date Data Arrived at EDR: 12/28/05
Date Made Active in Reports: 01/30/06
Number of Days to Update: 33

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/28/05
Next Scheduled EDR Contact: 02/27/06
Data Release Frequency: Quarterly

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/05
Date Data Arrived at EDR: 01/12/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 40

Source: National Response Center, United States Coast Guard
Telephone: 202-260-2342
Last EDR Contact: 01/12/06
Next Scheduled EDR Contact: 04/24/06
Data Release Frequency: Annually

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/05
Date Data Arrived at EDR: 01/16/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 36

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 01/16/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: Annually

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/02/05
Date Data Arrived at EDR: 08/12/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 55

Source: Environmental Protection Agency
Telephone: 703-603-8867
Last EDR Contact: 02/10/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 01/10/05
Date Data Arrived at EDR: 02/11/05
Date Made Active in Reports: 04/06/05
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 703-603-8867
Last EDR Contact: 02/10/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/04
Date Data Arrived at EDR: 02/08/05
Date Made Active in Reports: 08/04/05
Number of Days to Update: 177

Source: USGS
Telephone: 703-692-8801
Last EDR Contact: 02/06/06
Next Scheduled EDR Contact: 05/08/06
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/05/05
Date Data Arrived at EDR: 01/19/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 33

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 01/19/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Varies

US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 11/29/05
Date Data Arrived at EDR: 12/05/05
Date Made Active in Reports: 01/30/06
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 11/30/05
Next Scheduled EDR Contact: 03/13/06
Data Release Frequency: Semi-Annually

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/14/04
Date Data Arrived at EDR: 02/15/05
Date Made Active in Reports: 04/25/05
Number of Days to Update: 69

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 01/26/06
Next Scheduled EDR Contact: 04/24/06
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 12/07/05
Date Data Arrived at EDR: 01/06/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 46

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 01/04/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 11/04/05
Date Data Arrived at EDR: 11/28/05
Date Made Active in Reports: 01/30/06
Number of Days to Update: 63

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 10/28/05
Next Scheduled EDR Contact: 12/19/05
Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/85
Date Data Arrived at EDR: 08/09/04
Date Made Active in Reports: 09/17/04
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/04
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/03
Date Data Arrived at EDR: 07/13/05
Date Made Active in Reports: 08/17/05
Number of Days to Update: 35

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 12/21/05
Next Scheduled EDR Contact: 03/20/06
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/02
Date Data Arrived at EDR: 04/27/04
Date Made Active in Reports: 05/21/04
Number of Days to Update: 24

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 01/30/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 01/17/06
Date Data Arrived at EDR: 01/24/06
Date Made Active in Reports: 02/27/06
Number of Days to Update: 34

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 12/20/05
Next Scheduled EDR Contact: 03/20/06
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Date of Government Version: 01/17/06
Date Data Arrived at EDR: 01/24/06
Date Made Active in Reports: 02/27/06
Number of Days to Update: 34

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 12/20/05
Next Scheduled EDR Contact: 03/20/06
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/03
Date Data Arrived at EDR: 01/03/05
Date Made Active in Reports: 01/25/05
Number of Days to Update: 22

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 01/16/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: Annually

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 12/27/05
Date Data Arrived at EDR: 02/08/06
Date Made Active in Reports: 02/27/06
Number of Days to Update: 19

Source: EPA
Telephone: 202-564-3887
Last EDR Contact: 02/08/06
Next Scheduled EDR Contact: 05/08/06
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 10/18/05
Date Data Arrived at EDR: 10/31/05
Date Made Active in Reports: 12/20/05
Number of Days to Update: 50

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 02/08/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Quarterly

MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 11/08/05
Date Data Arrived at EDR: 12/27/05
Date Made Active in Reports: 01/30/06
Number of Days to Update: 34

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 12/27/05
Next Scheduled EDR Contact: 03/27/06
Data Release Frequency: Semi-Annually

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 01/09/06
Date Data Arrived at EDR: 01/16/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 36

Source: EPA
Telephone: N/A
Last EDR Contact: 01/03/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95
Date Data Arrived at EDR: 07/03/95
Date Made Active in Reports: 08/07/95
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 12/05/05
Next Scheduled EDR Contact: 03/06/06
Data Release Frequency: No Update Planned

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/03
Date Data Arrived at EDR: 06/17/05
Date Made Active in Reports: 08/04/05
Number of Days to Update: 48

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 09/12/05
Next Scheduled EDR Contact: 12/12/05
Data Release Frequency: Biennially

STATE AND LOCAL RECORDS

AWP: Annual Workplan Sites

Known Hazardous Waste Sites. California DTSC's Annual Workplan (AWP), formerly BEP, identifies known hazardous substance sites targeted for cleanup.

Date of Government Version: 08/08/05
Date Data Arrived at EDR: 08/29/05
Date Made Active in Reports: 09/21/05
Number of Days to Update: 23

Source: California Environmental Protection Agency
Telephone: 916-323-3400
Last EDR Contact: 02/27/06
Next Scheduled EDR Contact: 05/29/06
Data Release Frequency: Annually

CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database.

Date of Government Version: 08/08/05
Date Data Arrived at EDR: 08/29/05
Date Made Active in Reports: 09/21/05
Number of Days to Update: 23

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/27/06
Next Scheduled EDR Contact: 05/29/06
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/89
Date Data Arrived at EDR: 07/27/94
Date Made Active in Reports: 08/02/94
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/94
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

NFA: No Further Action Determination

This category contains properties at which DTSC has made a clear determination that the property does not pose a problem to the environment or to public health.

Date of Government Version: 08/08/05
Date Data Arrived at EDR: 08/29/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/27/06
Next Scheduled EDR Contact: 05/29/06
Data Release Frequency: Quarterly

NFE: Properties Needing Further Evaluation

This category contains properties that are suspected of being contaminated. These are unconfirmed contaminated properties that need to be assessed using the PEA process. PEA in Progress indicates properties where DTSC is currently conducting a PEA. PEA Required indicates properties where DTSC has determined a PEA is required, but not currently underway.

Date of Government Version: 08/08/05
Date Data Arrived at EDR: 08/29/05
Date Made Active in Reports: 09/21/05
Number of Days to Update: 23

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/27/06
Next Scheduled EDR Contact: 05/29/06
Data Release Frequency: Quarterly

REF: Unconfirmed Properties Referred to Another Agency

This category contains properties where contamination has not been confirmed and which were determined as not requiring direct DTSC Site Mitigation Program action or oversight. Accordingly, these sites have been referred to another state or local regulatory agency.

Date of Government Version: 08/08/05
Date Data Arrived at EDR: 08/29/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/27/06
Next Scheduled EDR Contact: 05/29/06
Data Release Frequency: Quarterly

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 08/08/05
Date Data Arrived at EDR: 08/29/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/27/06
Next Scheduled EDR Contact: 05/29/06
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/95
Date Data Arrived at EDR: 08/30/95
Date Made Active in Reports: 09/26/95
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/30/06
Next Scheduled EDR Contact: 05/01/06
Data Release Frequency: No Update Planned

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 12/08/05
Date Data Arrived at EDR: 12/13/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 37

Source: Integrated Waste Management Board
Telephone: 916-341-6320
Last EDR Contact: 12/13/05
Next Scheduled EDR Contact: 03/13/06
Data Release Frequency: Quarterly

CA WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 12/19/05
Date Data Arrived at EDR: 12/21/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 29

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 12/21/05
Next Scheduled EDR Contact: 03/20/06
Data Release Frequency: Quarterly

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/00
Date Data Arrived at EDR: 04/10/00
Date Made Active in Reports: 05/10/00
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 12/05/05
Next Scheduled EDR Contact: 12/19/05
Data Release Frequency: Quarterly

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites). This listing is no longer updated by the state agency.

Date of Government Version: 04/01/01
Date Data Arrived at EDR: 05/29/01
Date Made Active in Reports: 07/26/01
Number of Days to Update: 58

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-9100
Last EDR Contact: 02/06/06
Next Scheduled EDR Contact: 04/24/06
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 01/05/06
Date Data Arrived at EDR: 01/09/06
Date Made Active in Reports: 01/31/06
Number of Days to Update: 22

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 01/09/06
Next Scheduled EDR Contact: 04/10/06
Data Release Frequency: Quarterly

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/03
Date Data Arrived at EDR: 09/10/03
Date Made Active in Reports: 10/07/03
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 916-542-5424
Last EDR Contact: 12/05/05
Next Scheduled EDR Contact: 03/06/06
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Date of Government Version: 01/15/06
Date Data Arrived at EDR: 01/16/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 36

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 01/16/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Quarterly

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/04
Date Data Arrived at EDR: 09/07/04
Date Made Active in Reports: 10/12/04
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 12/27/05
Next Scheduled EDR Contact: 03/27/06
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Date of Government Version: 05/19/03
Date Data Arrived at EDR: 05/19/03
Date Made Active in Reports: 06/02/03
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 02/13/06
Next Scheduled EDR Contact: 05/15/06
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST REG 2: Fuel Leak List

Date of Government Version: 09/30/04
Date Data Arrived at EDR: 10/20/04
Date Made Active in Reports: 11/19/04
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 01/09/06
Next Scheduled EDR Contact: 04/10/06
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/01
Date Data Arrived at EDR: 02/28/01
Date Made Active in Reports: 03/29/01
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-576-2220
Last EDR Contact: 02/20/06
Next Scheduled EDR Contact: 05/22/06
Data Release Frequency: No Update Planned

LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 01/09/06
Date Data Arrived at EDR: 01/09/06
Date Made Active in Reports: 01/31/06
Number of Days to Update: 22

Source: State Water Resources Control Board
Contact: San Benito County Health Dept, (831) 636-4035
Last EDR Contact: 01/09/06
Next Scheduled EDR Contact: 04/10/06
Data Release Frequency: Quarterly

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Date of Government Version: 06/07/05
Date Data Arrived at EDR: 06/07/05
Date Made Active in Reports: 06/29/05
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-346-7491
Last EDR Contact: 01/04/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing

Date of Government Version: 02/26/04
Date Data Arrived at EDR: 02/26/04
Date Made Active in Reports: 03/24/04
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-346-7491
Last EDR Contact: 12/27/05
Next Scheduled EDR Contact: 03/27/06
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/05
Date Data Arrived at EDR: 02/15/05
Date Made Active in Reports: 03/28/05
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-4130
Last EDR Contact: 02/06/06
Next Scheduled EDR Contact: 05/08/06
Data Release Frequency: Varies

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/01
Date Data Arrived at EDR: 04/23/01
Date Made Active in Reports: 05/21/01
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 01/16/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/94
Date Data Arrived at EDR: 09/05/95
Date Made Active in Reports: 09/29/95
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/98
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SLIC: Statewide SLIC Cases

The Spills, Leaks, Investigations, and Cleanups (SLIC) listings includes unauthorized discharges from spills and leaks, other than from underground storage tanks or other regulated sites.

Date of Government Version: 01/09/06
Date Data Arrived at EDR: 01/09/06
Date Made Active in Reports: 01/31/06
Number of Days to Update: 22

Source: State Water Resources Control Board
Contact: San Benito County Health Dept, (831) 636-4035
Last EDR Contact: 01/09/06
Next Scheduled EDR Contact: 04/10/06
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

Date of Government Version: 04/03/03
Date Data Arrived at EDR: 04/07/03
Date Made Active in Reports: 04/25/03
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 02/20/06
Next Scheduled EDR Contact: 05/22/06
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 09/30/04
Date Data Arrived at EDR: 10/20/04
Date Made Active in Reports: 11/19/04
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 01/09/06
Next Scheduled EDR Contact: 04/10/06
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 11/16/05
Date Data Arrived at EDR: 11/16/05
Date Made Active in Reports: 12/12/05
Number of Days to Update: 26

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 02/13/06
Next Scheduled EDR Contact: 05/15/06
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 11/17/04
Date Data Arrived at EDR: 11/18/04
Date Made Active in Reports: 01/04/05
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 01/23/06
Next Scheduled EDR Contact: 04/24/06
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Unregulated sites that impact groundwater or have the potential to impact groundwater.

Date of Government Version: 04/01/05
Date Data Arrived at EDR: 04/05/05
Date Made Active in Reports: 04/21/05
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 01/16/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Semi-Annually

Date of Government Version: 01/30/06
Date Data Arrived at EDR: 01/30/06
Date Made Active in Reports: 02/17/06
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5712
Last EDR Contact: 01/30/06
Next Scheduled EDR Contact: 05/01/06
Data Release Frequency: Quarterly

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1980?s. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/94
Date Data Arrived at EDR: 07/07/05
Date Made Active in Reports: 08/11/05
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/05
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/31/04
Date Data Arrived at EDR: 11/30/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 50

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 02/20/06
Next Scheduled EDR Contact: 05/22/06
Data Release Frequency: Varies

NOTIFY 65: Proposition 65 Records

Proposition 65 Notification Records. NOTIFY 65 contains facility notifications about any release which could impact drinking water and thereby expose the public to a potential health risk.

Date of Government Version: 10/21/93
Date Data Arrived at EDR: 11/01/93
Date Made Active in Reports: 11/19/93
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 01/16/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: No Update Planned

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 01/03/06
Date Data Arrived at EDR: 01/04/06
Date Made Active in Reports: 01/19/06
Number of Days to Update: 15

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/03/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Semi-Annually

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Date of Government Version: 05/24/05
Date Data Arrived at EDR: 05/25/05
Date Made Active in Reports: 06/16/05
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 01/06/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites

Date of Government Version: 09/07/04
Date Data Arrived at EDR: 09/07/04
Date Made Active in Reports: 10/12/04
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 12/05/05
Next Scheduled EDR Contact: 03/06/06
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List

Date of Government Version: 11/24/04
Date Data Arrived at EDR: 11/29/04
Date Made Active in Reports: 01/04/05
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 02/20/06
Next Scheduled EDR Contact: 05/22/06
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Date of Government Version: 11/17/04
Date Data Arrived at EDR: 01/17/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 35

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 01/17/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Date of Government Version: 12/14/05
Date Data Arrived at EDR: 12/14/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 36

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 02/27/06
Next Scheduled EDR Contact: 05/29/06
Data Release Frequency: Annually

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 01/09/06
Date Data Arrived at EDR: 01/09/06
Date Made Active in Reports: 01/31/06
Number of Days to Update: 22

Source: SWRCB
Contact: San Benito County Health Dept, (831) 636-4035
Last EDR Contact: 01/09/06
Next Scheduled EDR Contact: 04/10/06
Data Release Frequency: Semi-Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/90
Date Data Arrived at EDR: 01/25/91
Date Made Active in Reports: 02/12/91
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/01
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

AST: Aboveground Petroleum Storage Tank Facilities

Registered Aboveground Storage Tanks.

Date of Government Version: 08/08/05
Date Data Arrived at EDR: 08/29/05
Date Made Active in Reports: 09/21/05
Number of Days to Update: 23

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/27/06
Next Scheduled EDR Contact: 05/29/06
Data Release Frequency: Quarterly

CLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 04/18/05
Date Data Arrived at EDR: 04/18/05
Date Made Active in Reports: 05/06/05
Number of Days to Update: 18

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 01/04/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Annually

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 01/23/06
Date Data Arrived at EDR: 01/24/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 28

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 01/23/06
Next Scheduled EDR Contact: 04/24/06
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/03
Date Data Arrived at EDR: 10/11/05
Date Made Active in Reports: 10/31/05
Number of Days to Update: 20

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 02/24/06
Next Scheduled EDR Contact: 05/08/06
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/03
Date Data Arrived at EDR: 07/19/05
Date Made Active in Reports: 08/11/05
Number of Days to Update: 23

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 01/16/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: Varies

TRIBAL RECORDS

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/04
Date Data Arrived at EDR: 02/08/05
Date Made Active in Reports: 08/04/05
Number of Days to Update: 177

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 02/06/06
Next Scheduled EDR Contact: 05/08/06
Data Release Frequency: Semi-Annually

INDIAN LUST: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 09/07/05
Date Data Arrived at EDR: 09/08/05
Date Made Active in Reports: 10/31/05
Number of Days to Update: 53

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/10/06
Next Scheduled EDR Contact: 05/22/06
Data Release Frequency: Varies

INDIAN LUST: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 12/01/05
Date Data Arrived at EDR: 01/03/06
Date Made Active in Reports: 01/19/06
Number of Days to Update: 16

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 02/20/06
Next Scheduled EDR Contact: 05/22/06
Data Release Frequency: Varies

INDIAN UST: Underground Storage Tanks on Indian Land

Date of Government Version: 11/08/05
Date Data Arrived at EDR: 11/09/05
Date Made Active in Reports: 12/12/05
Number of Days to Update: 33

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 02/20/06
Next Scheduled EDR Contact: 05/22/06
Data Release Frequency: Varies

EDR PROPRIETARY RECORDS

Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Historical Auto Stations: EDR Proprietary Historic Gas Stations
EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Historical Cleaners: EDR Proprietary Historic Dry Cleaners
EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Underground Tanks

Date of Government Version: 11/08/05
Date Data Arrived at EDR: 11/10/05
Date Made Active in Reports: 12/08/05
Number of Days to Update: 28

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 02/27/06
Next Scheduled EDR Contact: 04/24/06
Data Release Frequency: Semi-Annually

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 11/08/05
Date Data Arrived at EDR: 11/15/05
Date Made Active in Reports: 12/12/05
Number of Days to Update: 27

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/23/06
Next Scheduled EDR Contact: 04/24/06
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 12/09/05
Date Data Arrived at EDR: 12/09/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 41

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 02/27/06
Next Scheduled EDR Contact: 05/29/06
Data Release Frequency: Semi-Annually

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 01/18/06
Date Data Arrived at EDR: 01/18/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 34

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 01/18/06
Next Scheduled EDR Contact: 05/08/06
Data Release Frequency: Semi-Annually

KERN COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 12/09/05
Date Data Arrived at EDR: 12/09/05
Date Made Active in Reports: 01/11/06
Number of Days to Update: 33

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 12/05/05
Next Scheduled EDR Contact: 02/27/06
Data Release Frequency: Quarterly

LOS ANGELES COUNTY:

List of Solid Waste Facilities

Date of Government Version: 11/01/05
Date Data Arrived at EDR: 12/01/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 49

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 02/15/06
Next Scheduled EDR Contact: 05/15/06
Data Release Frequency: Varies

City of El Segundo Underground Storage Tank

Date of Government Version: 11/14/05
Date Data Arrived at EDR: 11/14/05
Date Made Active in Reports: 12/08/05
Number of Days to Update: 24

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 02/27/06
Next Scheduled EDR Contact: 05/15/06
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank

Date of Government Version: 03/28/03
Date Data Arrived at EDR: 10/23/03
Date Made Active in Reports: 11/26/03
Number of Days to Update: 34

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 02/24/06
Next Scheduled EDR Contact: 05/22/06
Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Date of Government Version: 11/29/05
Date Data Arrived at EDR: 12/01/05
Date Made Active in Reports: 12/16/05
Number of Days to Update: 15

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 02/27/06
Next Scheduled EDR Contact: 05/15/06
Data Release Frequency: Semi-Annually

City of Los Angeles Landfills

Date of Government Version: 03/01/05
Date Data Arrived at EDR: 03/18/05
Date Made Active in Reports: 04/08/05
Number of Days to Update: 21

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 12/13/05
Next Scheduled EDR Contact: 03/13/06
Data Release Frequency: Varies

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 10/31/05
Date Data Arrived at EDR: 01/30/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 22

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 02/13/06
Next Scheduled EDR Contact: 05/15/06
Data Release Frequency: Semi-Annually

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 05/25/05
Date Data Arrived at EDR: 05/27/05
Date Made Active in Reports: 07/01/05
Number of Days to Update: 35

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 02/03/06
Next Scheduled EDR Contact: 05/15/06
Data Release Frequency: Annually

San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 12/31/98
Date Data Arrived at EDR: 07/07/99
Date Made Active in Reports: N/A
Number of Days to Update: 35

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 07/06/99
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 08/08/05
Date Data Arrived at EDR: 08/26/05
Date Made Active in Reports: 09/28/05
Number of Days to Update: 33

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 01/30/06
Next Scheduled EDR Contact: 05/01/06
Data Release Frequency: Semi-Annually

NAPA COUNTY:

Sites With Reported Contamination

Date of Government Version: 12/27/05
Date Data Arrived at EDR: 12/28/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 22

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 12/27/05
Next Scheduled EDR Contact: 03/27/06
Data Release Frequency: Semi-Annually

Closed and Operating Underground Storage Tank Sites

Date of Government Version: 12/27/05
Date Data Arrived at EDR: 12/28/05
Date Made Active in Reports: 01/11/06
Number of Days to Update: 14

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 12/27/05
Next Scheduled EDR Contact: 03/27/06
Data Release Frequency: Annually

ORANGE COUNTY:

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 12/01/05
Date Data Arrived at EDR: 12/20/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 30

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 12/07/05
Next Scheduled EDR Contact: 03/06/06
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 12/01/05
Date Data Arrived at EDR: 12/16/05
Date Made Active in Reports: 01/11/06
Number of Days to Update: 26

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 12/07/05
Next Scheduled EDR Contact: 03/06/06
Data Release Frequency: Quarterly

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 12/01/05
Date Data Arrived at EDR: 12/20/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 30

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 12/07/05
Next Scheduled EDR Contact: 03/06/06
Data Release Frequency: Annually

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 01/18/06
Date Data Arrived at EDR: 01/18/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 34

Source: Placer County Health and Human Services
Telephone: 530-889-7312
Last EDR Contact: 12/20/05
Next Scheduled EDR Contact: 03/20/06
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 11/22/05
Date Data Arrived at EDR: 11/23/05
Date Made Active in Reports: 12/12/05
Number of Days to Update: 19

Source: Department of Public Health
Telephone: 951-358-5055
Last EDR Contact: 01/16/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: Quarterly

Underground Storage Tank Tank List

Date of Government Version: 11/22/05
Date Data Arrived at EDR: 11/23/05
Date Made Active in Reports: 12/16/05
Number of Days to Update: 23

Source: Health Services Agency
Telephone: 951-358-5055
Last EDR Contact: 01/16/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS - Contaminated Sites

Date of Government Version: 11/23/05
Date Data Arrived at EDR: 12/16/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 34

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/30/06
Next Scheduled EDR Contact: 05/01/06
Data Release Frequency: Quarterly

ML - Regulatory Compliance Master List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/23/05
Date Data Arrived at EDR: 12/14/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 36

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/30/06
Next Scheduled EDR Contact: 05/01/06
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 12/21/05
Date Data Arrived at EDR: 12/21/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 29

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 12/05/05
Next Scheduled EDR Contact: 03/06/06
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 11/01/05
Date Data Arrived at EDR: 12/29/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 21

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 02/20/06
Next Scheduled EDR Contact: 05/22/06
Data Release Frequency: Varies

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 05/16/05
Date Data Arrived at EDR: 05/18/05
Date Made Active in Reports: 06/16/05
Number of Days to Update: 29

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 01/20/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Quarterly

SAN FRANCISCO COUNTY:

Local Oversite Facilities

Date of Government Version: 12/07/05
Date Data Arrived at EDR: 12/07/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 43

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 12/05/05
Next Scheduled EDR Contact: 03/06/06
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Underground Storage Tank Information

Date of Government Version: 12/07/05
Date Data Arrived at EDR: 12/07/05
Date Made Active in Reports: 01/11/06
Number of Days to Update: 35

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 12/05/05
Next Scheduled EDR Contact: 03/06/06
Data Release Frequency: Quarterly

SAN MATEO COUNTY:

Fuel Leak List

Date of Government Version: 01/11/06
Date Data Arrived at EDR: 01/12/06
Date Made Active in Reports: 01/31/06
Number of Days to Update: 19

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 01/09/06
Next Scheduled EDR Contact: 04/10/06
Data Release Frequency: Semi-Annually

Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 01/09/06
Date Data Arrived at EDR: 01/10/06
Date Made Active in Reports: 01/31/06
Number of Days to Update: 21

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 01/09/06
Next Scheduled EDR Contact: 04/10/06
Data Release Frequency: Annually

SANTA CLARA COUNTY:

LOP Listing

A listing of open leaking underground storage tanks.

Date of Government Version: 10/24/05
Date Data Arrived at EDR: 11/28/05
Date Made Active in Reports: 12/12/05
Number of Days to Update: 14

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 12/27/05
Next Scheduled EDR Contact: 03/27/06
Data Release Frequency: No Update Planned

Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/05
Date Data Arrived at EDR: 03/30/05
Date Made Active in Reports: 04/21/05
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 12/27/05
Next Scheduled EDR Contact: 03/27/06
Data Release Frequency: Semi-Annually

Hazardous Material Facilities

Date of Government Version: 12/12/05
Date Data Arrived at EDR: 12/12/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 38

Source: City of San Jose Fire Department
Telephone: 408-277-4659
Last EDR Contact: 12/05/05
Next Scheduled EDR Contact: 12/19/05
Data Release Frequency: Annually

SOLANO COUNTY:

Leaking Underground Storage Tanks

Date of Government Version: 12/13/05
Date Data Arrived at EDR: 12/14/05
Date Made Active in Reports: 01/19/06
Number of Days to Update: 36

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/12/05
Next Scheduled EDR Contact: 03/13/06
Data Release Frequency: Quarterly

Underground Storage Tanks

Date of Government Version: 10/13/05
Date Data Arrived at EDR: 10/31/05
Date Made Active in Reports: 12/08/05
Number of Days to Update: 38

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/12/05
Next Scheduled EDR Contact: 03/13/06
Data Release Frequency: Quarterly

SONOMA COUNTY:

Leaking Underground Storage Tank Sites

Date of Government Version: 01/23/06
Date Data Arrived at EDR: 01/23/06
Date Made Active in Reports: 02/21/06
Number of Days to Update: 29

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 01/23/06
Next Scheduled EDR Contact: 04/24/06
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks

Date of Government Version: 12/31/05
Date Data Arrived at EDR: 01/05/06
Date Made Active in Reports: 01/31/06
Number of Days to Update: 26

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 01/03/06
Next Scheduled EDR Contact: 04/03/06
Data Release Frequency: Semi-Annually

VENTURA COUNTY:

Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 08/01/05
Date Data Arrived at EDR: 09/20/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 16

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 02/20/06
Next Scheduled EDR Contact: 05/22/06
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 11/30/05
Date Data Arrived at EDR: 01/03/06
Date Made Active in Reports: 01/19/06
Number of Days to Update: 16

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/14/05
Next Scheduled EDR Contact: 03/13/06
Data Release Frequency: Quarterly

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 12/29/05
Date Data Arrived at EDR: 01/20/06
Date Made Active in Reports: 02/15/06
Number of Days to Update: 26

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 01/11/06
Next Scheduled EDR Contact: 04/10/06
Data Release Frequency: Quarterly

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 11/30/05
Date Data Arrived at EDR: 01/04/06
Date Made Active in Reports: 01/19/06
Number of Days to Update: 15

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/14/05
Next Scheduled EDR Contact: 03/13/06
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Date of Government Version: 10/18/05
Date Data Arrived at EDR: 11/16/05
Date Made Active in Reports: 12/08/05
Number of Days to Update: 22

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 01/16/06
Next Scheduled EDR Contact: 04/17/06
Data Release Frequency: Annually

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data

Source: PennWell Corporation
Telephone: (800) 823-6277
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

STREET AND ADDRESS INFORMATION

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GEOCHECK®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

SANCHEZ TRUCKING YARD
1550 SAN JUAN ROAD
HOLLISTER, CA 95023

TARGET PROPERTY COORDINATES

Latitude (North):	36.85330 - 36° 51' 11.9"
Longitude (West):	121.4248 - 121° 25' 29.3"
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	640432.3
UTM Y (Meters):	4079553.8
Elevation:	274 ft. above sea level

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

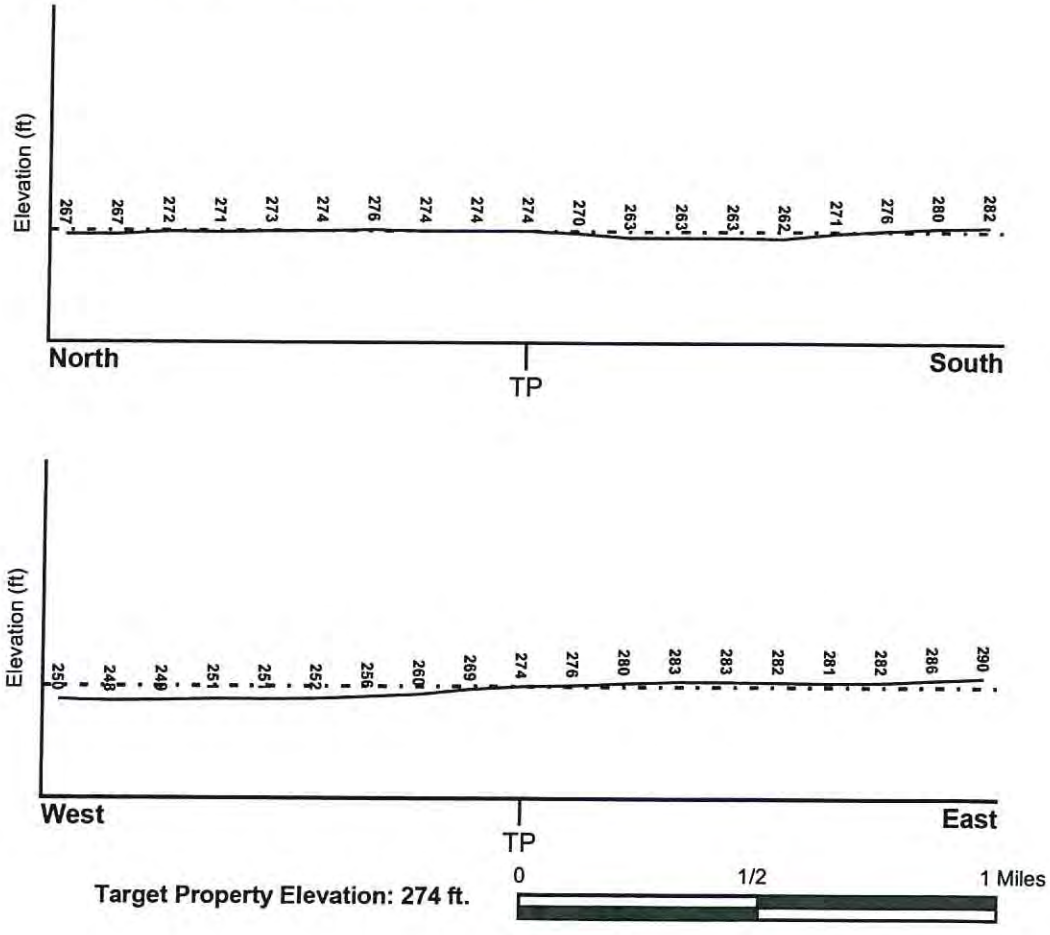
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

USGS Topographic Map:	36121-G4 HOLLISTER, CA
General Topographic Gradient:	General WSW
Source:	USGS 7.5 min quad index

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
SAN BENITO, CA	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 0602680070C

Additional Panels in search area:
0602670060C
0602670080C
0602680080C
0602680060C
0602680090C
0602670070C
0602670090C

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
HOLLISTER	Not Available

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius: 1.25 miles
Status: Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site-specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name:	SALINAS
Soil Surface Texture:	clay loam
Hydrologic Group:	Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.
Soil Drainage Class:	Well drained. Soils have intermediate water holding capacity. Depth to water table is more than 6 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: HIGH

Depth to Bedrock Min:	> 60 inches
Depth to Bedrock Max:	> 60 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	23 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 0.60 Min: 0.20	Max: 8.40 Min: 6.60
2	23 inches	50 inches	stratified	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay. FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 0.60 Min: 0.20	Max: 8.40 Min: 6.60
3	40 inches	75 inches	stratified	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay. FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 0.60 Min: 0.20	Max: 8.40 Min: 7.90

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: silt loam
silty clay
loamy sand
sand
fine sandy loam
loam
silty clay loam

Surficial Soil Types: silt loam
silty clay
loamy sand
sand
fine sandy loam
loam
silty clay loam

Shallow Soil Types: No Other Soil Types

Deeper Soil Types: loam
clay loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A2	USGS3220756	1/4 - 1/2 Mile East
A3	USGS3220746	1/4 - 1/2 Mile ESE
4	USGS3220780	1/4 - 1/2 Mile NW
8	USGS3220779	1/4 - 1/2 Mile NE
9	USGS3220725	1/4 - 1/2 Mile SW
10	USGS3220726	1/2 - 1 Mile SE
11	USGS3220740	1/2 - 1 Mile WSW
12	USGS3220764	1/2 - 1 Mile WNW
13	USGS3220743	1/2 - 1 Mile WSW
C15	USGS3220549	1/2 - 1 Mile NE
16	USGS3220541	1/2 - 1 Mile WNW
D17	USGS3220561	1/2 - 1 Mile NE
19	USGS3220721	1/2 - 1 Mile ESE

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	11045	1/4 - 1/2 Mile ESE
B5	18663	1/4 - 1/2 Mile ESE
B6	11048	1/4 - 1/2 Mile ESE
B7	11047	1/4 - 1/2 Mile ESE
C14	11044	1/2 - 1 Mile NE
D18	11043	1/2 - 1 Mile NE

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

DISTANCE FROM TP (Miles)	DISTANCE FROM TP (Miles)
1 - 2 Miles NNW	

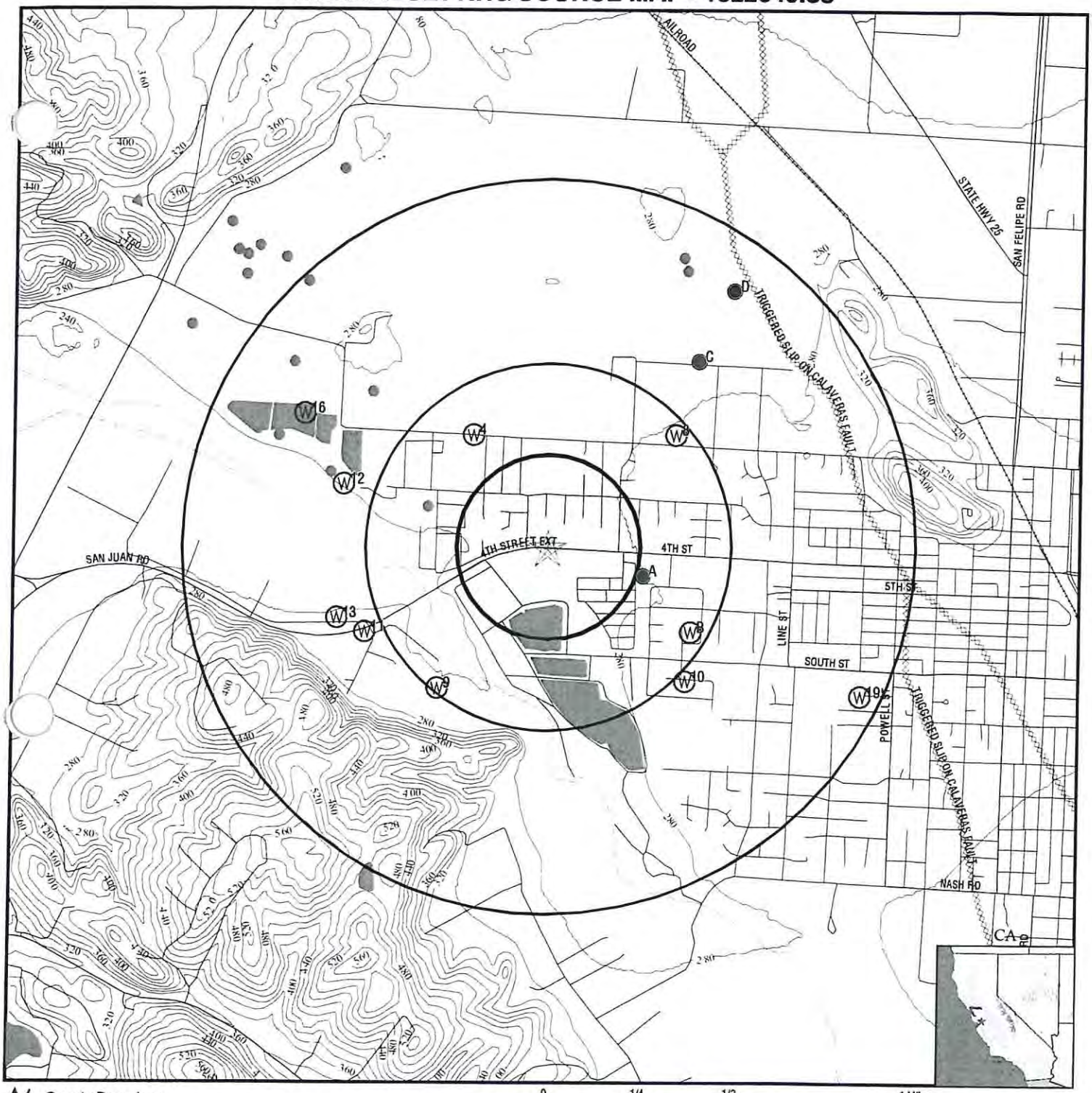
GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

DISTANCE FROM TP (Miles)
1 - 2 Miles NW
1 - 2 Miles NW
1 - 2 Miles NW
1 - 2 Miles NW
1 - 2 Miles WNW
1/2 - 1 Mile NW
1/2 - 1 Mile WNW

DISTANCE FROM TP (Miles)
1 - 2 Miles NW
1 - 2 Miles NW
1/2 - 1 Mile NNE
1/2 - 1 Mile NNE
1/2 - 1 Mile NW
1/2 - 1 Mile NW
1/2 - 1 Mile WNW
1/4 - 1/2 Mile WNW

PHYSICAL SETTING SOURCE MAP - 1622649.8s



0 1/4 1/2 1 Miles

- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME: Sanchez Trucking Yard	CLIENT: ATC
ADDRESS: 1550 San Juan Road	CONTACT: John Wandke
Hollister CA 95023	INQUIRY #: 1622649.8s
LAT/LONG: 36.8533 / 121.4248	DATE: February 27, 2006

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

	Database	EDR ID Number
A1	**CA WELLS**	**11045**
ESE		
1/4 - 1/2 Mile		
Higher		

Water System Information:

Prime Station Code:	12S/05E-33A05 M	User ID:	HEN
FRDS Number:	3510006001	County:	San Benito
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	365108.0 1212510.0	Precision:	1,000 Feet (10 Seconds)
Source Name:	WELL 01		
System Number:	3510006		
System Name:	Mission Oaks Mobile Home Park		
Organization That Operates System:	1401 SAN JUAN RD HOLLISTER, CA 95023		
Pop Served:	400	Connections:	239
Area Served:	Not Reported		

	Database	EDR ID Number
A2	**FED USGS**	**USGS3220756**
East		
1/4 - 1/2 Mile		
Higher		

Agency cd:	USGS	Site no:	365111121250901
Site name:	012S005E33A003M		
Latitude:	365111		
Longitude:	1212509	Dec lat:	36.85301011
Dec lon:	-121.42021412	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	06
State:	06	County:	069
Country:	US	Land net:	NWNENE S33 T12S R05E M
Location map:	HOLLISTER	Map scale:	24000
Altitude:	279.00	Altitude method:	M
Altitude accuracy:	10	Altitude datum:	NGVD29
Hydrologic:	Pajaro. California. Area = 1290 sq.mi.		
Topographic:	Flat surface		
Site type:	Ground-water other than Spring	Date construction:	19640521
Date inventoried:	19781003	Mean greenwich time offset:	PST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	204	Hole depth:	204
Source of depth data:	logs	Project number:	7479214100
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	0000-00-00
Water quality data end date:	0000-00-00	Water quality data count:	0
Ground water data begin date:	1964-05-21	Ground water data end date:	1983-03-00
Ground water data count:	13		

Ground-water levels, Number of Measurements: 13

Date	Feet below Surface	Feet to Sealevel	Date	Feet below Surface	Feet to Sealevel
1983-03	50.5		1982-10	69.5	
1982-03	68.0		1981-10	77.5	
1981-03	67.8		1980-10	77.0	
1980-03-12	66.5		1979-10	83.0	
1979-03	76.3		1978-10	85	
1978-03	88		1977-10	86.2	
1964-05-21	90.00				

A3
ESE
1/4 - 1/2 Mile
Higher

FED USGS **USGS3220746**

Agency cd:	USGS	Site no:	365105121250701
Site name:	012S005E33A002M		
Latitude:	365105		
Longitude:	1212507	Dec lat:	36.85134352
Dec lon:	-121.41965856	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	06
State:	06	County:	069
Country:	US	Land net:	Not Reported
Location map:	HOLLISTER	Map scale:	24000
Altitude:	280	Altitude method:	M
Altitude accuracy:	10	Altitude datum:	NGVD29
Hydrologic:	Pajaro. California. Area = 1290 sq.mi.		
Topographic:	Flat surface		
Site type:	Ground-water other than Spring	Date construction:	19560405
Date inventoried:	19671222	Mean greenwich time offset:	PST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	224	Hole depth:	224
Source of depth data:	driller	Project number:	Not Reported
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

4
NW
1/4 - 1/2 Mile
Higher

FED USGS **USGS3220780**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Agency cd:	USGS	Site no:	365128121253901
Site name:	012S005E28L001M		
Latitude:	365128		
Longitude:	1212539	Dec lat:	36.85773213
Dec lon:	-121.42854782	Coor meth:	M
Coor accr:	F	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	06
State:	06	County:	069
Country:	US	Land net:	SWNESW S28 T12S R05E M
Location map:	HOLLISTER	Map scale:	24000
Altitude:	273.00	Altitude method:	M
Altitude accuracy:	005	Altitude datum:	NGVD29
Hydrologic:	Pajaro. California. Area = 1290 sq.mi.		
Topographic:	Flat surface		
Site type:	Ground-water other than Spring	Date construction:	1950
Date inventoried:	19680106	Mean greenwich time offset:	PST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	425	Hole depth:	540
Source of depth data:	other reported	Project number:	7479214100
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	0000-00-00
Water quality data end date:	0000-00-00	Water quality data count:	0
Ground water data begin date:	1951-02-14	Ground water data end date:	1988-10-00
Ground water data count:	39		

Ground-water levels, Number of Measurements: 39

Date	Feet below Surface	Feet to Sealevel	Date	Feet below Surface	Feet to Sealevel
1988-10	108.5		1988-03	89	
1987-10	97		1987-03	73	
1986-10	79		1986-03-01	79	
1986-03	79		1985-10-01	69	
1985-03-01	48		1984-10-01	53	
1984-03-01	50		1983-03	57	
1982-10	84.0		1982-03	79.5	
1981-10	95.0		1981-03	70.5	
1980-10	80.5		1980-03-10	78.0	
1979-10	92.5		1979-03	79	
1978-10	86		1978-03	96	
1977-10	96.7				
1977-06	0.00				
Note: The site was being pumped.					
1977-03	0.00				
Note: The site was being pumped.					
1976-10	67.7		1976-03	62.5	
1975-10	76.3		1975-03	81.3	
1974-03	74		1973-03	80.7	
1972-10	88.3				
1972-03	0.00				
Note: The site was being pumped.					
1971-03	75.5		1970-03	91.5	
1969-03	100		1968-02-06	77	
1967-03-02	85.4		1951-02-14	77	

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

	Database	EDR ID Number
B5 **ESE** **1/4 - 1/2 Mile** **Higher**	**CA WELLS**	**18663**

Water System Information:

Prime Station Code:	3510001-009	User ID:	HEN
FRDS Number:	3510001009	County:	San Benito
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	365100.0 1212500.0	Precision:	1 Mile (One Minute)
Source Name:	AIRLINE HIGHWAY WELL 06		
System Number:	3510001		
System Name:	City of Hollister		
Organization That Operates System:	375 FIFTH ST. HOLLISTER, CA 95023		
Pop Served:	20000	Connections:	4062
Area Served:	HOLLISTER		

	Database	EDR ID Number
B6 **ESE** **1/4 - 1/2 Mile** **Higher**	**CA WELLS**	**11048**

Water System Information:

Prime Station Code:	12S/05E-34P02 M	User ID:	HEN
FRDS Number:	3510001007	County:	San Benito
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	365100.0 1212500.0	Precision:	Undefined
Source Name:	NASH ROAD WELL 05		
System Number:	3510001		
System Name:	City of Hollister		
Organization That Operates System:	375 FIFTH ST. HOLLISTER, CA 95023		
Pop Served:	20000	Connections:	4062
Area Served:	HOLLISTER		

Sample Information: * Only Findings Above Detection Level Are Listed

Sample Collected:	06/22/1982	Findings:	1410.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	06/22/1982	Findings:	3.000 UNITS
Chemical:	COLOR		
Sample Collected:	06/22/1982	Findings:	7.400
Chemical:	PH (LABORATORY)		
Sample Collected:	06/22/1982	Findings:	370.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CACO3)		
Sample Collected:	06/22/1982	Findings:	330.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	06/22/1982	Findings:	40.000 MG/L
Chemical:	CARBONATE ALKALINITY		
Sample Collected:	06/22/1982	Findings:	426.000 MG/L
Chemical:	TOTAL HARDNESS (AS CACO3)		

Sample Collected:	06/22/1982	Findings:	52.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	06/22/1982	Findings:	72.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	06/22/1982	Findings:	120.000 MG/L
Chemical:	SODIUM		
Sample Collected:	06/22/1982	Findings:	95.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	06/22/1982	Findings:	.400 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	06/22/1982	Findings:	17.000 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	06/22/1982	Findings:	.200 NTU
Chemical:	TURBIDITY (LAB)		
Sample Collected:	06/13/1985	Findings:	1320.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	06/13/1985	Findings:	2.000 TON
Chemical:	ODOR THRESHOLD @ 60 C		
Sample Collected:	06/13/1985	Findings:	8.000
Chemical:	PH (LABORATORY)		
Sample Collected:	06/13/1985	Findings:	340.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CACO3)		
Sample Collected:	06/13/1985	Findings:	340.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	06/13/1985	Findings:	410.000 MG/L
Chemical:	TOTAL HARDNESS (AS CACO3)		
Sample Collected:	06/13/1985	Findings:	54.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	06/13/1985	Findings:	67.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	06/13/1985	Findings:	120.000 MG/L
Chemical:	SODIUM		
Sample Collected:	06/13/1985	Findings:	85.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	06/13/1985	Findings:	.600 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	06/13/1985	Findings:	5.000 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	06/13/1985	Findings:	.900 NTU
Chemical:	TURBIDITY (LAB)		
Sample Collected:	12/28/1989	Findings:	1.400 UG/L
Chemical:	BROMOFORM (THM)		
Sample Collected:	12/28/1989	Findings:	1.900 UG/L
Chemical:	TOTAL TRIHALOMETHANES		
Sample Collected:	03/29/1990	Findings:	8.400 UG/L
Chemical:	BROMOFORM (THM)		
Sample Collected:	03/29/1990	Findings:	2.000 UG/L
Chemical:	DIBROMOCHLOROMETHANE (THM)		
Sample Collected:	03/29/1990	Findings:	10.000 UG/L
Chemical:	TOTAL TRIHALOMETHANES		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	03/14/1991	Findings:	4.000 UNITS
Chemical:	COLOR		
Sample Collected:	03/14/1991	Findings:	1350.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	03/14/1991	Findings:	7.600
Chemical:	PH (LABORATORY)		
Sample Collected:	03/14/1991	Findings:	350.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CACO3)		
Sample Collected:	03/14/1991	Findings:	350.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	03/14/1991	Findings:	450.000 MG/L
Chemical:	TOTAL HARDNESS (AS CACO3)		
Sample Collected:	03/14/1991	Findings:	70.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	03/14/1991	Findings:	66.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	03/14/1991	Findings:	130.000 MG/L
Chemical:	SODIUM		
Sample Collected:	03/14/1991	Findings:	100.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	03/14/1991	Findings:	.560 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	03/14/1991	Findings:	200.000 UG/L
Chemical:	IRON		
Sample Collected:	03/14/1991	Findings:	910.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	03/14/1991	Findings:	12.000 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	03/14/1991	Findings:	.500 NTU
Chemical:	TURBIDITY (LAB)		
Sample Collected:	09/24/1992	Findings:	3.700 UG/L
Chemical:	BROMOFORM (THM)		
Sample Collected:	09/24/1992	Findings:	.700 UG/L
Chemical:	DIBROMOCHLOROMETHANE (THM)		
Sample Collected:	09/24/1992	Findings:	4.400 UG/L
Chemical:	TOTAL TRIHALOMETHANES		
Sample Collected:	01/04/1993	Findings:	3.000 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	05/03/1995	Findings:	17.000 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	05/03/1995	Findings:	3800.000 UG/L
Chemical:	NITRATE + NITRITE (AS N)		
Sample Collected:	04/30/1997	Findings:	1260.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	04/30/1997	Findings:	7.300
Chemical:	PH (LABORATORY)		
Sample Collected:	04/30/1997	Findings:	320.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CACO3)		
Sample Collected:	04/30/1997	Findings:	320.000 MG/L
Chemical:	BICARBONATE ALKALINITY		

Sample Collected:	04/30/1997	Findings:	350.000 MG/L
Chemical:	TOTAL HARDNESS (AS CACO3)		
Sample Collected:	04/30/1997	Findings:	51.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	04/30/1997	Findings:	54.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	04/30/1997	Findings:	110.000 MG/L
Chemical:	SODIUM		
Sample Collected:	04/30/1997	Findings:	3.200 MG/L
Chemical:	POTASSIUM		
Sample Collected:	04/30/1997	Findings:	97.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	04/30/1997	Findings:	.470 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	04/30/1997	Findings:	11.000 UG/L
Chemical:	CHROMIUM (TOTAL)		
Sample Collected:	04/30/1997	Findings:	780.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	04/30/1997	Findings:	1.060
Chemical:	LANGELIER INDEX @ 60 C		
Sample Collected:	04/30/1997	Findings:	.360
Chemical:	LANGELIER INDEX @ SOURCE TEMP.		
Sample Collected:	04/30/1997	Findings:	6.500 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	04/30/1997	Findings:	.230 NTU
Chemical:	TURBIDITY (LAB)		
Sample Collected:	04/30/1997	Findings:	12.350
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)		
Sample Collected:	04/30/1997	Findings:	1460.000 UG/L
Chemical:	NITRATE + NITRITE (AS N)		

B7
ESE
1/4 - 1/2 Mile
Higher

CA WELLS **11047**

Water System Information:

Prime Station Code:	12S/05E-34F01 M	User ID:	HEN
FRDS Number:	3510001006	County:	San Benito
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	365100.0 1212500.0	Precision:	Undefined
Source Name:	SOUTH STREET WELL 04		
System Number:	3510001		
System Name:	City of Hollister		
Organization That Operates System:	375 FIFTH ST. HOLLISTER, CA 95023		
Pop Served:	20000	Connections:	4062
Area Served:	HOLLISTER		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Information: * Only Findings Above Detection Level Are Listed

Sample Collected:	06/22/1982	Findings:	1340.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	06/22/1982	Findings:	1.000 UNITS
Chemical:	COLOR		
Sample Collected:	06/22/1982	Findings:	7.400
Chemical:	PH (LABORATORY)		
Sample Collected:	06/22/1982	Findings:	350.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CACO3)		
Sample Collected:	06/22/1982	Findings:	310.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	06/22/1982	Findings:	40.000 MG/L
Chemical:	CARBONATE ALKALINITY		
Sample Collected:	06/22/1982	Findings:	392.000 MG/L
Chemical:	TOTAL HARDNESS (AS CACO3)		
Sample Collected:	06/22/1982	Findings:	48.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	06/22/1982	Findings:	66.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	06/22/1982	Findings:	120.000 MG/L
Chemical:	SODIUM		
Sample Collected:	06/22/1982	Findings:	90.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	06/22/1982	Findings:	.400 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	06/22/1982	Findings:	18.000 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	06/22/1982	Findings:	.200 NTU
Chemical:	TURBIDITY (LAB)		
Sample Collected:	06/13/1985	Findings:	1330.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	06/13/1985	Findings:	2.000 TON
Chemical:	ODOR THRESHOLD @ 60 C		
Sample Collected:	06/13/1985	Findings:	7.800
Chemical:	PH (LABORATORY)		
Sample Collected:	06/13/1985	Findings:	330.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CACO3)		
Sample Collected:	06/13/1985	Findings:	330.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	06/13/1985	Findings:	440.000 MG/L
Chemical:	TOTAL HARDNESS (AS CACO3)		
Sample Collected:	06/13/1985	Findings:	62.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	06/13/1985	Findings:	69.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	06/13/1985	Findings:	120.000 MG/L
Chemical:	SODIUM		
Sample Collected:	06/13/1985	Findings:	89.000 MG/L
Chemical:	CHLORIDE		

Sample Collected:	06/13/1985	Findings:	.600 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	06/13/1985	Findings:	13.000 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	06/13/1985	Findings:	.200 NTU
Chemical:	TURBIDITY (LAB)		
Sample Collected:	06/21/1990	Findings:	11.000 UG/L
Chemical:	BROMOFORM (THM)		
Sample Collected:	06/21/1990	Findings:	1.000 UG/L
Chemical:	DIBROMOCHLOROMETHANE (THM)		
Sample Collected:	06/21/1990	Findings:	12.000 UG/L
Chemical:	TOTAL TRIHALOMETHANES		
Sample Collected:	03/14/1991	Findings:	4.000 UNITS
Chemical:	COLOR		
Sample Collected:	03/14/1991	Findings:	1450.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	03/14/1991	Findings:	7.600
Chemical:	PH (LABORATORY)		
Sample Collected:	03/14/1991	Findings:	350.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CACO3)		
Sample Collected:	03/14/1991	Findings:	350.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	03/14/1991	Findings:	420.000 MG/L
Chemical:	TOTAL HARDNESS (AS CACO3)		
Sample Collected:	03/14/1991	Findings:	62.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	03/14/1991	Findings:	65.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	03/14/1991	Findings:	130.000 MG/L
Chemical:	SODIUM		
Sample Collected:	03/14/1991	Findings:	100.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	03/14/1991	Findings:	.610 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	03/14/1991	Findings:	930.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	03/14/1991	Findings:	14.000 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	03/14/1991	Findings:	.800 NTU
Chemical:	TURBIDITY (LAB)		
Sample Collected:	09/24/1992	Findings:	1.100 UG/L
Chemical:	BROMODICHLORMETHANE (THM)		
Sample Collected:	09/24/1992	Findings:	8.100 UG/L
Chemical:	BROMOFORM (THM)		
Sample Collected:	09/24/1992	Findings:	4.300 UG/L
Chemical:	DIBROMOCHLOROMETHANE (THM)		
Sample Collected:	09/24/1992	Findings:	.700 UG/L
Chemical:	NAPHTHALENE		
Sample Collected:	09/24/1992	Findings:	14.000 UG/L
Chemical:	TOTAL TRIHALOMETHANES		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	01/04/1993	Findings:	3.000 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	05/03/1995	Findings:	15.000 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	05/03/1995	Findings:	3400.000 UG/L
Chemical:	NITRATE + NITRITE (AS N)		
Sample Collected:	04/30/1997	Findings:	1500.000 UMHO
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	04/30/1997	Findings:	7.300
Chemical:	PH (LABORATORY)		
Sample Collected:	04/30/1997	Findings:	370.000 MG/L
Chemical:	TOTAL ALKALINITY (AS CACO3)		
Sample Collected:	04/30/1997	Findings:	370.000 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	04/30/1997	Findings:	480.000 MG/L
Chemical:	TOTAL HARDNESS (AS CACO3)		
Sample Collected:	04/30/1997	Findings:	65.000 MG/L
Chemical:	CALCIUM		
Sample Collected:	04/30/1997	Findings:	76.000 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	04/30/1997	Findings:	120.000 MG/L
Chemical:	SODIUM		
Sample Collected:	04/30/1997	Findings:	3.500 MG/L
Chemical:	POTASSIUM		
Sample Collected:	04/30/1997	Findings:	110.000 MG/L
Chemical:	CHLORIDE		
Sample Collected:	04/30/1997	Findings:	.410 MG/L
Chemical:	FLUORIDE (TEMPERATURE DEPENDENT)		
Sample Collected:	04/30/1997	Findings:	14.000 UG/L
Chemical:	CHROMIUM (TOTAL)		
Sample Collected:	04/30/1997	Findings:	940.000 MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	04/30/1997	Findings:	1.250
Chemical:	LANGELIER INDEX @ 60 C		
Sample Collected:	04/30/1997	Findings:	.550
Chemical:	LANGELIER INDEX @ SOURCE TEMP.		
Sample Collected:	04/30/1997	Findings:	8.900 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	04/30/1997	Findings:	.570 NTU
Chemical:	TURBIDITY (LAB)		
Sample Collected:	04/30/1997	Findings:	12.550
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)		
Sample Collected:	04/30/1997	Findings:	2010.000 UG/L
Chemical:	NITRATE + NITRITE (AS N)		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

	Database	EDR ID Number
8 **NE** **1/4 - 1/2 Mile** **Higher**	**FED USGS**	**USGS3220779**

Agency cd:	USGS	Site no:	365128121250301
Site name:	012S005E28J001M		
Latitude:	365128		
Longitude:	1212503	Dec lat:	36.85773209
Dec lon:	-121.41854732	Coor meth:	M
Coor accr:	F	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	06
State:	06	County:	069
Country:	US	Land net:	SENESE S28 T012S R005E
Location map:	HOLLISTER	Map scale:	24000
Altitude:	274.00	Altitude method:	M
Altitude accuracy:	010	Altitude datum:	NGVD29
Hydrologic:	Pajaro. California. Area = 1290 sq.mi.		
Topographic:	Valley flat		
Site type:	Ground-water other than Spring	Date construction:	1936
Date inventoried:	Not Reported	Mean greenwich time offset:	PST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	220	Hole depth:	220
Source of depth data:	other reported	Project number:	7479214100
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	0000-00-00
Water quality data end date:	0000-00-00	Water quality data count:	0
Ground water data begin date:	1967-03-00	Ground water data end date:	1988-10-00
Ground water data count:	39		

Ground-water levels, Number of Measurements: 39

Date	Feet below Surface	Feet to Sealevel
1988-10	105	
1987-10	75	
1986-10	76	
1986-03	74	
1985-03-01	52	
1984-03-01	45	
1982-10	76.0	
1981-10	79.0	
1980-10	79.0	
1979-10	87.0	
1978-10	87.5	
1977-10	70.3	
1977-03	77.7	
1975-10	78	
1974-03	73.5	
1972-10	87	
1971-03	74.5	
1969-03	86.5	
1988-03	78	
1987-03	66	
1986-03-01	74	
1985-10-01	74	
1984-10-01	50	
1983-03	34	
1982-03	71.5	
1981-03	67.0	
1980-03-10	73.7	
1979-03	76.5	
1978-03	82	
1977-06	85.3	
1976-03	65	
1975-03	76.7	
1973-03	81	
1972-03	75.1	
1970-03	72	
1968-02-06	78.5	

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
1968-01-04	80.4	
1967-03	85	
1967-03-01	85.00	

9
SW
1/4 - 1/2 Mile
Lower

FED USGS **USGS3220725**

Agency cd:	USGS	Site no:	365052121254501
Site name:	012S005E33F001M		
Latitude:	365052		
Longitude:	1212545	Dec lat:	36.84773263
Dec lon:	-121.43021469	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	06
State:	06	County:	069
Country:	US	Land net:	SENWS33 T12S R05E M
Location map:	HOLLISTER	Map scale:	24000
Altitude:	260.00	Altitude method:	M
Altitude accuracy:	10	Altitude datum:	NGVD29
Hydrologic:	Pajaro. California. Area = 1290 sq.mi.		
Topographic:	Valley flat		
Site type:	Ground-water other than Spring	Date construction:	194706
Date inventoried:	19780921	Mean greenwich time offset:	PST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	136	Hole depth:	136
Source of depth data:	logs	Project number:	Not Reported
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	0000-00-00
Water quality data end date:	0000-00-00	Water quality data count:	0
Ground water data begin date:	1949-11-15	Ground water data end date:	1952-03-25
Ground water data count:	6		

Ground-water levels, Number of Measurements: 6

Date	Feet below Surface	Feet to Sealevel
1952-03-25	51.0	
1951-03-26	54.1	
1950-03-28	51.8	
1951-11-06	64.2	
1950-10-25	61.6	
1949-11-15	53.6	

10
SE
1/2 - 1 Mile
Higher

FED USGS **USGS3220726**

Agency cd:	USGS	Site no:	365053121250101
Site name:	012S005E33H003M		
Latitude:	365053		
Longitude:	1212501	Dec lat:	36.84801035
Dec lon:	-121.41799184	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	06
State:	06	County:	069
Country:	US	Land net:	Not Reported
Location map:	HOLLISTER	Map scale:	24000
Altitude:	282	Altitude method:	M
Altitude accuracy:	10	Altitude datum:	NGVD29
Hydrologic:	Pajaro. California. Area = 1290 sq.mi.		
Topographic:	Flat surface		
Site type:	Ground-water other than Spring	Date construction:	19650713
Date inventoried:	19671222	Mean greenwich time offset:	PST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	282	Hole depth:	286
Source of depth data:	driller	Project number:	Not Reported
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

11
WSW
1/2 - 1 Mile
Lower

FED USGS **USGS3220740**

Agency cd:	USGS	Site no:	365058121255601
Site name:	012S005E33E002M		
Latitude:	365100		
Longitude:	1212558	Dec lat:	36.84995476
Dec lon:	-121.43382595	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	06
State:	06	County:	069
Country:	US	Land net:	SWNW S33 T12S R05E M
Location map:	HOLLISTER	Map scale:	24000
Altitude:	260.00	Altitude method:	M
Altitude accuracy:	10	Altitude datum:	NGVD29
Hydrologic:	Pajaro. California. Area = 1290 sq.mi.		
Topographic:	Valley flat		
Site type:	Ground-water other than Spring	Date construction:	19500815
Date inventoried:	Not Reported	Mean greenwich time offset:	PST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	121	Hole depth:	121
Source of depth data:	Not Reported	Project number:	7479214100
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00

Peak flow data count: 0
Water quality data end date:0000-00-00
Ground water data begin date: 1950-08-23
Ground water data count: 67

Water quality data begin date: 0000-00-00
Water quality data count: 0
Ground water data end date: 1988-10-00

Ground-water levels, Number of Measurements: 67

Date	Feet below Surface	Feet to Sealevel
1988-10	53.1	
1987-10	43	
1986-10	37	
1986-03	35	
1985-03-01	28	
1984-03-01	28	
1982-10	47.5	
1981-10	52.5	
1980-10	54.0	
1979-10	57.5	
1978-10	57	
1977-06	60	
1976-03	45	
1975-03	43	
1973-03	52	
1972-03	31	
1969-03	40.1	
1967-11	53.1	
1965-03	60.6	
1962-04	50.9	
1960-04	41.4	
1958-11-21	33.1	
1957-04-07	50.4	
1955-03-25	56.3	
1952-03-25	50.7	
1951-07-26	62.7	
1951-06-21	67.1	
1951-02-23	55.4	
1951-02-09	56.8	
1951-01-25	56.4	
1951-01-15	56.5	
1950-11-20	57.9	
1950-10-19	60.4	
1950-08-23	60.1	
1988-03	55	
1987-03	38	
1986-03-01	35	
1985-10-01	36	
1984-10-01	26	
1983-03	28	
1982-03	45.5	
1981-03	39.8	
1980-03-10	42.5	
1979-03	50.3	
1978-03	67	
1976-10	55.3	
1975-10	46	
1974-03	48	
1972-10	62.7	
1971-03	33	
1968-01-12	53.3	
1966-04-07	54.5	
1963-03	52.4	
1961-03	47.9	
1959-04	36.5	
1958-04-25	46.4	
1956-04-16	48.6	
1954-04-12	55.1	
1951-11-07	64.2	
1951-06-29	63.2	
1951-03-01	55	
1951-02-16	55.4	
1951-02-01	56.2	
1951-01-18	56.4	
1951-01-05	57.1	
1950-10-25	60.2	
1950-09-18	60.4	

12
WNW
1/2 - 1 Mile
Lower

FED USGS **USGS3220764**

Agency cd:	USGS	Site no:	365121121260201
Site name:	012S005E28N001M		
Latitude:	365121		
Longitude:	1212602	Dec lat:	36.85578781
Dec lon:	-121.43493706	Coor meth:	M
Coor accr:	F	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	06
State:	06	County:	069
Country:	US	Land net:	SWSWNW S28 T12S R05E M
Location map:	HOLLISTER	Map scale:	24000

Altitude:	260.00	Altitude method:	M
Altitude accuracy:	10	Altitude datum:	NGVD29
Hydrologic:	Pajaro. California. Area = 1290 sq.mi.		
Topographic:	Valley flat		
Site type:	Ground-water other than Spring	Date construction:	19610111
Date inventoried:	19680105	Mean greenwich time offset:	PST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	408	Hole depth:	408
Source of depth data:	driller	Project number:	7479214100
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	0000-00-00
Water quality data end date:	0000-00-00	Water quality data count:	0
Ground water data begin date:	1967-03-02	Ground water data end date:	1988-10-00
Ground water data count:	34		

Ground-water levels, Number of Measurements: 34

Date	Feet below Surface	Feet to Sealevel	Date	Feet below Surface	Feet to Sealevel
1988-10					
Note: The site was being pumped.					
1988-03	50		1987-10	51	
1987-03	37		1986-10	39	
1986-03-01	33		1986-03	33	
1985-10-01	35		1985-03-01	22	
1984-10-01	23		1984-03-01	20	
1982-10	55.5		1982-03	47.0	
1981-10	58.5		1981-03	45.0	
1980-10	48.0		1980-03-10	43.0	
1979-03	49.5		1978-03	30.7	
1977-10	63.5		1977-03	55	
1976-10	57		1976-03	50	
1975-10	40.5		1975-03	52.7	
1974-03	48.5		1973-03	50	
1972-10	51.3		1972-03	46.5	
1971-03	53		1970-03	40.5	
1969-03	50		1968-02-05	51.6	
1967-03-02	51				

13
WSW
1/2 - 1 Mile
Lower

FED USGS **USGS3220743**

Agency cd:	USGS	Site no:	365102121260301
Site name:	012S005E33D004M		
Latitude:	365102		
Longitude:	1212603	Dec lat:	36.85051029
Dec lon:	-121.43521491	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	06
State:	06	County:	069
Country:	US	Land net:	Not Reported
Location map:	HOLLISTER	Map scale:	24000

Altitude:	255	Altitude method:	M
Altitude accuracy:	10	Altitude datum:	NGVD29
Hydrologic:	Pajaro. California. Area = 1290 sq.mi.		
Topographic:	Flat surface		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	19680112	Mean greenwich time offset:	PST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	150	Hole depth:	Not Reported
Source of depth data:	Not Reported	Project number:	Not Reported
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

C14
NE
1/2 - 1 Mile
Higher

CA WELLS **11044**

Water System Information:

Prime Station Code:	12S/05E-28J04 M	User ID:	35C
FRDS Number:	3500572001	County:	San Benito
District Number:	65	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	365138.0 1212500.0	Precision:	1,000 Feet (10 Seconds)
Source Name:	WELL 01		
System Number:	3500572		
System Name:	Thomas Orchards (LSWS)		
Organization That Operates System:	1160 WESTSIDE RD. HOLLISTER, CA 95023		
Pop Served:	Unknown, Small System	Connections:	Unknown, Small System
Area Served:	Not Reported		

Sample Information: * Only Findings Above Detection Level Are Listed

Sample Collected:	03/08/1989	Findings:	2.900 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		

C15
NE
1/2 - 1 Mile
Higher

FED USGS **USGS3220549**

Agency cd:	USGS	Site no:	365139121245801
Site name:	012S005E27M002M		
Latitude:	365139		
Longitude:	1212458	Dec lat:	36.86078749
Dec lon:	-121.41715833	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	06
State:	06	County:	069
Country:	US	Land net:	Not Reported
Location map:	HOLLISTER	Map scale:	24000
Altitude:	275	Altitude method:	M
Altitude accuracy:	10	Altitude datum:	NGVD29
Hydrologic:	Pajaro. California. Area = 1290 sq.mi.		
Topographic:	Flat surface		
Site type:	Ground-water other than Spring	Date construction:	19640625
Date inventoried:	19680104	Mean greenwich time offset:	PST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	220	Hole depth:	220
Source of depth data:	driller	Project number:	Not Reported
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

16
WNW
1/2 - 1 Mile
Higher

FED USGS **USGS3220541**

Agency cd:	USGS	Site no:	365131121260901
Site name:	012S005E29J003M		
Latitude:	365131		
Longitude:	1212609	Dec lat:	36.85856546
Dec lon:	-121.43688157	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	06
State:	06	County:	069
Country:	US	Land net:	Not Reported
Location map:	HOLLISTER	Map scale:	24000
Altitude:	272	Altitude method:	M
Altitude accuracy:	10	Altitude datum:	NGVD29
Hydrologic:	Pajaro. California. Area = 1290 sq.mi.		
Topographic:	Flat surface		
Site type:	Ground-water other than Spring	Date construction:	19480721
Date inventoried:	19691014	Mean greenwich time offset:	PST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	270	Hole depth:	Not Reported
Source of depth data:	Not Reported	Project number:	Not Reported
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported

Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

D17
NE
1/2 - 1 Mile
Lower

FED USGS **USGS3220561**

Agency cd:	USGS	Site no:	365149121245401
Site name:	012S005E27E001M		
Latitude:	365149		
Longitude:	1212454	Dec lat:	36.86356513
Dec lon:	-121.41604713	Coor meth:	M
Coor accr:	F	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	06
State:	06	County:	069
Country:	US	Land net:	NWSWNE S27 T012S R005E
Location map:	HOLLISTER	Map scale:	24000
Altitude:	272.60	Altitude method:	L
Altitude accuracy:	000	Altitude datum:	NGVD29
Hydrologic:	Pajaro. California. Area = 1290 sq.mi.		
Topographic:	Valley flat		
Site type:	Ground-water other than Spring	Date construction:	1930
Date inventoried:	19680104	Mean greenwich time offset:	PST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	175	Hole depth:	175
Source of depth data:	other reported	Project number:	7479214100
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	0000-00-00
Water quality data end date:	0000-00-00	Water quality data count:	0
Ground water data begin date:	1935-12-00	Ground water data end date:	1988-03-00
Ground water data count:	91		

Ground-water levels, Number of Measurements: 91

Date	Feet below Surface	Feet to Sealevel	Date	Feet below Surface	Feet to Sealevel
1988-03	78		1987-10	81	
1987-03	0		1986-10	0	
1986-03-01	56		1985-10-01	74	
1985-03-01	52		1984-10-01	53	
1984-03-01	56		1982-10	86.5	
1982-03	78.0		1981-10	88.5	
1981-03	76.5		1980-10	83.0	
1980-03-10	80.5		1979-10	93.0	
1979-03	84		1978-10	100.5	
1978-03	86.5		1977-10	97.5	
1977-03	81		1976-03	73	
1975-03	72.5		1973-03	84	
1972-10	93.3		1972-03	78.5	

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
1971-03	76.7	
1969-03	89	
1968-01-04	84.8	
1966-04-07	89.5	
1964-04	90.8	
1962-04	79.3	
1958-11-20	0.00	
1954-04-08	75.1	
1951-11-15	86.7	
1951-11-01	98	
1951-09-21	92.4	
1951-08-02	89.6	
1951-06-21	88.5	
1951-05-17	79	
1951-04-05	75.9	
1951-03-22	74.1	
1951-03-09	75.2	
1951-02-23	75.3	
1951-02-08	76.1	
1951-01-25	76.6	
1951-01-15	76.9	
1950-11-21	79.7	
1950-10-24	88.3	
1950-08-25	80.7	
1950-04-20	69.4	
1950-02-20	69.6	
1949-12-12	71.2	
1949-11-15	72.5	
1947-04	45.9	
1946-03	37.3	
1945-04	33.2	
1939-03	45.9	
1935-12	81.5	
1970-03	86	
1968-02-06	82.9	
1967-03-02	89	
1965-03	97	
1963-03	82.7	
1961-03	72.2	
1955-03-24	79	
1952-04-01	77.9	
1951-11-08	88.3	
1951-09-27	90.5	
1951-08-23	87.2	
1951-07-19	90.7	
1951-05-24	80.5	
1951-05-04	77.4	
1951-03-29	74.8	
1951-03-15	74.1	
1951-03-02	75.4	
1951-02-15	75.9	
1951-02-01	76.4	
1951-01-18	76.8	
1950-12-20	78.1	
1950-11-09	81	
1950-09-18	82.3	
1950-07-19	81.2	
1950-03-14	69.2	
1950-01-10	70.4	
1949-12	74.3	
1949-04	60.5	
1946-12	47.3	
1945-11	33.3	
1940-03	47.2	
1935-12-01	81.50	

D18
NE
1/2 - 1 Mile
Lower

CA WELLS **11043**

Water System Information:

Prime Station Code:	12S/05E-27E05 M	User ID:	HEN
FRDS Number:	3500558001	County:	San Benito
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	365148.0 1212452.0	Precision:	1,000 Feet (10 Seconds)
Source Name:	WELL 01		
System Number:	3500558		
System Name:	Herbert Ranch		
Organization That Operates System:	454 SAN FELIPE RD HOLLISTER, CA 95024		
Pop Served:	50	Connections:	11
Area Served:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Information: * Only Findings Above Detection Level Are Listed

Sample Collected:	03/07/1989	Findings:	7.500 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	02/26/1996	Findings:	8.400 MG/L
Chemical:	NITRATE (AS NO3)		

19
ESE
1/2 - 1 Mile
Higher

FED USGS **USGS3220721**

Agency cd:	USGS	Site no:	365051121243001
Site name:	012S005E34F001M		
Latitude:	365051		
Longitude:	1212430	Dec lat:	36.84745479
Dec lon:	-121.4093803	Coor meth:	M
Coor accr:	S	Latlong datum:	NAD27
Dec latlong datum:	NAD83	District:	06
State:	06	County:	069
Country:	US	Land net:	Not Reported
Location map:	HOLLISTER	Map scale:	24000
Altitude:	276	Altitude method:	M
Altitude accuracy:	10	Altitude datum:	NGVD29
Hydrologic:	Pajaro. California. Area = 1290 sq.mi.		
Topographic:	Flat surface		
Site type:	Ground-water other than Spring	Date construction:	19640512
Date inventoried:	19680214	Mean greenwich time offset:	PST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	624	Hole depth:	820
Source of depth data:	driller	Project number:	Not Reported
Real time data flag:	Not Reported	Daily flow data begin date:	Not Reported
Daily flow data end date:	Not Reported	Daily flow data count:	Not Reported
Peak flow data begin date:	Not Reported	Peak flow data end date:	Not Reported
Peak flow data count:	Not Reported	Water quality data begin date:	Not Reported
Water quality data end date:	Not Reported	Water quality data count:	Not Reported
Ground water data begin date:	Not Reported	Ground water data end date:	Not Reported
Ground water data count:	Not Reported		

Ground-water levels, Number of Measurements: 0

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Direction Distance	Database	EDR ID Number
NNW 1 - 2 Miles	**OIL_GAS**	**CAR5000079**
NNW 1 - 2 Miles	**CA OIL/GAS R5**	**CAR5000079**

Well Number:	1	Status:	Not Reported
API Number:	06900042	Operator:	Petrolex, Inc.
Latitude:	36.868244000	Longitude:	-121.434011000
Region:	5	Lease:	Felipe
Section:	28	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1288060
Abandoned Date:	Not Reported	Well Head Y-coord:	567790
Well Type:	DH	Well Status:	ABANDONED
Location:	Fr NW proj cor 5 S 250 E	Field:	Hollister

NW 1 - 2 Miles	**OIL_GAS**	**CAR5000093**
NW 1 - 2 Miles	**CA OIL/GAS R5**	**CAR5000093**

Well Number:	1	Status:	Not Reported
API Number:	06900047	Operator:	Big Horn Oil & Gas, Inc.
Latitude:	36.866130000	Longitude:	-121.439542000
Region:	5	Lease:	Flint
Section:	29	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1286423
Abandoned Date:	Not Reported	Well Head Y-coord:	567062
Well Type:	DG	Well Status:	IDLE-5
Location:	Fr NE cor 900 S 1500 W	Field:	Hollister

NW 1 - 2 Miles	**OIL_GAS**	**CAR5000090**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

STATE OIL/GAS WELL INFORMATION:

NW
1 - 2 Miles

CA OIL/GAS R5 CAR5000090

Well Number:	2	Status:	Not Reported
API Number:	06900043	Operator:	Big Horn Oil & Gas, Inc.
Latitude:	36.865206000	Longitude:	-121.438155000
Region:	5	Lease:	Felipe
Section:	29	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1286820
Abandoned Date:	Not Reported	Well Head Y-coord:	566715
Well Type:	DG	Well Status:	IDLE-5
Location:	Fr NE proj cor 1090 S 770 W	Field:	Hollister

NW
1 - 2 Miles

OIL_GAS **CAR5000097**

NW
1 - 2 Miles

CA OIL/GAS R5 CAR5000097

Well Number:	1	Status:	Not Reported
API Number:	06900036	Operator:	Big Horn Oil & Gas, Inc.
Latitude:	36.865033000	Longitude:	-121.439210000
Region:	5	Lease:	Anzar
Section:	29	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1286510
Abandoned Date:	Not Reported	Well Head Y-coord:	566660
Well Type:	DG	Well Status:	IDLE
Location:	Fr NE proj cor 1160 S 1585 W	Field:	Hollister

NW
1 - 2 Miles

OIL_GAS **CAR5000091**

NW
1 - 2 Miles

CA OIL/GAS R5 CAR5000091

Well Number:	2	Status:	Not Reported
API Number:	06900045	Operator:	Petrolex, Inc.
Latitude:	36.864849000	Longitude:	-121.438753000
Region:	5	Lease:	Richey
Section:	29	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1286642
Abandoned Date:	Not Reported	Well Head Y-coord:	566590
Well Type:	DG	Well Status:	PLUGGED
Location:	Fr NE proj cor 1350 S 1650 W	Field:	Hollister

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Direction Distance	Database	EDR ID Number
NNE 1/2 - 1 Mile	**OIL_GAS**	**CAR5000080**
NNE 1/2 - 1 Mile	**CA OIL/GAS R5**	**CAR5000080**

Well Number:	1	Status:	Not Reported
API Number:	06900050	Operator:	Petrolex, Inc.
Latitude:	36.864766000	Longitude:	-121.417180000
Region:	5	Lease:	Justo
Section:	28	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1292950
Abandoned Date:	Not Reported	Well Head Y-coord:	566400
Well Type:	OG	Well Status:	ABANDONED
Location:	Fr NE proj cor 1510 S 10 W	Field:	Hollister

NW 1 - 2 Miles	**OIL_GAS**	**CAR5000086**
NW 1 - 2 Miles	**CA OIL/GAS R5**	**CAR5000086**

Well Number:	1	Status:	Not Reported
API Number:	06900038	Operator:	Big Horn Oil & Gas, Inc.
Latitude:	36.864751000	Longitude:	-121.436841000
Region:	5	Lease:	Balsa
Section:	29	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1287200
Abandoned Date:	Not Reported	Well Head Y-coord:	566540
Well Type:	DG	Well Status:	IDLE-5
Location:	Fr Int Wright & Buena Vista 500 N 1570 E	Field:	Hollister

NNE 1/2 - 1 Mile	**OIL_GAS**	**CAR5000084**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

STATE OIL/GAS WELL INFORMATION:

NNE
1/2 - 1 Mile

CA OIL/GAS R5 CAR5000084

Well Number:	1	Status:	Not Reported
API Number:	06920055	Operator:	Big Horn Oil & Gas, Inc.
Latitude:	36.864248000	Longitude:	-121.416993000
Region:	5	Lease:	Red Cloud
Section:	28	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1293000
Abandoned Date:	Not Reported	Well Head Y-coord:	566210
Well Type:	DI	Well Status:	IDLE-5
Location:	?	Field:	Hollister

NW
1 - 2 Miles

OIL_GAS **CAR5000094**

NW
1 - 2 Miles

CA OIL/GAS R5 CAR5000094

Well Number:	1	Status:	Not Reported
API Number:	06900052	Operator:	Petrolex, Inc.
Latitude:	36.864074000	Longitude:	-121.438786000
Region:	5	Lease:	Richey
Section:	29	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1286625
Abandoned Date:	Not Reported	Well Head Y-coord:	566308
Well Type:	OG	Well Status:	PLUGGED
Location:	Fr NE proj cor 1650 S 1650 W	Field:	Hollister

NW
1/2 - 1 Mile

OIL_GAS **CAR5000088**

NW
1/2 - 1 Mile

CA OIL/GAS R5 CAR5000088

Well Number:	1	Status:	Not Reported
API Number:	06900040	Operator:	Big Horn Oil & Gas, Inc.
Latitude:	36.863813000	Longitude:	-121.435718000
Region:	5	Lease:	Cushman
Section:	29	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1287520
Abandoned Date:	Not Reported	Well Head Y-coord:	566190
Well Type:	DH	Well Status:	ABANDONED
Location:	Fr SW cor lot 18 800 N 556 E	Field:	Hollister

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Direction Distance	Database	EDR ID Number
WNW 1 - 2 Miles	**OIL_GAS**	**CAR5000096**
WNW 1 - 2 Miles	**CA OIL/GAS R5**	**CAR5000096**

Well Number:	1	Status:	Not Reported
API Number:	06900056	Operator:	Petrolex, Inc.
Latitude:	36.862102000	Longitude:	-121.441443000
Region:	5	Lease:	San Juan
Section:	29	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1285830
Abandoned Date:	Not Reported	Well Head Y-coord:	565610
Well Type:	DG	Well Status:	ABANDONED
Location:	?	Field:	Hollister

NW 1/2 - 1 Mile	**OIL_GAS**	**CAR5000087**
NW 1/2 - 1 Mile	**CA OIL/GAS R5**	**CAR5000087**

Well Number:	1	Status:	Not Reported
API Number:	06900039	Operator:	Big Horn Oil & Gas, Inc.
Latitude:	36.860640000	Longitude:	-121.436370000
Region:	5	Lease:	Cabrillo
Section:	29	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1287300
Abandoned Date:	Not Reported	Well Head Y-coord:	565040
Well Type:	DG	Well Status:	ACTIVE
Location:	Fr NE proj cor 2780 S 475 W	Field:	Hollister

NW 1/2 - 1 Mile	**OIL_GAS**	**CAR5000083**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

STATE OIL/GAS WELL INFORMATION:

NW
1/2 - 1 Mile

CA OIL/GAS R5 CAR5000083

Well Number:	1	Status:	Not Reported
API Number:	06900057	Operator:	Petrolex, Inc.
Latitude:	36.859482000	Longitude:	-121.432469000
Region:	5	Lease:	San Sebastian
Section:	28	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1288430
Abandoned Date:	Not Reported	Well Head Y-coord:	564590
Well Type:	DG	Well Status:	ABANDONED
Location:	Fr NW proj cor 3200 S 1000 E	Field:	Hollister

WNW
1/2 - 1 Mile

OIL_GAS **CAR5000089**

WNW
1/2 - 1 Mile

CA OIL/GAS R5 CAR5000089

Well Number:	1	Status:	Not Reported
API Number:	06900041	Operator:	Petrolex, Inc.
Latitude:	36.857739000	Longitude:	-121.437099000
Region:	5	Lease:	Dassel
Section:	29	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1287060
Abandoned Date:	Not Reported	Well Head Y-coord:	563990
Well Type:	DH	Well Status:	ABANDONED
Location:	Fr NE proj cor 3870 S 100 W	Field:	Hollister

WNW
1/2 - 1 Mile

OIL_GAS **CAR5000082**

WNW
1/2 - 1 Mile

CA OIL/GAS R5 CAR5000082

Well Number:	1	Status:	Not Reported
API Number:	06900055	Operator:	Petrolex, Inc.
Latitude:	36.856309000	Longitude:	-121.434523000
Region:	5	Lease:	San Clement
Section:	28	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1287800
Abandoned Date:	Not Reported	Well Head Y-coord:	563450
Well Type:	DG	Well Status:	ABANDONED
Location:	Fr SW proj cor 1000 N 75 E	Field:	Hollister

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Direction Distance	Database	EDR ID Number
WNW 1/4 - 1/2 Mile	**OIL_GAS**	**CAR5000081**
WNW 1/4 - 1/2 Mile	**CA OIL/GAS R5**	**CAR5000081**

Well Number:	1	Status:	Not Reported
API Number:	06900051	Operator:	Petrolex, Inc.
Latitude:	36.854951000	Longitude:	-121.429694000
Region:	5	Lease:	San Miguel
Section:	28	Township:	12S
Range:	5E	Map Number:	W3-8
Base and Meridian:	Not Reported	Total Depth:	0
Spud Date:	Not Reported	Well Head X-coord:	1289200
Abandoned Date:	Not Reported	Well Head Y-coord:	562920
Well Type:	DG	Well Status:	ABANDONED
Location:	Fr SW proj cor 600 N 1390 E	Field:	Hollister

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zip	Total Sites	> 4 Pci/L	Pct. > 4 Pci/L
95023	8	0	0.00

Federal EPA Radon Zone for SAN BENITO County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 95023

Number of sites tested: 2

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.350 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

California Drinking Water Quality Database
Source: Department of Health Services
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations for District 2, 3, 5 and 6
Source: Department of Conservation
Telephone: 916-323-1779

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
HOLLISTER	S103843249	HOLLISTER AIRPORT	HWY 156		SLIC
HOLLISTER	1004442737	SOIL CHEMICALS CORP	8770 HWY 25	95023	SSTS
HOLLISTER	1004443733	TRICAL INCORPORATED	8770 HWY. 25	95023	FINDS, SSTS
HOLLISTER	1005452230	TRICAL INC	8770 HWY 25	95023	TRIS, EMI
HOLLISTER	1007646021	TRICAL	8770 HWY 25	95023	SSTS
HOLLISTER	S106085907	CALTRANS DIST 4/CONSTRUCTION	RTE 25 PM 0.0 TO PM 96.7	95023	HAZNET
HOLLISTER	S103967933	HOLLISTER TRUCK PARTS	4364 HWY 25/BOLSA RD	95023	HAZNET
HOLLISTER	U003782295	COUNTY CORP. YARD (OLD)	509 / 521 FOURTH STREET	95023	UST
HOLLISTER	S107139356	CALTRANS DIST 5/CONSTR	KM 82.8-95.8 RTE 25	95023	HAZNET
HOLLISTER	S106166755	HERITAGE CLEANERS	1709 AIRLINE HWY SUITE G	95023	CLEANERS
HOLLISTER	S107454223	HERBERT COMPOST OPERATION	APN 013-09-0-025,-026 SOUTH OF HWY25		SWF/LF
HOLLISTER	S105254815	HOLLISTER INDUSTRIAL WWTP	WEST END OF SOUTH ST	95023	CA WDS
HOLLISTER	S103678737	SAN BENITO CTY/EMERG RESPONSE-97 FLOODS	FLOOD WASTE ONLY FROM SAN BENITO COUNTY	00000	HAZNET
HOLLISTER	S103980425	P G & E HOLLISTER SUBSTATION	FLORA RD N OF HWY 25	95023	HAZNET
HOLLISTER	S103975970	MAERS-CPT	EB HWY 156 @ SAN FELIPE RD	95023	HAZNET
HOLLISTER	S104581376	GEOF LANINI TRUCKING	4281 PACHECO HWY	95023	HAZNET
HOLLISTER	S103989307	STATE OF CAL DEPT OF FORESTRY & FIRE PRO	12280 PACHECO PASS HWY/PACHECO FIRE STAT	95023	HAZNET
HOLLISTER	S106858693	CDF PARKWAY, A CA LLC COMPANY, DBA CASA DE SHOP	10023 PACHECO PASS HWY	95023	CLEANERS
HOLLISTER	S106930259	PACHECO FFS	12280 PACHECO PASS HWY 152	95023	SWEEPS UST
HOLLISTER	S107148907	CASA DE FRUTA, LP	10011 PACHECO PASS HWY	95023	HAZNET
HOLLISTER	1000165220	US BUREAU OF LAND MGMT VALLECITOS OILFLD	T16S R11E SEC 25 - 50 MI SE OF HOLLISTER	95023	CERCLIS, FINDS
HOLLISTER	S101625009	CESARE BERTERO	SAN JUAN RD	95023	CA FID UST, SWEEPS UST
HOLLISTER	S101625086	MINISERE	5 SAN BENITA	95023	CA FID UST, SWEEPS UST
HOLLISTER	S103986460	SAN JUSTO SUBSTATION	SAN JUSTO RD W OF LUCY BROWN	95023	HAZNET
HOLLISTER	U001601203	CESARE BERTERO	SAN JUAN ROAD	95023	HIST UST
HOLLISTER	S102429035	E'S RANCH MILK	SAN BENITO ST	95023	Cortese, LUST
HOLLISTER	S105254814	HOLLISTER DOMESTIC WWTP	N SIDE HWY 156, W SAN BENITO R	95023	CA WDS
HOLLISTER	1003878919	PG&E GAS PLANT HOLLISTER	SIXTH & SALLY STS	95023	CERC-NFRAP
HOLLISTER	S106102203	PAICINES QUARRY	TRES PINOS CREEK S OF STATE HW	0	CA WDS
HOLLISTER	S103986202	SAN BENITO COUNTY/CLANDESTINE DRUG LABS	VARIOUS LOCATIONS WITHIN SAN BENITO CNTY	00000	HAZNET
HOLLISTER	S107150181	SAN BENITO COUNTY/CLANDESTINE DRUG LABS	VARIOUS LOCATIONS WITHIN SAN		HAZNET
HOLLISTER	S102804036	ELYXIR DISTRIBUTOR	500 YARDS FROM MILLER DR	95023	HAZNET
SAN JUAN BAUTISTA	U001601234	FREMONT PEAK COMMUNICATION FAC	6 MI SE SAN JUAN BAUTI	95023	HIST UST, SWEEPS UST

Site	Database(s)	EDR ID Number EPA ID Number
HOLLISTER AIRPORT **HWY 156** **HOLLISTER, CA**	**SLIC**	**S103843249** **N/A**

CA STATE SLIC :

Global Id :	SLT3S2271343
Region :	STATE
Assigned Name :	SLICSITE
Lead Agency Contact :	Not reported
Lead Agency :	Not reported
Lead Agency Case Number :	Not reported
Responsible Party :	ALLEN RITTER
Recent Dtw :	Not reported
Facility Status :	**Verification Monitoring Underway**
Substance Released :	39370, 39400

SLIC Region 3:

Facility Status:	Post Remediation Action Monitoring
Lead Agency:	Not reported
Entered Into Database:	Not reported
Date First Reported:	Not reported
Case Type:	Soil only
Leak Site Cross Street:	Not reported
Program Type :	SLIC
Discovered :	Not reported
RB Case In :	S10
Responsible Party Name:	CITY OF HOLLISTER
Responsible Party Contact :	Not reported
Responsible Party Number :	Not reported
Responsible Party Contact Name	ALLEN RITTER
Responsible Party Address:	375 FIFTH STREET HOLLISTER, CA
Responsible Party Phone:	Not reported

SOIL CHEMICALS CORP **8770 HWY 25** **HOLLISTER, CA 95023**	**SSTS**	**1004442737** **N/A**

SSTS:

Product:	METHYL BROMIDE 99.5
Status:	Active
Registration #:	008536CA 004
Report Year:	1990
Permit:	Registered
Product #:	00853600012
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Other Pesticides (includes insect repellents such as DEET)
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	Not reported

Site	Database(s)	EDR ID Number EPA ID Number
SOIL CHEMICALS CORP (Continued)		1004442737

Product:	METHYL BROMIDE 100
Status:	Active
Registration #:	008536CA 004
Report Year:	1990
Permit:	Registered
Product #:	00853600015
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Other Pesticides (includes insect repellents such as DEET)
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	Not reported
Product:	METHYL BROMIDE 98
Status:	Active
Registration #:	008536CA 004
Report Year:	1990
Permit:	Registered
Product #:	00853600019
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Other Pesticides (includes insect repellents such as DEET)
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	Not reported
Product:	METHYL BROMIDE 99.75
Status:	Active
Registration #:	008536CA 004
Report Year:	1990
Permit:	Registered
Product #:	00853600017
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Other Pesticides (includes insect repellents such as DEET)
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	Not reported
Product:	PIC BROM 33
Status:	Active
Registration #:	008536CA 004
Report Year:	1990
Permit:	Registered
Product #:	00853600005
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Other Pesticides (includes insect repellents such as DEET)
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	Not reported

Site	Database(s)	EDR ID Number EPA ID Number
SOIL CHEMICALS CORP (Continued)		1004442737

Product:	PIC BROM 43
Status:	Active
Registration #:	008536CA 004
Report Year:	1990
Permit:	Registered
Product #:	00853600007
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Other Pesticides (includes insect repellents such as DEET)
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	Not reported

Product:	PIC CLOR 60
Status:	Active
Registration #:	008536CA 004
Report Year:	1990
Permit:	Registered
Product #:	00853600008
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Other Pesticides (includes insect repellents such as DEET)
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	Not reported

Product:	CHLOROPICRIN 100
Status:	Active
Registration #:	008536CA 004
Report Year:	1990
Permit:	Registered
Product #:	00853600002
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Other Pesticides (includes insect repellents such as DEET)
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	Not reported

Product:	METHYL BROMIDE 99.5
Status:	Active
Registration #:	008536CA 004
Report Year:	1992
Permit:	Registered
Product #:	00853600012
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Other Pesticides (includes insect repellents such as DEET)
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	Not reported

Site	Database(s)	EDR ID Number EPA ID Number

SOIL CHEMICALS CORP (Continued) 1004442737

Product:	METHYL BROMIDE 99.75
Status:	Active
Registration #:	008536CA 004
Report Year:	1992
Permit:	Registered
Product #:	00853600017
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Other Pesticides (includes insect repellents such as DEET)
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	Not reported

The SSTS database contains 47 additional records for this site.
Please contact your EDR Account Executive for more information

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TRICAL INCORPORATED
8770 HWY. 25
HOLLISTER, CA 95023

FINDS 1004443733
SSTS 110000601215

FINDS:

Other Pertinent Environmental Activity Identified at Site:
AEROMETRIC INFORMATION RETRIEVAL SYSTEM/AIRS FACILITY SYSTEM
NATIONAL COMPLIANCE DATABASE SYSTEM
NATIONAL EMISSIONS INVENTORY
TOXIC CHEMICAL RELEASE INVENTORY SYSTEM

SSTS:

Product:	TRI-CON 67/33
Status:	Not reported
Registration #:	011220CA 004
Report Year:	2000
Permit:	Registered
Product #:	01122000007
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Insecticide-Fungicide
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	Not reported

Product:	METHYL BROMIDE 98%
Status:	Not reported
Registration #:	011220CA 004
Report Year:	2000
Permit:	Registered
Product #:	00853600019
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Insecticide-Fungicide
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	Not reported

Site	Database(s)	EDR ID Number EPA ID Number
TRICAL INCORPORATED (Continued)		1004443733

Product: METHYL BROMIDE 99.5%
Status: Not reported
Registration #: 011220CA 004
Report Year: 2000
Permit: Registered
Product #: 00853600012
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide-Fungicide
Product Use: Restricted use only
Market: Marketed in the United States
Country: Not reported
Region: Not reported

Product: TRI-CON 57/43
Status: Not reported
Registration #: 011220CA 004
Report Year: 2000
Permit: Registered
Product #: 01122000004
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide-Fungicide
Product Use: Restricted use only
Market: Marketed in the United States
Country: Not reported
Region: Not reported

Product: TRI-CON 75/25
Status: Not reported
Registration #: 011220CA 004
Report Year: 2000
Permit: Registered
Product #: 01122000008
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide-Fungicide
Product Use: Restricted use only
Market: Marketed in the United States
Country: Not reported
Region: Not reported

Product: TRI-CON 80/20
Status: Not reported
Registration #: 011220CA 004
Report Year: 2000
Permit: Registered
Product #: 05826600001
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide-Fungicide
Product Use: Restricted use only
Market: Marketed in the United States
Country: Not reported
Region: Not reported

Site	Database(s)	EDR ID Number EPA ID Number
TRICAL INCORPORATED (Continued)		1004443733

Product: TRI-CON 50/50
Status: Not reported
Registration #: 011220CA 004
Report Year: 2000
Permit: Registered
Product #: 01122000010
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide-Fungicide
Product Use: Restricted use only
Market: Marketed in the United States
Country: Not reported
Region: Not reported

Product: TRI-FORM 35 (OLD NAME: TELONE C-35)
Status: Not reported
Registration #: 011220CA 004
Report Year: 2000
Permit: Registered
Product #: 01122000022
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide-Fungicide
Product Use: Restricted use only
Market: Marketed in the United States
Country: Not reported
Region: Not reported

Product: TRI-CON 45/55
Status: Not reported
Registration #: 011220CA 004
Report Year: 2000
Permit: Registered
Product #: 01122000011
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide-Fungicide
Product Use: Restricted use only
Market: Marketed in the United States
Country: Not reported
Region: Not reported

Product: TRI-FORM 40/60
Status: Not reported
Registration #: 011220CA 004
Report Year: 2000
Permit: Registered
Product #: 01122000015
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide-Fungicide
Product Use: Restricted use only
Market: Marketed in the United States
Country: Not reported
Region: Not reported

Site	Database(s)	EDR ID Number EPA ID Number
TRICAL INCORPORATED (Continued)		1004443733

The SSTS database contains 49 additional records for this site.
Please contact your EDR Account Executive for more information

TRICAL INC
8770 HWY 25
HOLLISTER, CA 95023

TRIS 1005452230
EMI 95024TRCLN87

EMISSIONS :

Year :	1996
Facility ID :	158
Air District Code :	MBU
SIC Code :	2879
Air Basin :	NCC
Air District Name :	MONTEREY BAY UNIFIED APCD
Community Health Air Pollution Info System :	Not reported
Consolidated Emission Reporting Rule :	Not reported
County Code :	35
County ID :	35
Total Organic Hydrocarbon Gases Tons/Yr:	13
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr :	0
Part. Matter 10 Micrometers and Smaller Tons/Yr :	0

Year :	1997
Facility ID :	158
Air District Code :	MBU
SIC Code :	2879
Air Basin :	NCC
Air District Name :	MONTEREY BAY UNIFIED APCD
Community Health Air Pollution Info System :	Not reported
Consolidated Emission Reporting Rule :	Not reported
County Code :	35
County ID :	35
Total Organic Hydrocarbon Gases Tons/Yr:	12
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr :	0
Part. Matter 10 Micrometers and Smaller Tons/Yr :	0

Year :	1998
Facility ID :	158
Air District Code :	MBU
SIC Code :	2879
Air Basin :	NCC
Air District Name :	MONTEREY BAY UNIFIED APCD
Community Health Air Pollution Info System :	Not reported
Consolidated Emission Reporting Rule :	Not reported
County Code :	35
County ID :	35
Total Organic Hydrocarbon Gases Tons/Yr:	12
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0

Site	Database(s)	EDR ID Number EPA ID Number
TRICAL INC (Continued)		1005452230

NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr : 0
Part. Matter 10 Micrometers and Smaller Tons/Yr : 0

Year : 1999
Facility ID : 158
Air District Code : MBU
SIC Code : 2879
Air Basin : NCC
Air District Name : MONTEREY BAY UNIFIED APCD
Community Health Air Pollution Info System : Not reported
Consolidated Emission Reporting Rule : Not reported
County Code : 35
County ID : 35
Total Organic Hydrocarbon Gases Tons/Yr: 16
Reactive Organic Gases Tons/Yr: 16
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr : 0
Part. Matter 10 Micrometers and Smaller Tons/Yr : 0

Year : 2000
Facility ID : 158
Air District Code : MBU
SIC Code : 2879
Air Basin : NCC
Air District Name : MONTEREY BAY UNIFIED APCD
Community Health Air Pollution Info System : Not reported
Consolidated Emission Reporting Rule : Not reported
County Code : 35
County ID : 35
Total Organic Hydrocarbon Gases Tons/Yr: 9
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr : 0
Part. Matter 10 Micrometers and Smaller Tons/Yr : 0

Year : 2001
Facility ID : 158
Air District Code : MBU
SIC Code : 2879
Air Basin : NCC
Air District Name : MONTEREY BAY UNIFIED APCD
Community Health Air Pollution Info System : Not reported
Consolidated Emission Reporting Rule : Not reported
County Code : 35
County ID : 35
Total Organic Hydrocarbon Gases Tons/Yr: 7
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr : 0

Site	Database(s)	EDR ID Number EPA ID Number
TRICAL INC (Continued)		1005452230

Part. Matter 10 Micrometers and Smaller Tons/Yr : 0

Year :	2002
Facility ID :	1448
Air District Code :	MBU
SIC Code :	2879
Air Basin :	NCC
Air District Name :	MONTEREY BAY UNIFIED APCD
Community Health Air Pollution Info System :	Not reported
Consolidated Emission Reporting Rule :	Not reported
County Code :	35
County ID :	35
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	7
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr :	0
Part. Matter 10 Micrometers and Smaller Tons/Yr :	0

Year :	2003
Facility ID :	1448
Air District Code :	MBU
SIC Code :	2879
Air Basin :	NCC
Air District Name :	MONTEREY BAY UNIFIED APCD
Community Health Air Pollution Info System :	Not reported
Consolidated Emission Reporting Rule :	Not reported
County Code :	35
County ID :	35
Total Organic Hydrocarbon Gases Tons/Yr:	7
Reactive Organic Gases Tons/Yr:	7
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr :	0
Part. Matter 10 Micrometers and Smaller Tons/Yr :	0

TRICAL
8770 HWY 25
HOLLISTER, CA 95023

SSTS **1007646021**
N/A

SSTS:

Product:	TRI-CON 57/43 (CH3BR / CHLORPICRIN)(CUSTOM APPLIED)
Status:	Not reported
Registration #:	011220CA004
Report Year:	2003
Permit:	Registered
Product #:	01122000004
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Herbicide-Fungicide
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	09

Site	Database(s)	EDR ID Number EPA ID Number
TRICAL (Continued)		1007646021

Product: TRI-CON 67/33 (CH3BR/CHLORPICRIN)(CUSTOM APPLIED)
Status: Not reported
Registration #: 011220CA004
Report Year: 2003
Permit: Registered
Product #: 01122000007
Product Type: End-use blend, formulation, or concentrate
Product Class: Herbicide-Fungicide
Product Use: Restricted use only
Market: Marketed in the United States
Country: Not reported
Region: 09

Product: TRI-CON 75/25 (75% CHBR3/25% CHLORPICRIN)(CUSTOM APPLIED)
Status: Not reported
Registration #: 011220CA004
Report Year: 2003
Permit: Registered
Product #: 01122000008
Product Type: End-use blend, formulation, or concentrate
Product Class: Herbicide-Fungicide
Product Use: Restricted use only
Market: Marketed in the United States
Country: Not reported
Region: 09

Product: TRI-CON 50/50 (CUSTOM APPLIED)
Status: Not reported
Registration #: 011220CA004
Report Year: 2003
Permit: Registered
Product #: 01122000010
Product Type: End-use blend, formulation, or concentrate
Product Class: Herbicide-Fungicide
Product Use: Restricted use only
Market: Marketed in the United States
Country: Not reported
Region: 09

Product: TRI-CON 45/55 (CUSTOM APPLIED)
Status: Not reported
Registration #: 011220CA004
Report Year: 2003
Permit: Registered
Product #: 01122000011
Product Type: End-use blend, formulation, or concentrate
Product Class: Animal Repellent
Product Use: Restricted use only
Market: Marketed in the United States
Country: Not reported
Region: 09

Site	Database(s)	EDR ID Number EPA ID Number
TRICAL (Continued)		1007646021

Product:	TRI-CON 80/20 (SUPP -11220)
Status:	Not reported
Registration #:	011220CA004
Report Year:	2003
Permit:	Registered
Product #:	05826600001
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Herbicide-Fungicide
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	09
Product:	METHYL BROMIDE 99.5% (SUPP -11220)
Status:	Not reported
Registration #:	011220CA004
Report Year:	2003
Permit:	Registered
Product #:	00853600012
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Herbicide-Fungicide
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	09
Product:	METHYL BROMIDE 98% (SUPP -11220)
Status:	Not reported
Registration #:	011220CA004
Report Year:	2003
Permit:	Registered
Product #:	00853600019
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Herbicide-Fungicide
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	09
Product:	MBR CONC (SUPP -11220) (RUP)(CUSTOM APPLIED)
Status:	Not reported
Registration #:	011220CA004
Report Year:	2003
Permit:	Registered
Product #:	00885300002
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Herbicide-Fungicide
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	09

Site	Database(s)	EDR ID Number EPA ID Number

TRICAL (Continued) 1007646021

Product:	MBC-33 SOIL FUMIGANT (SUPP -11220) (CUSTOM APPLIED)
Status:	Not reported
Registration #:	011220CA004
Report Year:	2003
Permit:	Registered
Product #:	00885300003
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Herbicide-Fungicide
Product Use:	Restricted use only
Market:	Marketed in the United States
Country:	Not reported
Region:	09

The SSTS database contains 22 additional records for this site.
Please contact your EDR Account Executive for more information

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CALTRANS DIST 4/CONSTRUCTION HAZNET S106085907
RTE 25 PM 0.0 TO PM 96.7 N/A
HOLLISTER, CA 95023

HAZNET:

Gepaid:	CAC002484071
TSD EPA ID:	Not reported
Gen County:	San Benito
Tsd County:	Kern
Tons:	44.65
Facility Address 2:	Not reported
Waste Category:	Other inorganic solid waste
Disposal Method:	Disposal, Land Fill
Contact:	DALE KENNEDY
Telephone:	(510) 622-8795
Mailing Name:	Not reported
Mailing Address:	111 GRAND AVE RM 14-200 OAKLAND, CA 94612
County	Not reported

HOLLISTER TRUCK PARTS HAZNET S103967933
4364 HWY 25/BOLSA RD N/A
HOLLISTER, CA 95023

HAZNET:

Gepaid:	CAL000173826
TSD EPA ID:	CAD980887418
Gen County:	San Benito
Tsd County:	1
Tons:	.0417
Facility Address 2:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Contact:	RANDY HUSHBECK
Telephone:	(831) 636-6621
Mailing Name:	Not reported
Mailing Address:	PO BOX 407 LOS BANOS, CA 93635
County	San Benito

Site	Database(s)	EDR ID Number EPA ID Number

COUNTY CORP. YARD (OLD)
509 / 521 FOURTH STREET
HOLLISTER, CA 95023

UST **U003782295**
N/A

State UST:
Facility ID: 30372
Total Tanks: Not reported
Region: STATE
Local Agency: Hollister, San Benito County

CALTRANS DIST 5/CONSTR
KM 82.8-95.8 RTE 25
HOLLISTER, CA 95023

HAZNET **S107139356**
N/A

HAZNET:
Gepaid: CAC002559524
TSD EPA ID: CAT000646117
Gen County: San Benito
Tsd County: San Benito
Tons: 3.15
Facility Address 2: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Disposal, Land Fill
Contact: TYLER LAVERING/RE
Telephone: (831) 636-9163
Mailing Name: TYLER LAVERING/RE
Mailing Address: 2337 TECHNOLOGY PKWY STE F
HOLLISTER, CA 95023
County San Benito

HERITAGE CLEANERS
1709 AIRLINE HWY SUITE G
HOLLISTER, CA 95023

CLEANERS **S106166755**
N/A

CA Cleaners:
Inactive Date: 6/30/1995
EPA Id: CAD982337156
Facility Address 2 : Not reported
NAICS Code : Not reported
Facility Active : No
Mail Name : Not reported
Mailing Address: 1709 AIRLINE HWY SUITE G
HOLLISTER, CA 95023
Owner Name : --
Mailing Address: --
--, 99 --
Owner Telephone : 0000000000
Contact Name : CANCELLED PER 95 FEE FORM HN
Mailing Address: --
--, 99 --
Contact Telephone : --
Region Code : 2
Create Date : 06/17/1988
SIC Description : Not reported
NAICS Description : Not reported

Site	Database(s)	EDR ID Number EPA ID Number
HERBERT COMPOST OPERATION **APN 013-09-0-025,-026 SOUTH OF HWY25** **HOLLISTER, CA**	**SWF/LF**	**S107454223** **N/A**

LF:

Facility ID:	35-AA-0021	Operator:	Not reported
Operator Addr:			
Date:	Not reported		
Address:	Not reported		
Prep By:	Not reported		
DOHS Number:	Not reported		
CUP Number:	Not reported		
CIWMB:	Not reported		
Activity:	Composting Operation (Green Waste)		
Operator's Status:	Closed		
Owner:	Not reported		
Facility Phone 2 :	Not reported		
Owner Address:	Not reported		
	Not reported		
Operator Phone:	Not reported	Owner Telephone:	Not reported
Regulation Status:	Surrendered	Region:	STATE
Location:	Not reported		
Parcel Num:	Not reported		
Parcel Num 2 :	Not reported		
Land Use:	Not reported		
Sig. Change Since Last Visit:	Not reported		
Site Size:	Not reported		
Other Observations:	Not reported		
Issue And Observations:	Not reported		
Recommendations / Follow Up:	Not reported		
Program Type:	Not reported		
Public Notice:	Not reported		
PERMTIER:	Not reported		
Lat/Long:	36.85 / -121.4	Permit Date:	Not reported
Accepted Waste:			
Restrictions:			

Status :	Not reported	Swisnumber :	Not reported
Site Type :	Not reported	Aka :	Not reported
Type Of Waste :	Not reported	Disposal Area :	Not reported
SWFP Date :	Not reported	WDR Number :	Not reported
Dates Operation :	Not reported	Closure Approve :	Not reported
Dt Of Field Units :	Not reported	Surface Condition :	Not reported
Lea Date :	Not reported	Reassess Site :	Not reported
Leachate :	Not reported	Emrgncy Response	Not reported
Landfill Gas :	Not reported		
Priority For Site Assessment :	Not reported		
Other Recommendation :	Not reported		
Explanation:	Not Reported		
No Further Action:	Not Reported		
Permitted Throughput with Units:	0		
Actual Throughput with Units:	Not reported		
Actual Capacity with Units:	0		
Permitted Capacity with Units:	0		
Remaining Capacity with Units:	Not reported		
Permitted Total Acreage:	0		
Remaining Capacity :	Not reported		
Fill Area:	Not reported	Inspec Frequency :	None
Landuse Name:	Not reported	GIS Source:	Place

Site	Database(s)	EDR ID Number EPA ID Number

HERBERT COMPOST OPERATION (Continued) S107454223

Permit Status:	Not reported	Category:	Composting
Unit Number:	01	Closure Date:	/ /
Closure Type:	Not reported	Disposal Acreage:	Not reported
Year Opened:	Not reported	Year Closed:	Not reported

Last Waste Tire Inspection Count : Not reported
Last Waste Tire Inspection Date: Not reported
Original Waste Tire Count: Not reported
Original Waste Tire Count Date: Not reported
Type Of Refuse: Not reported
Avg Depth Of Fill: Not reported
Addtl Expansion Area: Not reported
Site Description: Not Reported

HOLLISTER INDUSTRIAL WWTP **CA WDS** **S105254815**
WEST END OF SOUTH ST **N/A**
HOLLISTER, CA 95023

WDS:

Facility ID:	Central Coastal 350100002		
Facility Contact	WILLIAM MARCUM	Facility Telephone	(831) 636-4350
SIC Code:	2033	SIC Code 2:	2030
Agency Name:	HOLLISTER, CITY OF		
Agency Address:	375 FIFTH ST HOLLISTER 95023		
Agency Contact:	RICHARD F SALAZ	Agency Phone:	(831) 636-4370
Design Flow:	6.1 Million Gal/Day	Baseline Flow:	3.5 Million Gal/Day

Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.

Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.

Agency Type: City

Waste Type: Process Waste (Waste produced as part of the industrial/manufacturing process) - Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and construction wastes, manure, vegetable or animal solid and semisolid waste).
Washwater Waste (Product washwater wastes: E.G., photo reuse wastewater, vegetable washwater) - Nonhazardous Solid Wastes/Influent or Solid Wastes that contain nonhazardous putrescible and non putrescible solid, semisolid, and liquid wastes (E.G., garbage, trash, refuse, paper, demolition and construction wastes, manure, vegetable or animal solid and semisolid waste).

Threat to Water: Moderate Threat to Water Quality. A violation could have a major adverse impact on receiving biota, can cause aesthetic impairment to a significant human population, or render unusable a potential domestic or municipal water supply. Awsthetic impairment would include nuisance from a waste treatment facility.

Complexity: Category A - Any major NPDES facility, any non-NPDES facility (particularly those with toxic wastes) that would be a major if discharge was made to surface or ground waters, or any Class I disposal site. Includes any small-volume complex facility (particularly those with toxicwastes) with numerous discharge points, leak detection systems or ground water monitoring wells.

Reclamation: No reclamation requirements associated with this facility.

POTW: The POTW Does not have an approved pretreatment program. Some POTWs may have local pretreatment programs that have not been approved by the regional board and/or EPA.

NPDES Number: Not reported

Subregion: 3

Site	Database(s)	EDR ID Number EPA ID Number
SAN BENITO CTY/EMERG RESPONSE-97 FLOODS **FLOOD WASTE ONLY FROM SAN BENITO COUNTY** **HOLLISTER, CA 00000**	**HAZNET**	**S103678737** **N/A**

HAZNET:

Gepaid:	CAS970101035
TSD EPA ID:	CAD088504881
Gen County:	San Benito
Tsd County:	Orange
Tons:	1.2500
Facility Address 2:	Not reported
Waste Category:	Household waste
Disposal Method:	Recycler
Contact:	TOXIC SUBSTANCES CONTROL-GISS
Telephone:	(800) 618-6942
Mailing Name:	Not reported
Mailing Address:	PO BOX 806 SACRAMENTO, CA 95812 - 0806
County	San Benito

Gepaid:	CAS970101035
TSD EPA ID:	AZD049318009
Gen County:	San Benito
Tsd County:	99
Tons:	.0750
Facility Address 2:	Not reported
Waste Category:	Household waste
Disposal Method:	Transfer Station
Contact:	TOXIC SUBSTANCES CONTROL-GISS
Telephone:	(800) 618-6942
Mailing Name:	Not reported
Mailing Address:	PO BOX 806 SACRAMENTO, CA 95812 - 0806
County	San Benito

Gepaid:	CAS970101035
TSD EPA ID:	CAD059494310
Gen County:	San Benito
Tsd County:	Santa Clara
Tons:	5.0830
Facility Address 2:	Not reported
Waste Category:	Household waste
Disposal Method:	Disposal, Other
Contact:	TOXIC SUBSTANCES CONTROL-GISS
Telephone:	(800) 618-6942
Mailing Name:	Not reported
Mailing Address:	PO BOX 806 SACRAMENTO, CA 95812 - 0806
County	San Benito

Gepaid:	CAS970101035
TSD EPA ID:	CAD059494310
Gen County:	San Benito
Tsd County:	Santa Clara
Tons:	.2250
Facility Address 2:	Not reported
Waste Category:	Household waste
Disposal Method:	Transfer Station
Contact:	TOXIC SUBSTANCES CONTROL-GISS
Telephone:	(800) 618-6942

Site	Database(s)	EDR ID Number EPA ID Number

SAN BENITO CTY/EMERG RESPONSE-97 FLOODS (Continued) S103678737

Mailing Name: Not reported
Mailing Address: PO BOX 806
SACRAMENTO, CA 95812 - 0806
County San Benito

P G & E HOLLISTER SUBSTATION **HAZNET** **S103980425**
FLORA RD N OF HWY 25 **N/A**
HOLLISTER, CA 95023

HAZNET:
Gepaid: CAC001381400
TSD EPA ID: UTD981552177
Gen County: San Benito
Tsd County: 99
Tons: 2.5323
Facility Address 2: Not reported
Waste Category: Liquids with polychlorinated biphenyls > 50 mg/l
Disposal Method: Treatment, Incineration
Contact: P G & E
Telephone: (559) 263-5217
Mailing Name: Not reported
Mailing Address: 487 W SHAW
FRESNO, CA 93704
County San Benito

MAERS-CPT **HAZNET** **S103975970**
EB HWY 156 @ SAN FELIPE RD **N/A**
HOLLISTER, CA 95023

HAZNET:
Gepaid: CAC001418856
TSD EPA ID: CAT080033681
Gen County: San Benito
Tsd County: Los Angeles
Tons: .3000
Facility Address 2: Not reported
Waste Category: Other inorganic solid waste
Disposal Method: Disposal, Other
Contact: MAERS-CPT
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 4500 N MISSION
ROSEBUSH, MI 48878
County San Benito

GEOF LANINI TRUCKING **HAZNET** **S104581376**
4281 PACHECO HWY **N/A**
HOLLISTER, CA 95023

Site	Database(s)	EDR ID Number EPA ID Number

GEOF LANINI TRUCKING (Continued) S104581376

HAZNET:
- Gepaid: CAL000182746
- TSD EPA ID: CAT080013352
- Gen County: San Benito
- Tsd County: Los Angeles
- Tons: 3.5445
- Facility Address 2: Not reported
- Waste Category: Tank bottom waste
- Disposal Method: Recycler
- Contact: GEOF LANINI
- Telephone: (831) 638-0155
- Mailing Name: Not reported
- Mailing Address: 4281 PACHECO HWY
  HOLLISTER, CA 95023
- County: San Benito

STATE OF CAL DEPT OF FORESTRY & FIRE PRO HAZNET S103989307
12280 PACHECO PASS HWY/PACHECO FIRE STAT N/A
HOLLISTER, CA 95023

HAZNET:
- Gepaid: CAC001350960
- TSD EPA ID: CAD009466392
- Gen County: San Benito
- Tsd County: 7
- Tons: .2500
- Facility Address 2: Not reported
- Waste Category: Other empty containers 30 gallons or more
- Disposal Method: Recycler
- Contact: DEPT OF FORESTRY & FIRE PROTEC
- Telephone: (000) 000-0000
- Mailing Name: Not reported
- Mailing Address: 15670 MONTEREY ST
  MORGAN HILL, CA 95037
- County: San Benito

CDF PARKWAY, A CA LLC COMPANY, DBA CASA DE SHOP CLEANERS S106858693
10023 PACHECO PASS HWY N/A
HOLLISTER, CA 95023

CA Cleaners:
- Inactive Date: Not reported
- EPA Id: CAL000291868
- Facility Address 2 : Not reported
- NAICS Code : 81149
- Facility Active : Yes
- Mail Name : Not reported
- Mailing Address: 10021 PACHECO PASS HWY
  HOLLISTER, CA 95023
- Owner Name : CDF PARKWAY, A CA LLC COMPANY
- Mailing Address: 10021 PACHECO PASS HWY
  HOLLISTER, CA 95023
- Owner Telephone : 4088427282
- Contact Name : CHUCK ZANGER
- Mailing Address: 10021 PACHECO PASS HWY
  HOLLISTER, CA 95023
- Contact Telephone : 4088427282

Site	Database(s)	EDR ID Number EPA ID Number

CDF PARKWAY, A CA LLC COMPANY, DBA CASA DE SHOP (Continued) S106858693

Region Code : 2
Create Date : 03/04/2005
SIC Description : Laundry and Garment Services, NEC (alteration and repair)
NAICS Description : Other Personal and Household Goods Repair and Maintenance

---

PACHECO FFS **SWEEPS UST** **S106930259**
12280 PACHECO PASS HWY 152 **N/A**
HOLLISTER, CA 95023

SWEEPS:
Status : A
Comp Number : 21334
Number : 9
Board Of Equalization : Not reported
Ref Date : 07-01-85
Act Date : Not reported
Created Date : 02-29-88
Tank Status : A
Owner Tank Id : 1
Swrcb Tank Id : 35-031-021334-000001
Actv Date : 07-01-85
Capacity : 550
Tank Use : M.V. FUEL
Stg : P
Content : REG UNLEADED
Number Of Tanks : 1

CASA DE FRUTA, LP **HAZNET** **S107148907**
10011 PACHECO PASS HWY **N/A**
HOLLISTER, CA 95023

HAZNET:
Gepaid: CAL000269381
TSD EPA ID: NVD980895338
Gen County: San Benito
Tsd County: San Benito
Tons: 0.15
Facility Address 2: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Disposal, Land Fill
Contact: GENE ZANGER
Telephone: (408) 842-7282
Mailing Name: CASA DE FRUTA
Mailing Address: 10011 PACHECO PASS HWY
HOLLISTER, CA 95023 - 9504
County San Benito

Gepaid: CAL000269381
TSD EPA ID: NVD980895338
Gen County: San Benito
Tsd County: San Benito
Tons: 0.83
Facility Address 2: Not reported
Waste Category: Off-specification, aged, or surplus organics
Disposal Method: Disposal, Land Fill
Contact: GENE ZANGER
Telephone: (408) 842-7282
Mailing Name: CASA DE FRUTA

Burton C.

California Regional Water Quality Control Board
Central Coast Region

Terry Tamminen
Secretary for
Environmental
Protection

Internet Address: http://www.swrcb.ca.gov
895 Aerovista Place, Suite 101, San Luis Obispo, California 93401-7906
Phone (805) 549-3147 • FAX (805) 543-0397

Arnold Schwarzenegger
Governor

May 28, 2004

Ms. Maria Eiro
Victory Gas and Food Corporation
287 Vega Road
Watsonville, CA 95076

Dear Ms. Eiro:

UGT: 1615 SAN JUAN ROAD, HOLLISTER, VICTORY GAS AND FOOD CORPORATION; CASE CLOSURE TRANSMITTAL (RWQCB CASE NO. 3319)

Regional Board staff have reviewed Toxichem Management System, Inc.'s May 18, 2004, *Well Destruction Summary* report and previously submitted *Case Closure Summary* form for the subject site. Thank you for submitting this information. The requirements for case closure have been met. This case is now closed as certified by the enclosed Case Closure letter.

This concludes the Regional Board's regulatory oversight for the investigation and cleanup of the former release. This letter does not relieve you of other agency's requirements, which may continue to have jurisdiction or require further work. As with any real property, additional or previously identified contamination at the site may require additional investigation and cleanup.

Thank you for your diligence in addressing water quality issues at the subject site and your continued commitment to the protection of water quality in the Central Coast Region. If you have any question regarding this matter, please call **Burton Chadwick at (805) 542-4786.**

Sincerely,

Roger W. Briggs
Executive Officer

S:\UST\Regulated Sites\San Benito Co\1516 San Juan Hollister Victory\case closure transm 0504.doc

Enclosures: Case Closure letter
Case Closure Summary form

cc: see page 2
(w/ Case Closure letter)

Ms. Christine Mead (w/ Closure Summary)
Toxichem Management Systems, Inc.
343 Soquel Ave, Ste. 180
Santa Cruz, CA 95062

Captain Michael O'Conner
Hollister Fire Department
110 Fifth Street
Hollister, CA 95023

Mr. Harry Wiggins
35 Secondo Way
Watsonville, CA 95076

Mr. Warren Woo
4790 Geary Blvd.
San Francisco, CA 94118

Mr. Jeff Lawson
Silicon Valley Law Group
152 N. Third St., Ste. 900
San Jose, CA 95112

Mr. J. B. Howard
John B. Howard Trust
P.O. Box 371
Carmel Valley, CA 93924

Mr. Virender Goswami
350 Sansome St., Ste. 1060
San Francisco, CA 94104

Mr. Michael Pekin
West Gateway, Inc.
270 Joe's Lane
Hollister, CA 95023

Mr. Mark Matranga
UST Cleanup Fund
P.O. Box 944212
Sacramento, CA
94244-2120

Ms. Nancy Callsen
UST Cleanup Fund
P.O. Box 944212
Sacramento, CA 94244-2120

California Regional Water Quality Control Board
Central Coast Region

Terry Tamminen
Secretary for Environmental Protection

Internet Address: http://www.swrcb.ca.gov
895 Aerovista Place, Suite 101, San Luis Obispo, California 93401-7906
Phone (805) 549-3147 • FAX (805) 543-0397

Arnold Schwarzenegger
Governor

May 28, 2004

Ms. Maria Eiro
Victory Gas and Food Corporation
287 Vega Road
Watsonville, CA 95076

Dear Ms. Eiro:

UGT: 1615 SAN JUAN ROAD, HOLLISTER, VICTORY GAS AND FOOD CORPORATION; CASE CLOSURE (RWQCB CASE NO. 3319)

This letter confirms the completion of site investigation and remedial action for the underground storage tanks located at the above-described location. Thank you for your cooperation throughout this investigation. Your willingness and promptness in responding to our inquiries concerning the underground storage tanks are greatly appreciated.

Based on the information in the above-referenced file and with the provision that the information provided to this agency was accurate and representative of site conditions, this agency finds that the site investigation and corrective action carried out at your underground storage tanks site is in compliance with the requirements of subdivisions (a) and (b) of Section 25296.10 of the Health and Safety Code and with corrective action regulations adopted pursuant to Section 25299.3 of the Health and Safety Code and that no further action related to the petroleum release at the site is required.

This notice is issued pursuant to subdivision (g) of Section 25296.10 of the Health and Safety Code.

If you have any question regarding this matter, please call **Burton Chadwick at (805) 542-4786.**

Sincerely,

Roger W. Briggs
Executive Officer

S:\UST\Regulated Sites\San Benito Co\1516 San Juan Hollister Victory\case closure ltr 0504.doc

CASE CLOSURE SUMMARY

Leaking Underground Fuel Storage Tank Program

RECEIVED DEC 08 2003 Region 3 Office WATER QUALITY CONTROL

I. Agency Information

Agency Name: RWQCB - Central Coast Region	**Address:** 895 Aerovista Place, Suite 101
City/State/Zip: San Luis Obispo, CA 93401	**Phone:** (805) 542-4786
Responsible Staff person: Burton Chadwick, RG, CHG	**Title:** Associate Engineering Geologist

II. Case Information

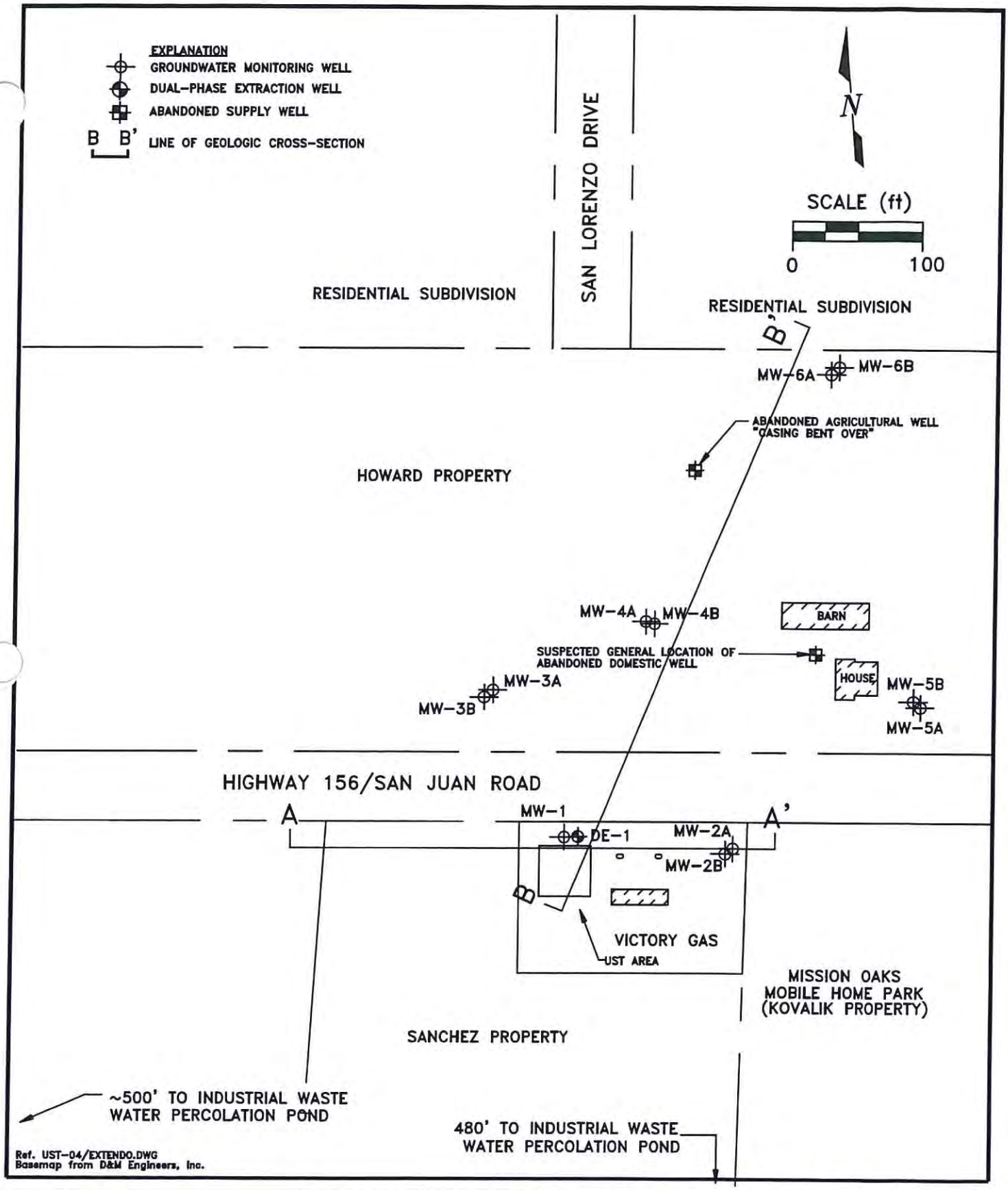
Site Facility Name: Victory Gas and Food, Inc.		**LUSTIS Case #:** 3319
Site Facility Address: 1615 San Juan Road, Hollister, California		
Responsible Parties	**Address**	**Phone Number**
Victory Gas and Food, Inc.	287 Vega Road, Watsonville, CA 95076	831-247-3166

III. Tank Information

Tank #	Size in Gallons	Contents	Closed in Place/Removed	Date
1	unknown	Gasoline	Removed	06/14/99
2	unknown	Gasoline	Removed	06/14/99
3				
4				
5				

IV. Release and Site Characterization Information

Cause and Type of Release: Gasoline release from former USTs and former westernmost dispenser		
Site Characterization Complete? Yes	**Date Approved by Oversight Agency:** 12/12/02	
Monitoring Wells Installed? Yes	**Number:** 12	**Proper Screened Interval?** Yes
Highest GW Depth Below Ground Surface: 33.60'	**Lowest:** >50'	**Flow Direction:** Northeast – East
Most Sensitive Current GW Use: Former drinking water		
Are Drinking Water Wells Affected? No	**Aquifer Name:** Unconfined aquifer	
Is Surface Water Affected? No	**Nearest affected SW name:**	
Off-site Beneficial Use Impacts (addresses/locations): None		



PREPARED BY

TOXICHEM Management Systems, Inc.

Environmental & Occupational Health Services

Victory Gas and Food
1615 San Juan Road
Hollister, California

STUDY AREA PLAN

FIGURE: 3

PROJECT: UST-04

APPENDIX L

RECORDS OF COMMUNICATION

CITY OF HOLLISTER

375 Fifth Street • Hollister, CA 95023-3876

February 21, 2006

VATC Associates Inc.
2325 Skyway Dr, Suite C
Santa Maria, CA 93455

Dear Mr.Wandke,

I received your fax regarding the property at 1550 San Juan, Hollister, CA., and the way are permits are filed prior 2004 is by month and year of permits issuance. If you know of any permits that may have been needed, and you know approximate month of a certain year, then we can search the archives which may have an hourly research fee. Or, if you can determine a certain month and year, then you could schedule a day and time to come to the Building Division and search through our permit records. Looking at the old permit computer system which dates back to the 1970's, and, our new computer system, I do not find any permits on this address.

Your letter specified only Building permit, if you needed any other permits, you may want to contact the City of Hollister, Fire Marshal, or County Environmental Health.

If you have any further questions, please give me a call at 831-636-4355.

Thank you.

Sincerely,

Carolyn Costa
Permit Technician
City of Hollister, Building Division

APPENDIX M

TERMINOLOGY

TERMINOLOGY

The following provides definitions and descriptions of certain terms that may be used in this report. Italics indicate terms that are defined by ASTM Standard Practice E 1527. The Standard Practice should be referenced for further detail (such as the precise wording), related definitions or additional explanation regarding the meaning of terms.

recognized environmental condition(s) (REC) - the presence or likely presence of any *hazardous substances* or *petroleum products* on a *property* under conditions that indicate an existing release, a past release, or a *material threat* of a release of any *hazardous substances* or *petroleum products* into structures on the *property* or into the ground, ground water, or surface water of the *property*. The term includes *hazardous substances* or *petroleum products* even under conditions in compliance with laws. The term is not intended to include *de minimis* conditions.

de minimis conditions – are conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not *recognized environmental conditions*.

historical recognized environmental condition(s) (HREC) - environmental condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered a *recognized environmental condition* currently. The final decision rests with the *environmental professional* and will be influenced by the current impact of the *historical recognized environmental condition* on the *property*. If a past release of any *hazardous substances* or *petroleum products* has occurred in connection with the *property*, with such remediation accepted by the responsible regulatory agency (for example, as evidenced by the issuance of a no further action letter or equivalent), this condition shall be considered a *historical recognized environmental condition*.

material threat – a physically observable or obvious threat which is reasonably likely to lead to a release that, in the opinion of the *environmental professional*, is threatening and might result in impact to public health or the environment. An example might include an aboveground storage tank that contains a hazardous substance and which shows evidence of damage such that it may cause or contribute to tank integrity failure with a release of contents to the environment.

material impact to public health or environment – a substantial risk of harm to public health or the environment resulting from the presence or likely presence of an existing release, a past release, or a *material threat* of a release of any *hazardous substances* or *petroleum products* into structures on the *property* or into the ground, ground water, or surface water of the *property*. An example might include a release of a hazardous substance in concentrations exceeding applicable governmental agency standards under conditions that could reasonably and foreseeably result in substantial exposure to humans or substantial damage to natural resources. The risk of that exposure or damage would represent a material impact to public health or environment.

general risk of enforcement action – the likelihood that an environmental condition would be subject to enforcement action if brought to the attention of appropriate governmental agencies. If the circumstances suggest an enforcement action would be more likely than not, then the condition is considered a general risk of enforcement action.

Phase II

SITE ASSESSMENT AND TANK CLOSURE REPORT

Sanchez Trucking Yard
1555 San Juan Road
Hollister, California

Prepared for:

Ms. Mary Moore
825 7th Street
Hollister, California 95023

Prepared by:

ATC Associates Inc.
2325 Skyway Drive, Suite C
Santa Maria, California 93455

July 5, 2006

ATC Job No. 79.92079.0079

Prepared by:

John Wandke
Staff Geologist

Reviewed and Approved by:

Joseph L. Bride, P.E.
California Registered Civil Engineer No. 52107

2325 Skyway Drive, Suite C
Santa Maria, California 93455
www.atc-enviro.com
805.928.3000
Fax 805.928.6046

July 5, 2006

Ms. Mary Moore
825 7th Street
Hollister, California 95023

Re: Site Assessment and Tank Closure Report
Sanchez Trucking Yard
1555 San Juan Road, Hollister, California

Dear Ms. Moore:

ATC Associates Inc. is pleased to present this report of Phase II site assessment activities at the site referenced above. This report summarizes the work performed and the results of the subsurface investigation and sampling, which occurred on June 26, 2006. A copy of this report has been sent to Mr. Ray Stevenson of San Benito County Environmental Health Services as part of the request for official closure of the two abandoned underground storage tanks on the property. If you have any questions or comments, please contact John Wandke at (831) 277-7748 or Greg Vogelpohl at (805) 928-3000.

Sincerely,
ATC ASSOCIATES INC.

John Wandke
Staff Geologist

Greg Vogelpohl, P.E.
Senior Engineer

cc: Mr. Ray Stevenson – San Benito County Environmental Health Services

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3.0 ENVIRONMENTAL SETTING 1
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Table 1: Summary of Soil Sample Analytical Results

FIGURES

Figure 1: Site Location Map
Figure 2: General Site Plan
Figure 3: Detailed Site Investigation Map

APPENDICES

Appendix A: Agency Correspondence
Appendix B: Laboratory Analytical Reports
Appendix C: Boring Logs

1.0 INTRODUCTION

ATC Associates, Inc. (ATC) has prepared this site assessment and underground storage tank (UST) closure report on behalf of Ms. Mary Moore and the Sanchez Family for the Sanchez Trucking Yard, located at 1555 San Juan Road, Hollister, California (the Site). This report documents direct-push drilling, soil sampling and laboratory analytical activities conducted as part of the phase II site assessment. The general site location is shown on Figure 1, Site Vicinity Map and the general site layout is shown on Figure 2, General Site Plan.

2.0 SITE BACKGROUND

The property (APN 052-09-0-008-0) is located at 1555 San Juan Road, Hollister. The address 1550 San Juan Road is also associated with the property and is assigned to the aforementioned APN by the City of Hollister Assessor's Office. The property has been owned by the Sanchez Family since approximately the mid 1960's and has been used as a trucking yard for a significant portion of that time.

It is the intention of the property owner (the Sanchez Family) to achieve official closure of two abandoned diesel USTs located on the property. The USTs were abandoned in place and filled with sand in the late 1980's. The USTs are located beneath a reinforced concrete pad that is adjacent to a former fueling island. The exact volume of the USTs is unknown, because no records or analytical data for the USTs are on file at either the San Benito County Environmental Health Services (SBCEHS) or the City of Hollister Fire Department (CHFD). Based on the size of the reinforced concrete pad, the tanks are estimated to be approximately 500 gallons in volume each. Their approximate location is indicated by the presence of two 12-inch metal tank openings that are set flush with the surface of the overlying concrete pad and are filled with clean sand.

Three small areas of surface soil stained with a tar-like substance are also present in the vicinity of the former fueling island. Both the undocumented abandoned USTs and the areas of stained surface soil are described in ATC's *Phase I Environmental Site Assessment – The Sanchez Property*, dated March 6, 2006.

3.0 ENVIRONMENTAL SETTING

3.1 Regional and Site Specific Geology

The property is regionally located within the alluvial-filled Hollister Valley, which generally slopes in a northwesterly direction along the path of the San Benito River. The Hollister Valley trends in a generally northwest-southeast direction, which is similar to neighboring valleys defined by structure associated with the right-lateral San Andreas Fault system.

Locally, the Sanchez property is located along two distinct Quaternary river terraces that are associated with the San Benito River and have been mapped by Rosenburg (1998). The northern portion of the property is underlain by the older Holocene Sorrento terrace, which consists of unconsolidated sandy silt, capped by minimally developed soils. The southern portion of the property is underlain by the younger Holocene Metz terrace, which is composed of unconsolidated silty sand underlain by layers of coarse sand and gravel. The Metz terrace is also capped by minimally developed soils (Rosenburg, 1998). Based on the map prepared by Rosenburg (1998) and the site visit, the edge of the older, Sorrento terrace is interpreted to be the sloping hill that runs in an approximately east-west direction through the property in the vicinity of the barn/former shop. The depth to shallow groundwater on the property is unknown, but is estimated to be less than 30 feet below ground surface (bgs), based on previous investigations at the neighboring Plaza 156 Gas and Food fueling station along San Juan Road (RWQCB, 2004).

3.2 Soils

Drilling activities supervised by ATC on June 26, 2006 occurred on the southwestern portion of the property, in the vicinity of the abandoned USTs, the former fueling island, and a concrete slab near the entrance to the barn. This area corresponds with the Metz Terrace described by Rosenburg (1998). Subsurface soils encountered during drilling consisted of silt, silty sand, and/or fine grained sand in the upper 3 to 10 feet. Soils generally become coarser with depth and are dominated by well graded, gravelly sands from depths of 4 to 17 feet bgs.

4.0 SUMMARY OF SITE ASSESSMENT ACTIVITIES

ATC performed the activities outlined in our "*Phase II Site Assessment and Underground Storage Tank Work Plan*" dated May 12, 2006. The Work Plan was approved by the SBCEHS in a letter dated June 9, 2006. Copies of Agency Correspondence are included in Appendix A, Agency Correspondence. ATC conducted the following activities:

1. ATC marked the locations of the proposed soil borings, notified Underground Services Alert (USA) (Ticket # 218293), and contracted Cruz Brothers Locators to locate any buried utilities in the vicinity of the work areas. Cruz Brothers Locators also attempted to determine the size of the abandoned, metal USTs using geophysical equipment. However, the concrete pad over the USTs is apparently reinforced with rebar and prevented an accurate determination of the size of the USTs.
2. On June 26, 2006 ATC directed and supervised the completion of nine soil borings, which were advanced using Geoprobe direct push equipment. ATC subcontracted Vironex of San Leandro, California to complete the drilling work. Three directional soil borings (B-1, B-2, B-4) were advanced on three sides of the abandoned USTs. Soil boring B-1 (20° angle) was drilled to a directional depth of 20 feet, which corresponds to a vertical depth of 17 feet bgs. Soil borings B-2 (30° angle) and B-4 (20° angle) were drilled to a directional depth of 15 feet,

Site	Database(s)	EDR ID Number EPA ID Number

CASA DE FRUTA, LP (Continued) S107148907

Mailing Address: 10011 PACHECO PASS HWY
HOLLISTER, CA 95023 - 9504
County San Benito

Gepaid: CAL000269381
TSD EPA ID: CAD980887418
Gen County: San Benito
Tsd County: San Benito
Tons: 6.25
Facility Address 2: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Contact: GENE ZANGER
Telephone: (408) 842-7282
Mailing Name: CASA DE FRUTA
Mailing Address: 10011 PACHECO PASS HWY
HOLLISTER, CA 95023 - 9504
County San Benito

Gepaid: CAL000269381
TSD EPA ID: NVD980895338
Gen County: San Benito
Tsd County: San Benito
Tons: 0.15
Facility Address 2: Not reported
Waste Category:
Disposal Method: Treatment, Incineration
Contact: GENE ZANGER
Telephone: (408) 842-7282
Mailing Name: CASA DE FRUTA
Mailing Address: 10011 PACHECO PASS HWY
HOLLISTER, CA 95023 - 9504
County San Benito

Gepaid: CAL000269381
TSD EPA ID: NVD980895338
Gen County: San Benito
Tsd County: San Benito
Tons: 0.45
Facility Address 2: Not reported
Waste Category: Unspecified alkaline solution
Disposal Method: Treatment, Tank
Contact: GENE ZANGER
Telephone: (408) 842-7282
Mailing Name: CASA DE FRUTA
Mailing Address: 10011 PACHECO PASS HWY
HOLLISTER, CA 95023 - 9504
County San Benito

The CA HAZNET database contains 1 additional record for this site.
Please contact your EDR Account Executive for more information

Site	Database(s)	EDR ID Number EPA ID Number
US BUREAU OF LAND MGMT VALLECITOS OILFLD **T16S R11E SEC 25 - 50 MI SE OF HOLLISTER** **HOLLISTER, CA 95023**	**CERCLIS** **FINDS**	**1000165220** **CA1141190081**

CERCLIS Classification Data:

Federal Facility:	Federal Facility		
Non NPL Status:	SI Start Needed		
NPL Status:	Not on the NPL		
Contact:	Betsy Curnow	Contact Tel:	(415) 972-3093
Contact Title:	Not reported		
Contact:	Jere Johnson	Contact Tel:	(415) 972-3094
Contact Title:	Not reported		

CERCLIS Assessment History:

Assessment:	DISCOVERY	Completed:	12/01/1979
Assessment:	PRELIMINARY ASSESSMENT	Completed:	07/01/1980

CERCLIS Site Status:
Low

CERCLIS Alias Name(s):
ARGO PETROLEUM (LEASEE)
BLM-VALLECITOS OILFIELD
BLM-VALLECITOS OILFIELD

FINDS:
Other Pertinent Environmental Activity Identified at Site:
COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION AND INFORMATION SYSTEM

CESARE BERTERO
SAN JUAN RD
HOLLISTER, CA 95023

CA FID UST **S101625009**
SWEEPS UST **N/A**

FID:

Facility ID:	35000376	Regulate ID:	00034775
Reg By:	Active Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Active	Facility Tel:	(408) 637-7290
Mail To:	Not reported P O BOX HOLLISTER, CA 95023		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

SWEEPS:

Status :	A
Comp Number :	34775
Number :	9
Board Of Equalization :	Not reported
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	1
Swrcb Tank Id :	35-031-034775-000001
Actv Date :	07-01-85
Capacity :	500
Tank Use :	M.V. FUEL
Stg :	P
Content :	REG UNLEADED
Number Of Tanks :	3

Site	Database(s)	EDR ID Number EPA ID Number
CESARE BERTERO (Continued)		S101625009

Status : A
Comp Number : 34775
Number : 9
Board Of Equalization : Not reported
Ref Date : 07-01-85
Act Date : Not reported
Created Date : 02-29-88
Tank Status : A
Owner Tank Id : 2
Swrcb Tank Id : 35-031-034775-000002
Actv Date : 07-01-85
Capacity : 500
Tank Use : M.V. FUEL
Stg : P
Content : REG UNLEADED
Number Of Tanks : Not reported

Status : A
Comp Number : 34775
Number : 9
Board Of Equalization : Not reported
Ref Date : 07-01-85
Act Date : Not reported
Created Date : 02-29-88
Tank Status : A
Owner Tank Id : 3
Swrcb Tank Id : 35-031-034775-000003
Actv Date : 07-01-85
Capacity : 500
Tank Use : M.V. FUEL
Stg : P
Content : REG UNLEADED
Number Of Tanks : Not reported

MINISERE
5 SAN BENITA
HOLLISTER, CA 95023

CA FID UST S101625086
SWEEPS UST N/A

FID:

Facility ID:	35000384	Regulate ID:	00038191
Reg By:	Active Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Active	Facility Tel:	(408) 637-6979
Mail To:	Not reported 5 SAN BENITA HOLLISTER, CA 95023		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

SWEEPS:
Status : A
Comp Number : 38191
Number : 9
Board Of Equalization : 44-019676
Ref Date : 07-01-85

Site	Database(s)	EDR ID Number EPA ID Number

MINISERE (Continued) S101625086

Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	1
Swrcb Tank Id :	35-031-038191-000001
Actv Date :	07-01-85
Capacity :	8500
Tank Use :	M.V. FUEL
Stg :	P
Content :	REG UNLEADED
Number Of Tanks :	3
Status :	A
Comp Number :	38191
Number :	9
Board Of Equalization :	44-019676
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	2
Swrcb Tank Id :	35-031-038191-000002
Actv Date :	07-01-85
Capacity :	8500
Tank Use :	M.V. FUEL
Stg :	P
Content :	LEADED
Number Of Tanks :	Not reported
Status :	A
Comp Number :	38191
Number :	9
Board Of Equalization :	44-019676
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	3
Swrcb Tank Id :	35-031-038191-000003
Actv Date :	07-01-85
Capacity :	2200
Tank Use :	M.V. FUEL
Stg :	P
Content :	REG UNLEADED
Number Of Tanks :	Not reported

SAN JUSTO SUBSTATION **HAZNET S103986460**
SAN JUSTO RD W OF LUCY BROWN **N/A**
HOLLISTER, CA 95023

Site	Database(s)	EDR ID Number EPA ID Number
SAN JUSTO SUBSTATION (Continued)		S103986460

HAZNET:

Gepaid:	CAC001381392
TSD EPA ID:	UTD981552177
Gen County:	San Benito
Tsd County:	99
Tons:	5.6367
Facility Address 2:	Not reported
Waste Category:	Liquids with polychlorinated biphenyls > 50 mg/l
Disposal Method:	Treatment, Incineration
Contact:	P G & E
Telephone:	(559) 263-5217
Mailing Name:	Not reported
Mailing Address:	487 W SHAW FRESNO, CA 93704
County	San Benito

CESARE BERTERO
SAN JUAN ROAD
HOLLISTER, CA 95023

HIST UST **U001601203**
N/A

UST HIST:

Facility ID:	34775	Owner Name:	CESARE BERTERO
Total Tanks:	3	Region:	STATE
Owner Address:	SAN JUAN ROAD HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	1	Container Num:	1
Tank Capacity:	00000500	Year Installed:	Not reported
Type of Fuel:	PREMIUM	Tank Construction:	12 gauge
Leak Detection:	None		
Contact Name:	Not reported	Telephone:	(408) 637-7290
Facility Type:	Other	Other Type:	Not reported
Facility ID:	34775	Owner Name:	CESARE BERTERO
Total Tanks:	3	Region:	STATE
Owner Address:	SAN JUAN ROAD HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	2	Container Num:	2
Tank Capacity:	00000500	Year Installed:	Not reported
Type of Fuel:	PREMIUM	Tank Construction:	12 gauge
Leak Detection:	None		
Contact Name:	Not reported	Telephone:	(408) 637-7290
Facility Type:	Other	Other Type:	Not reported
Facility ID:	34775	Owner Name:	CESARE BERTERO
Total Tanks:	3	Region:	STATE
Owner Address:	SAN JUAN ROAD HOLLISTER, CA 95023		
Tank Used for:	PRODUCT		
Tank Num:	3	Container Num:	3
Tank Capacity:	00000500	Year Installed:	Not reported
Type of Fuel:	PREMIUM	Tank Construction:	12 gauge
Leak Detection:	None		
Contact Name:	Not reported	Telephone:	(408) 637-7290
Facility Type:	Other	Other Type:	Not reported

Site	Database(s)	EDR ID Number EPA ID Number

E'S RANCH MILK **Cortese S102429035**
SAN BENITO ST **LUST N/A**
HOLLISTER, CA 95023

CORTESE:
Region: CORTESE
Fac Address 2: SAN BENITO ST

State LUST:
Cross Street: SANTA ANA ROAD
Qty Leaked: Not reported
Case Number Not reported
Reg Board: 3
Chemical: Gasoline
Lead Agency: Local Agency
Local Agency : 35031
Case Type: Soil only
Status: **Case Closed**
Abate Method: Excavate and Treat - remove contaminated soil and treat (includes spreading or land farming)
Review Date: Not reported
Confirm Leak: Not reported
Workplan: Not reported
Prelim Assess: Not reported
Pollution Char: Not reported
Remed Plan: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: 1988-03-14 00:00:00
Release Date: Not reported
Cleanup Fund Id : Not reported
Discover Date : Not reported
Enforcement Dt : Not reported
Enf Type: Not reported
Enter Date : Not reported
Funding: Responsible Party
Staff Initials: UST
How Discovered: Tank Test
How Stopped: Not reported
Interim : No
Leak Cause: Overfill
Leak Source: Piping
MTBE Date : Not reported
Max MTBE GW : Not reported
MTBE Tested: Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.
Priority: 0
Local Case # : Not reported
Beneficial: Not reported
Staff : AJM
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: GILROY-HOLLISTER VAL
Operator : Not reported
Oversight Prgm: LUST
Review Date : 1999-10-12 00:00:00
Stop Date : Not reported
Work Suspended : Not reported
Responsible Party Not reported
RP Address: Not reported
Global Id: T0606900028
Org Name: Not reported

Site	Database(s)	EDR ID Number EPA ID Number

E'S RANCH MILK (Continued) S102429035

Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : ALL PIPING HAS BEEN REPLACED AND DOUBLE CONTAINED WHERE LEAK OCCURRED.
CASE CLOSED.....

LUST Region 3:

Case Number:	70	Release Date	07/28/1988
Cross Street:	SANTA ANA ROAD	Enter Date:	04/01/1988
Basin Plan:	5.30		
Global ID:	T0606900028		
Operator:	Not reported		
Quantity:	Not reported		
Local Case Num:	Not reported		
Priority:	0		
Responsible Party	Not reported		
Local Agency:	Hollister, San Benito County	Regional Board:	Central Coast Region
Discovered:	2/17/88	Stop Date:	2/17/88
How Found:	Tank Test	How Stopped:	Not reported
Source:	Piping		
Cause:	Overfill		
Lead Agency:	Local Agency		
Case Type:	Soil only		
Contact:	Not reported	Staff Initials:	JHM
Facility Status:	Case Closed		
Facility County:	San Benito		
Abate Method:	Excavate and Treat - remove contaminated soil and treat (includes spreading or land farming)		
Review Date:	10/12/1999	Funding:	Responsible Party
Confirm Leak:	Not reported	Workplan:	Not reported
Prelim Assess:	Not reported	Pollution Char:	/ /
Remedial Plan:	Not reported	Remedial Action:	Not reported
Monitoring:	/ /	Close Date:	3/14/88
Enforce Type:	Not reported		
Enforce Date:	Not reported	Pilot Program:	UST
Interim Action:	0	Region:	3
Mtbe Concentratn	0		
Mtbe Fuel:	1		
Org Name:	Not reported		
Assigned Name:	12S/05E-34B02 M		
Dist From Well:	0		
Well Name:	WELL 01 - DESTROYED		
Mtbe Class:	*		
Water System:	CITY OF HOLLISTER		
Suspended :	Not reported		
Beneficial :	Not reported		
Max MTBE Ground Water :	Not reported		
Max MTBE Soil :	Not reported		
Max MTBE Data :	/ /		
MTBE Tested :	NT		
Lat/Long :	36.8475847 / -121.390452		

Site	Database(s)	EDR ID Number EPA ID Number

E'S RANCH MILK (Continued) S102429035

Soil Qualifier: Not reported
Groundwater Qualifier: Not reported
UST Cleanup Fund ID: Not reported
Summary: ALL PIPING HAS BEEN REPLACED AND DOUBLE CONTAINED WHERE LEAK OCCURRED. CASE CLOSED.....

HOLLISTER DOMESTIC WWTP **CA WDS** **S105254814**
N SIDE HWY 156, W SAN BENITO R **N/A**
HOLLISTER, CA 95023

WDS:

Facility ID:	Central Coastal 350100001		
Facility Contact	BRACEWELL	Facility Telephone	(831) 636-4350
SIC Code:	4952	SIC Code 2:	Not reported
Agency Name:	HOLLISTER, CITY OF		
Agency Address:	375 FIFTH ST HOLLISTER 95023		
Agency Contact:	RICHARD F SALAZ	Agency Phone:	(831) 636-4370
Design Flow:	2.69 Million Gal/Day	Baseline Flow:	2.14 Million Gal/Day

Facility Type: Municipal/Domestic - Facility that treats sewage or a mixture of predominantly sewage and other waste from districts, municipalities, communities, hospitals, schools, and publicly or privately owned systems (excluding individual subsurface leaching systems disposing of less than 1,000 gallons per day).
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
Agency Type: City
Waste Type: Domestic Sewage - Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Threat to Water: Moderate Threat to Water Quality. A violation could have a major adverse impact on receiving biota, can cause aesthetic impairment to a significant human population, or render unusable a potential domestic or municipal water supply. Awsthetic impairment would include nuisance from a waste treatment facility.
Complexity: Category A - Any major NPDES facility, any non-NPDES facility (particularly those with toxic wastes) that would be a major if discharge was made to surface or ground waters, or any Class I disposal site. Includes any small-volume complex facility (particularly those with toxicwastes) with numerous discharge points, leak detection systems or ground water monitoring wells.
Reclamation: No reclamation requirements associated with this facility.
POTW: The POTW Does not have an approved pretreatment program. Some POTWs may have local pretreatment programs that have not been approved by the regional board and/or EPA.
NPDES Number: Not reported
Subregion: 3

PG&E GAS PLANT HOLLISTER **CERC-NFRAP** **1003878919**
SIXTH & SALLY STS **CAD981415748**
HOLLISTER, CA 95023

CERCLIS-NFRAP Classification Data:
Federal Facility: Not a Federal Facility
Non NPL Code: NFRAP
NPL Status: Not on the NPL

CERCLIS-NFRAP Assessment History:

Assessment:	DISCOVERY	Completed:	07/01/1986
Assessment:	PRELIMINARY ASSESSMENT	Completed:	02/01/1987
Assessment:	ARCHIVE SITE	Completed:	02/01/1987

Site	Database(s)	EDR ID Number EPA ID Number

PAICINES QUARRY
TRES PINOS CREEK S OF STATE HW
HOLLISTER, CA 0

CA WDS **S106102203**
N/A

WDS:

Facility ID:	Central Coastal 35I017477		
Facility Contact	MRS TINA BERTUCCIO	Facility Telephone	(831) 637-2263
SIC Code:	Not reported	SIC Code 2:	Not reported
Agency Name:	MRS TINA BERTUCCIO		
Agency Address:	2360 Airline Hwy Hollister 95023 - 6106		
Agency Contact:	MRS TINA BERTUCCIO	Agency Phone:	(831) 637-2263
Design Flow:	Not reported	Baseline Flow:	Not reported
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.		
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.		
Agency Type:	Private		
Waste Type:	Not reported		
Threat to Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.		
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.		
Reclamation:	Not reported		
POTW:	Not reported		
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board		
Subregion:	3		

SAN BENITO COUNTY/CLANDESTINE DRUG LABS
VARIOUS LOCATIONS WITHIN SAN BENITO CNTY
HOLLISTER, CA 00000

HAZNET **S103986202**
N/A

HAZNET:

Gepaid:	CLU111111035
TSD EPA ID:	CAD028409019
Gen County:	San Benito
Tsd County:	Los Angeles
Tons:	.0700
Facility Address 2:	Not reported
Waste Category:	Laboratory waste chemicals
Disposal Method:	Transfer Station
Contact:	DTSC - GENERATOR INFO SERVICES
Telephone:	(800) 618-6942
Mailing Name:	Not reported
Mailing Address:	PO BOX 806 SACRAMENTO, CA 95812 - 0806
County	San Benito

Site	Database(s)	EDR ID Number EPA ID Number

SAN BENITO COUNTY/CLANDESTINE DRUG LABS (Continued) S103986202

Gepaid: CLU111111035
TSD EPA ID: CAD044429835
Gen County: San Benito
Tsd County: Los Angeles
Tons: .0166
Facility Address 2: Not reported
Waste Category: Liquids with pH <UN-> 2
Disposal Method: Disposal, Other
Contact: DTSC - GENERATOR INFO SERVICES
Telephone: (800) 618-6942
Mailing Name: Not reported
Mailing Address: PO BOX 806
SACRAMENTO, CA 95812 - 0806
County San Benito

Gepaid: CLU111111035
TSD EPA ID: CAD982444481
Gen County: San Benito
Tsd County: San Bernardino
Tons: 0.075
Facility Address 2: Not reported
Waste Category: Other organic solids
Disposal Method: Recycler
Contact: DTSC - GENERATOR INFO SERVICES
Telephone: (800) 618-6942
Mailing Name: Not reported
Mailing Address: PO BOX 806
SACRAMENTO, CA 95812 - 0806
County San Benito

Gepaid: CLU111111035
TSD EPA ID: Not reported
Gen County: San Benito
Tsd County: 99
Tons: 0.62
Facility Address 2: Not reported
Waste Category: Unspecified solvent mixture Waste
Disposal Method: Treatment, Tank
Contact: DTSC - GENERATOR INFO SERVICES
Telephone: (800) 618-6942
Mailing Name: Not reported
Mailing Address: PO BOX 806
SACRAMENTO, CA 95812 - 0806
County Not reported

Gepaid: CLU111111035
TSD EPA ID: Not reported
Gen County: San Benito
Tsd County: 99
Tons: 0.05
Facility Address 2: Not reported
Waste Category: Other organic solids
Disposal Method: Disposal, Land Fill
Contact: DTSC - GENERATOR INFO SERVICES
Telephone: (800) 618-6942
Mailing Name: Not reported
Mailing Address: PO BOX 806
SACRAMENTO, CA 95812 - 0806

Site	Database(s)	EDR ID Number EPA ID Number

SAN BENITO COUNTY/CLANDESTINE DRUG LABS (Continued) S103986202

County Not reported

The CA HAZNET database contains 26 additional records for this site.
Please contact your EDR Account Executive for more information

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SAN BENITO COUNTY/CLANDESTINE DRUG LABS **HAZNET** **S107150181**
VARIOUS LOCATIONS WITHIN SAN **N/A**
HOLLISTER, CA

HAZNET:

Gepaid:	CLU111111035
TSD EPA ID:	WAD991281767
Gen County:	San Benito
Tsd County:	San Benito
Tons:	0.01
Facility Address 2:	BENITO CNTY
Waste Category:	Laboratory waste chemicals
Disposal Method:	Treatment, Tank
Contact:	DTSC - GENERATOR INFO SERVICES
Telephone:	(800) 618-6942
Mailing Name:	DTSC - GENERATOR INFO SERVICES
Mailing Address:	PO BOX 806
	SACRAMENTO, CA 95812 - 0806
County	San Benito

Gepaid:	CLU111111035
TSD EPA ID:	NVD980895338
Gen County:	San Benito
Tsd County:	San Benito
Tons:	0.4
Facility Address 2:	BENITO CNTY
Waste Category:	Other inorganic solid waste
Disposal Method:	Treatment, Incineration
Contact:	DTSC - GENERATOR INFO SERVICES
Telephone:	(800) 618-6942
Mailing Name:	DTSC - GENERATOR INFO SERVICES
Mailing Address:	PO BOX 806
	SACRAMENTO, CA 95812 - 0806
County	San Benito

Gepaid:	CLU111111035
TSD EPA ID:	WAD991281767
Gen County:	San Benito
Tsd County:	San Benito
Tons:	0.37
Facility Address 2:	BENITO CNTY
Waste Category:	Laboratory waste chemicals
Disposal Method:	Treatment, Incineration
Contact:	DTSC - GENERATOR INFO SERVICES
Telephone:	(800) 618-6942
Mailing Name:	DTSC - GENERATOR INFO SERVICES
Mailing Address:	PO BOX 806
	SACRAMENTO, CA 95812 - 0806
County	San Benito

Site	Database(s)	EDR ID Number EPA ID Number

SAN BENITO COUNTY/CLANDESTINE DRUG LABS (Continued) S107150181

Gepaid: CLU111111035
TSD EPA ID: WAD991281767
Gen County: San Benito
Tsd County: San Benito
Tons: 0.3
Facility Address 2: BENITO CNTY
Waste Category: Other organic solids
Disposal Method: Treatment, Incineration
Contact: DTSC - GENERATOR INFO SERVICES
Telephone: (800) 618-6942
Mailing Name: DTSC - GENERATOR INFO SERVICES
Mailing Address: PO BOX 806
SACRAMENTO, CA 95812 - 0806
County San Benito

Gepaid: CLU111111035
TSD EPA ID: WAD991281767
Gen County: San Benito
Tsd County: San Benito
Tons: 0.12
Facility Address 2: BENITO CNTY
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Contact: DTSC - GENERATOR INFO SERVICES
Telephone: (800) 618-6942
Mailing Name: DTSC - GENERATOR INFO SERVICES
Mailing Address: PO BOX 806
SACRAMENTO, CA 95812 - 0806
County San Benito

The CA HAZNET database contains 2 additional records for this site.
Please contact your EDR Account Executive for more information

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ELYXIR DISTRIBUTOR HAZNET **S102804036**
500 YARDS FROM MILLER DR **N/A**
HOLLISTER, CA 95023

HAZNET:
Gepaid: CAC001049528
TSD EPA ID: CAD980883177
Gen County: San Benito
Tsd County: Kern
Tons: 1.7722
Facility Address 2: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Contact: SKIL ELY
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 270 RIVERSIDE DR
WATSONVILLE, CA 95076
County San Benito

Site	Database(s)	EDR ID Number EPA ID Number

ELYXIR DISTRIBUTOR (Continued) S102804036

Gepaid:	CAC001049528
TSD EPA ID:	CAT080010101
Gen County:	San Benito
Tsd County:	San Diego
Tons:	.6000
Facility Address 2:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Contact:	SKIL ELY
Telephone:	(000) 000-0000
Mailing Name:	Not reported
Mailing Address:	270 RIVERSIDE DR WATSONVILLE, CA 95076
County	San Benito

FREMONT PEAK COMMUNICATION FAC
6 MI SE SAN JUAN BAUTI
SAN JUAN BAUTISTA, CA 95023

HIST UST U001601234
SWEEPS UST N/A

UST HIST:

Facility ID:	21490	Owner Name:	PACIFIC GAS AND ELECTRIC COMPA
Total Tanks:	1	Region:	STATE
Owner Address:	77 BEALE STREET SAN FRANCISCO, CA 94106		
Tank Used for:	PRODUCT		
Tank Num:	1	Container Num:	034 HSS
Tank Capacity:	00000550	Year Installed:	1962
Type of Fuel:	REGULAR	Tank Construction:	Not Reported
Leak Detection:	None		
Contact Name:	R. C. MOORE	Telephone:	(408) 422-8822
Facility Type:	Other	Other Type:	UTILITY

SWEEPS:

Status :	A
Comp Number :	21490
Number :	9
Board Of Equalization :	44-019624
Ref Date :	07-01-85
Act Date :	Not reported
Created Date :	02-29-88
Tank Status :	A
Owner Tank Id :	34 HSS
Swrcb Tank Id :	35-000-021490-000001
Actv Date :	07-01-85
Capacity :	550
Tank Use :	M.V. FUEL
Stg :	P
Content :	LEADED
Number Of Tanks :	1

APPENDIX I

RESUMES/CERTIFICATIONS

JOHN WANDKE
Staff Geologist

EDUCATION

B.A., Geology, Colorado College, 1999

PROFESSIONAL SUMMARY

- Mr. Wandke is a Staff Geologist for ATC's Santa Maria, California office and is based out of Monterey, California. Mr. Wandke is responsible for both the field and reporting components of Phase I and Phase II environmental investigations.

PROFESSIONAL EXPERIENCE

- **Oversight of various Phase II Environmental Site Assessments / Various Clients / Central California.** Performed oversight of drilling activities, monitoring well installation, soil and groundwater sampling, monitoring well development, data analysis, research and report preparation.
- **Elmendorf Air Force Base Groundwater Monitoring Program / Air Force Center for Environmental Excellence / Anchorage, Alaska.** Task leader for basewide groundwater monitoring program. Duties included oversight of monitoring well installation and monitoring well abandonment; preparation of boring logs, monitoring well development, field management of subcontractors, IDW management; soil, surface water and groundwater sampling; groundwater level surveys, RTK GPS well surveys, laboratory coordination, reporting and data analysis.
- **Fort Richardson Army Garrison Aquifer Study / Air Force Center for Environmental Excellence / Anchorage, Alaska.** Managed research investigation concerning a series of non-productive water supply wells. Duties included interviews of personnel from multiple agencies, site visits, extensive research and hydrogeologic data compilation, limited pump testing, communication with senior Hydrogeologists regarding analysis of pump test data and aquifer characteristics, leading bi-weekly progress presentations to the client, report preparation and budgetary oversight.
- **Duncan Canal RRS Environmental Investigation / United States Air Force / Petersburg, Alaska.** Participated in field portion of environmental investigation. Activities included site reconnaissance, surface soil sampling, surface water sampling, GPS data collection for GIS and conducting interviews of former site personnel.
- **Port Heiden RRS Remedial Investigation (RI) / United States Air Force / Port Heiden, Alaska.** Conducted oversight of drilling and monitoring well installation during field portion of RI. Duties included subcontractor oversight; collection of subsurface soil and groundwater samples; preparation of boring logs and limited water level surveys.

TRAINING AND CERTIFICATIONS

- OSHA 40-hour and 8-hour Hazardous Waste Operations and Emergency Response

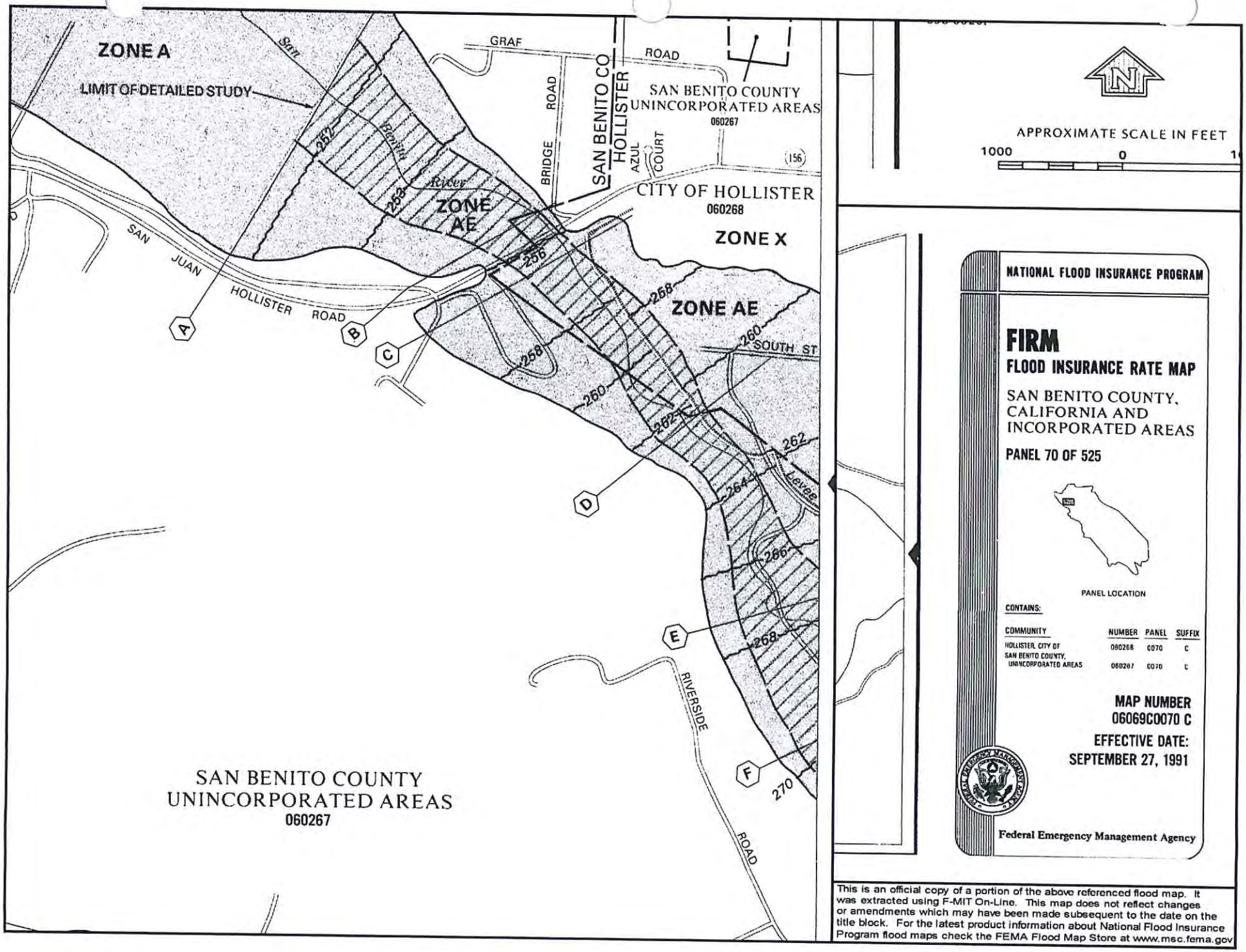
APPENDIX J

USER PROVIDED DOCUMENTATION

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APPENDIX K

OTHER SUPPORTING DOCUMENTATION



This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

which corresponds to a vertical depth of 13 feet and 14 feet bgs respectively. Soil boring B-3 was advanced adjacent to the former fueling island to a total depth of 15 feet bgs. Soil borings B-7, B-8, B-9, and B-10 were each advanced to a total depth of 10 bgs and were located in areas where stained soil was visible at the surface, or where the ground was conspicuously void of vegetation. Soil boring B-6 was advanced at the edge of the concrete slab near the entrance to the barn. Soil boring B-5 was not completed.

3. ATC collected soil samples for classification by the United Soils Classification System (USCS), field screening and laboratory analysis. Selected undisturbed soil samples were analyzed for Total Petroleum Hydrocarbons characterized as diesel (TPHd) and Total Petroleum Hydrocarbons characterized as motor oil (TPHo) in accordance with Environmental Protection Agency (EPA) Test Method 8015; Total Petroleum Hydrocarbons characterized as gasoline (TPHg); benzene, toluene, ethylbenzene, and xylenes (BTEX), and methyl tertiary-butyl ether (MTBE) in accordance with EPA Test Method 8015B/8020; and lead in accordance with EPA Test Method 6010.
4. Each borehole was abandoned with hydrated bentonite chips.

5.0 FINDINGS

The following subsections describe the subsurface conditions encountered during drilling and the analytical results of soil samples collected during the investigation.

5.1 Subsurface Conditions

Soils encountered during drilling consisted of damp silt, silty sand, and fine grained poorly graded sand in the upper 3 to 10 feet of the subsurface. This fine-grained alluvium overlies coarser material, which was found to occur from approximately 7 feet bgs to the total depth of exploration (10 to 17 feet bgs). The coarse-grained unit consists primarily of well graded gravelly sands with occasional thin interbeds of silt. The thickness of the gravelly sand bed appears to fluctuate in thickness, but is continuous across the area of investigation.

Although surface soils were stained with what appeared to be used motor oil in several locations (B-7, B-8, B-10), the subsurface soil below a depth of approximately two feet bgs was not visibly impacted at those locations. No staining or unusual odors were noted in the soil samples from any of the other boring locations. Groundwater was not encountered in any of the soil borings advanced at the site. Boring logs are included as Appendix C.

5.2 Summary of Soil Analytical Results

During the site assessment activities on June 26, 2006, a total of 19 undisturbed soil samples and one background surface soil grab sample were submitted to State-certified Entech Analytical Laboratories (ELAP Cert. No. 2346) for analysis. Samples from soil borings B-1 through B-4 were analyzed for TPHd and TPHo (8015B); TPHg, BTEX, and MTBE (8015M/8020); and lead (6010). Samples from B-6 through B-10 were analyzed for TPHd and TPHo (8015B) and lead (6010). One surface soil grab sample was collected from what appeared to be an undisturbed area near the eastern boundary of the property and was analyzed for lead (6010) in order to provide an estimate of background lead concentration in soil on the property.

Detectable concentrations of TPHo were present in the soil samples collected at a depth of 1.5 feet bgs from soil borings B-6 (**490** mg/kg), B-7 (**50** mg/kg), B-8 (**1,000** mg/kg), B-9 (**130** mg/kg), and B-10 (**560** mg/kg). TPHo was present in sample BG-1 at a concentration of **160** mg/kg, which eliminates the usefulness of that sample as an indication of background lead concentrations. Elevated lead concentrations were correlative with TPHo detections at a depth of 1.5 feet bgs in soil borings B-6 (**17** mg/kg), B-8 (**85** mg/kg), B-9 (**11** mg/kg), B-10 (**5.1** mg/kg), and surface soil grab sample BG-1 (**13** mg/kg). The lead concentration in the sample from a depth of 1.5 bgs in soil boring B-7 was not elevated (3.2 mg/kg). Lead concentrations from non-impacted native soils at various depths range from 1.8 mg/kg to 4.4 mg/kg.

Elevated levels of TPHo and lead were only found at depths of 1.5 feet bgs at the sampling locations described above. Samples collected from depths greater than 1.5 bgs did not contain any of the requested analytes at or above the respective laboratory practical quantitation limits (PQL). No detectable concentrations of TPHd, TPHg, BTEX, or MTBE were present in any of the samples submitted for analysis. The analytical results of soil samples submitted for analysis are presented in Table 1, Summary of Soil Sample Analytical Results.

6.0 CONCLUSIONS/RECOMMENDATIONS/REQUEST FOR TANK CLOSURE

Based on the field observations and analytical results from this investigation, the following conclusions have been reached:

- The subsurface soil surrounding the abandoned USTs and the former fueling island has not been impacted by the former storage and use of diesel fuels;
- Elevated TPHo and lead concentrations are present at a depth of 1.5 bgs in the vicinity of B-6 through B-10 and at the location of surface sample BG-1, but are not present in the samples collected from 5 or 10 feet bgs at those locations. Therefore, impact from TPHo and lead is shallow in nature and most likely does not represent a threat to groundwater quality.

Based on the findings of this investigation, it is the opinion of ATC that no further site assessment or remedial action is necessary. Soils impacted with TPHo and lead as a result of vehicle maintenance activities and vehicle storage are confined to the surface and the first one to two feet of the shallow subsurface and therefore do not need to be excavated.

On behalf of Ms. Mary Moore, Trustee for Mr. Frank Sanchez, ATC requests official closure of the abandoned diesel USTs from the SBCEHS.

7.0 LIMITATIONS

ATC warrants that the services, findings, and/or recommendations provided to Ms. Mary Moore, Trustee for Mr. Frank Sanchez, have been prepared, performed and rendered in accordance with procedures, practices, and standards generally accepted and customary in the consultant's profession for use in similar assignments. ATC shall indemnify, save, and hold harmless Ms. Mary Moore from and against any and all losses, costs, expenses and liabilities, including, without limit, reasonable attorney's fees, which are attributable to the breach of the above warranty, up to an aggregate amount of $1,000,000 (one million dollars), notwithstanding any limitation (expressed or implied) contained in any other agreement or document relating to the services, findings and/or recommendations provided by ATC.

Our professional services have been performed, our findings obtained, and our recommendations prepared in accordance with customary principles and practices in the fields of environmental science and engineering. This warranty is in lieu of all other warranties, either expressed or implied. This company is not responsible for the independent conclusions, opinions or recommendations made by others based on the field exploration and record search data presented in this report.

The work performed in conjunction with this assessment and the data developed are intended as a description of available information at the dates and locations given. This report does not warrant against future operations or conditions, nor does it warrant against operations or conditions present of a type or at a location not investigated.

The judgments, conclusions, and recommendations described in this report pertain to the conditions judged to be present or applicable at the time the work was performed. Future conditions may differ from those described herein and this report is not intended for use in future evaluations of the site unless an update is conducted by a consultant familiar with environmental assessments and/or subsurface investigations. Use of this report shall be subject to the terms and conditions in the applicable contract between Ms. Mary Moore and ATC. There is to be no third-party use of this report without the express written authorization of ATC. Any authorized third-party use of this report shall also be subject to the terms and conditions governing the work in the contract between Ms. Mary Moore and ATC. Any unauthorized release, use, or misuse of this report shall be without risk or liability to ATC.

Certain information contained in this report may have been rightfully provided to ATC by third parties or other outside sources. ATC does not make any warranties or

representations, whether expressed or implied, regarding the accuracy of such information, and shall not be held accountable or responsible in the event that any such inaccuracies are present.

8.0 REFERENCES

ATC Associates Inc., 200a, Phase II Site Assessment and Underground Storage Tank Closure Work Plan – Sanchez Trucking Yard. Dated May 12, 2006.

ATC Associates Inc., 2006b, Phase I Environmental Site Assessment – The Sanchez Property. Dated March 6, 2006.

Rosenburg, L.I., 1998, Liquefaction susceptibility of the Hollister area, San Benito County, Califorina: Report prepared for the U.S. Geological Survey under award number 1434-HQ-97-GR-03125, 3 sheets, scale 1:24,000.

Regional Water Quality Control Board (RWQCB), 2004, 1615 San Juan Road, Hollister, Victory Gas and Food Corporation; Case Closure Transmittal: RWQCB case closure letter (case 3319), dated May 28, 2004.

Table 1
SUMMARY OF SOIL SAMPLE ANALYTICAL RESULTS
Phase II Site Assessment and Tank Closure Report
Sanchez Trucking Yard
1555 San Juan Road
Hollister, California

Soil Boring ID	Soil Sample ID	Sample Depth (feet)	Sampling Date	TPHd (mg/kg)	TPHo (mg/kg)	TPHg (mg/kg)	Benzene (mg/kg)	Toluene (mg/kg)	Ethyl-benzene (mg/kg)	Total Xylenes (mg/kg)	MTBE (mg/kg)	Lead (mg/kg)
B-1	B-1/4.5	4.5	6/26/2006	<2.5	<10	<0.50	<0.010	<0.010	<0.010	<0.010	<0.050	**4.0**
	B-1/13	13	6/26/2006	<2.5	<10	<0.50	<0.010	<0.010	<0.010	<0.010	<0.050	**2.1**
	B-1/17	17	6/26/2006	<2.5	<10	<0.50	<0.010	<0.010	<0.010	<0.010	<0.050	**1.8**
B-2	B-2/4.5	4.5	6/26/2006	<2.5	<10	<0.50	<0.010	<0.010	<0.010	<0.010	<0.050	**2.1**
	B-2/13	13	6/26/2006	<2.5	<10	<0.50	<0.010	<0.010	<0.010	<0.010	<0.050	**2.1**
B-3	B-3/5	5	6/26/2006	<2.5	<10	<0.50	<0.010	<0.010	<0.010	<0.010	<0.050	**2.5**
	B-3/15	15	6/26/2006	<2.5	<10	<0.50	<0.010	<0.010	<0.010	<0.010	<0.050	**2.5**
B-4	B-4/4.5	4.5	6/26/2006	<2.5	<10	<0.50	<0.010	<0.010	<0.010	<0.010	<0.050	**2.1**
	B-4/14	14	6/26/2006	<2.5	<10	<0.50	<0.010	<0.010	<0.010	<0.010	<0.050	**4.4**
B-6	B-6/1.5	1.5	6/26/2006	<12	**490**	NA	NA	NA	NA	NA	NA	**17**
	B-6/10	10	6/26/2006	<2.5	<10	NA	NA	NA	NA	NA	NA	**6**
B-7	B-7/1.5	1.5	6/26/2006	<2.5	**50**	NA	NA	NA	NA	NA	NA	**3.2**
	B-7/5	5	6/26/2006	<2.5	<10	NA	NA	NA	NA	NA	NA	**2.2**
B-8	B-8/1.5	1.5	6/26/2006	<50	**1,000**	NA	NA	NA	NA	NA	NA	**84**
	B-8/5	5	6/26/2006	<2.5	<10	NA	NA	NA	NA	NA	NA	**1.9**
B-9	B-9/1.5	1.5	6/26/2006	<12	**130**	NA	NA	NA	NA	NA	NA	**11**
	B-9/10	10	6/26/2006	<2.5	<10	NA	NA	NA	NA	NA	NA	**1.9**
B-10	B-10/1.5	1.5	6/26/2006	<25	**560**	NA	NA	NA	NA	NA	NA	**5.1**
	B-10/10	10	6/26/2006	<2.5	<10	NA	NA	NA	NA	NA	NA	**2.3**
BG-1		1	6/26/2006	<25	**160**	NA	NA	NA	NA	NA	NA	**13**

Notes:

<0.005 = Less than the laboratory Practical Quantitation Limit (PQL) shown

mg/kg = Milligrams per kilogram

MTBE = Methyl tertiary-butyl ether (EPA Test Method 8260B)

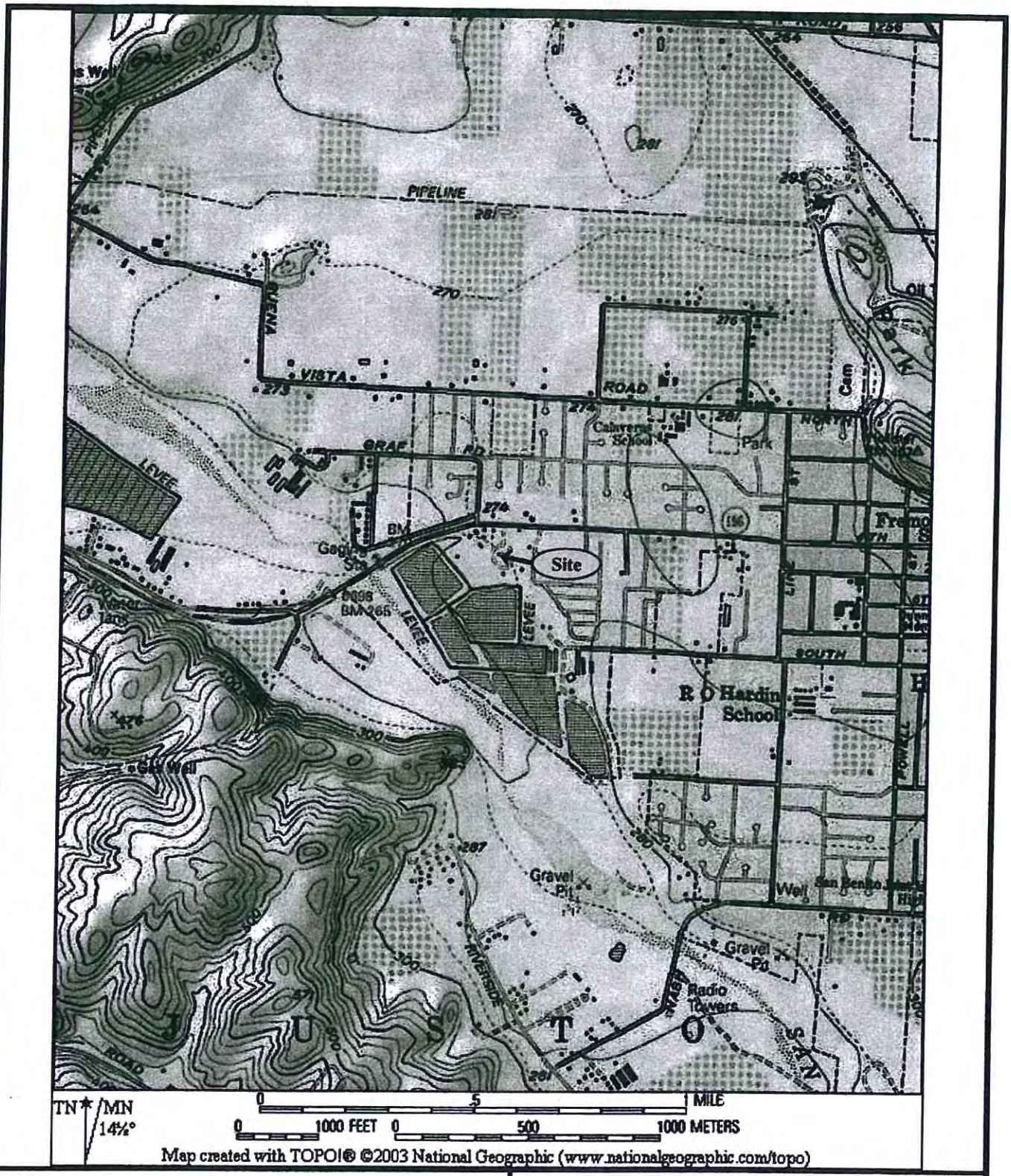
NA = Not analyzed

TPHg = Total petroleum hydrocarbons characterized as gasoline (EPA Test Method 8260B)

TPHd = Total petroleum hydrocarbons characterized as diesel (EPA Test Method 8015B)

TPHo = Total petroleum hydrocarbons characterized as motor oil (EPA Test Method 8015B)

Analytical results above detection limits are in boldface font



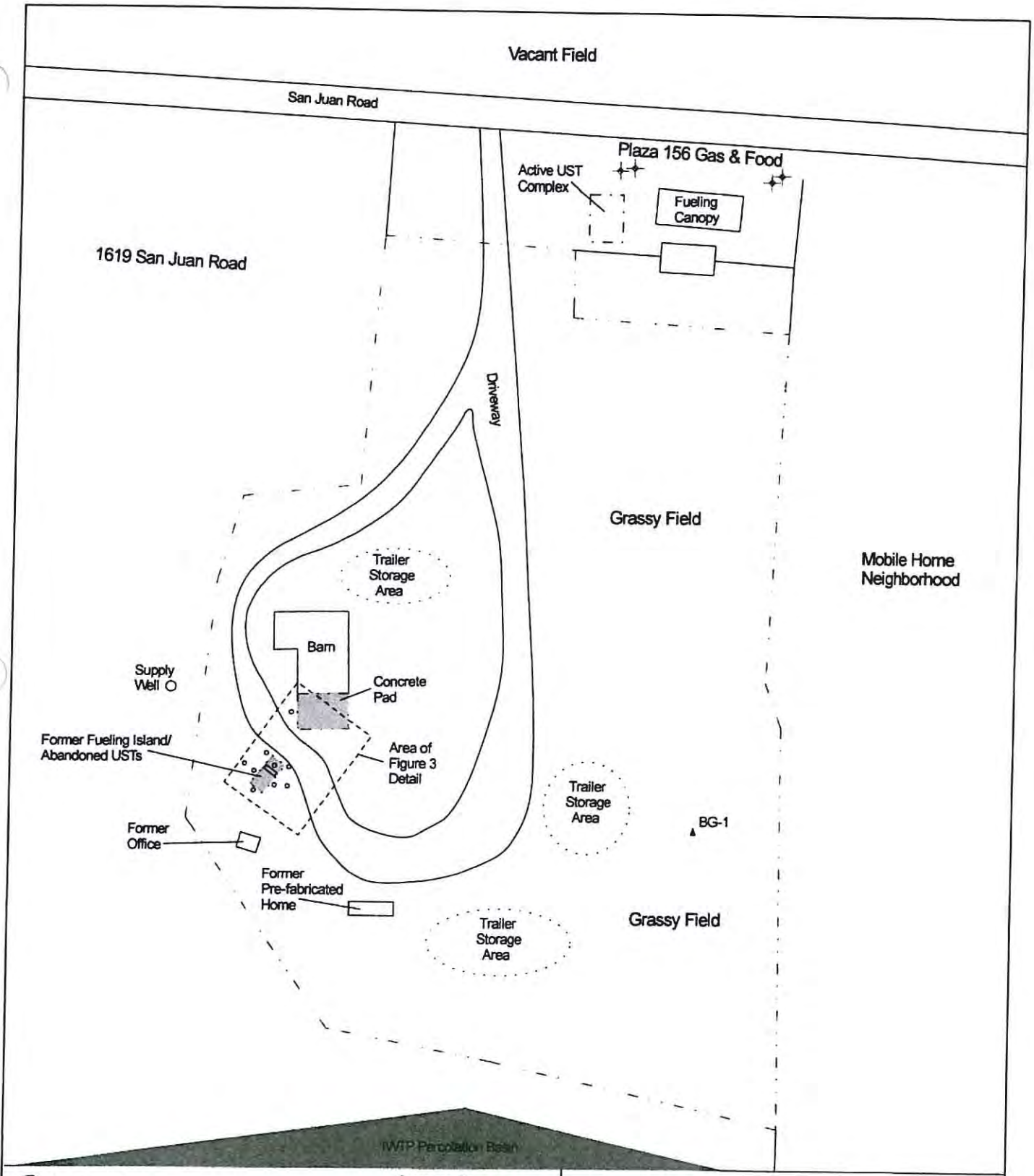
Map created with TOPO!® ©2003 National Geographic (www.nationalgeographic.com/topo)

ATC ASSOCIATES INC.
2325 Skyway Drive, Suite C
Santa Maria, CA 93455
(805) 928-3000

PROJECT NO: 79.92079.0079		
DESIGNED BY: JA	SCALE:1:24,000	REVIEWED BY: GV
DRAWN BY: JW	DATE: 7/06	FILE: NA

SITE VICINITY MAP

Sanchez Property
1555 San Juan Road
Hollister, California



VATC

Site Assessment Report
July, 2006

N

Legend

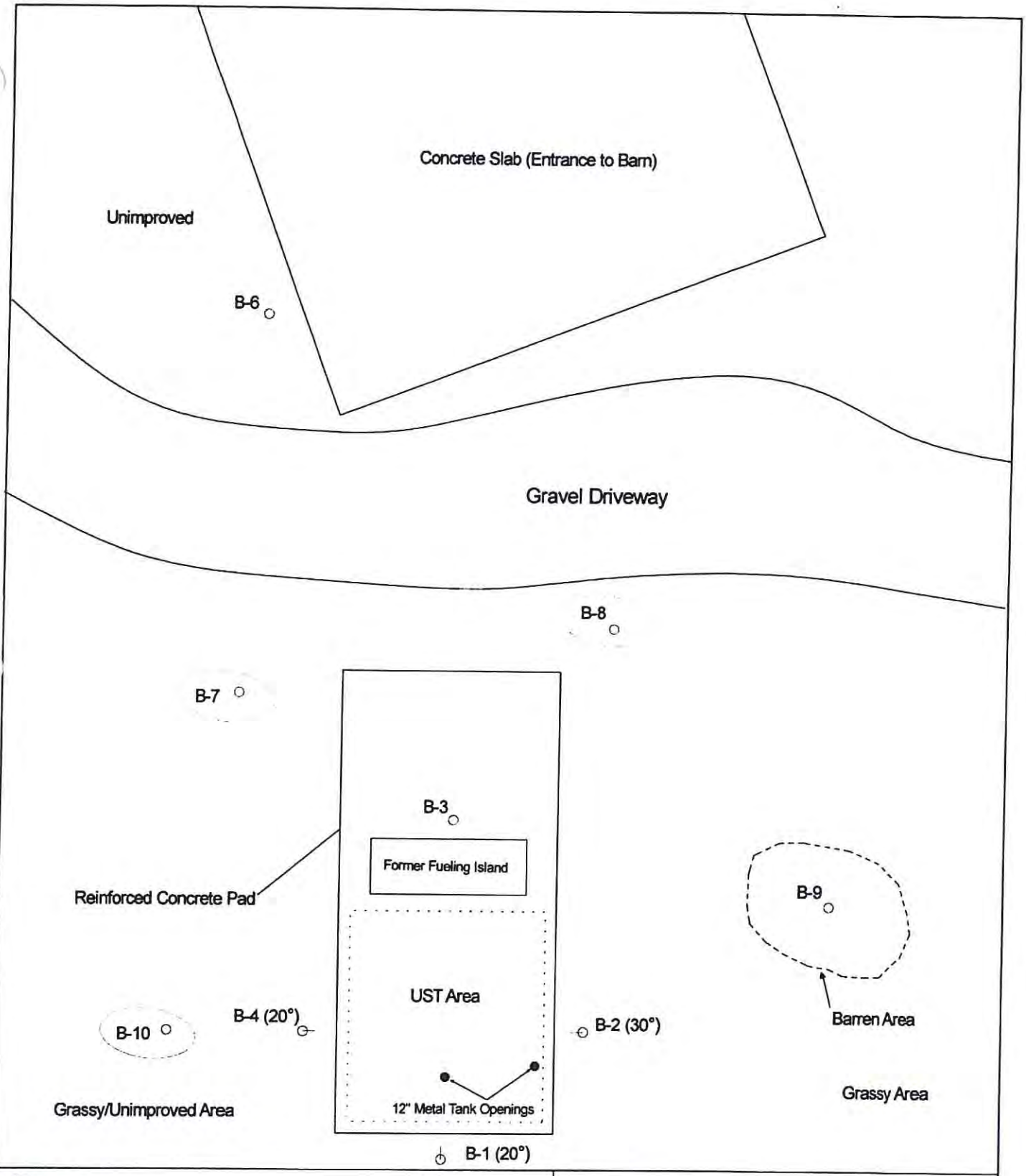
- Monitoring Well Location
- Soil Boring Location
- BG-1 Surface Soil Sample
- Approximate Property Line

Drawing adapted from Aerial Photograph
Not to Scale

General Site Plan

SANCHEZ PROPERTY
1555 San Juan Road
Hollister, California

Figure 2



VATC

Site Assessment Report
July, 2006

0' 10'
1 Inch = 10 Feet

Legend

B-6 ○ Vertical Soil Boring

B-1 (20°) ⊖ Directional Soil Boring

Area of Stained Surface Soil

Detailed Site Investigation Map

SANCHEZ PROPERTY
1555 San Juan Road
Hollister, California

Figure 3

APPENDIX A

AGENCY CORRESPONDENCE

SAN BENITO COUNTY
HEALTH & HUMAN SERVICES AGENCY

ELIZABETH FALADE, M.D., M.P.H.
HEALTH OFFICER

KATHRYN FLORES
DIRECTOR

PUBLIC HEALTH SERVICES
Healthy People in Healthy Communities

June 9, 2006

ATC Associates Inc.
881 A
Sinex Avenue
Pacific Grove, California 93950

Attn: John Wandke

Subject: Work Plan, Sanchez Trucking Yard

Dear Mr. Wandke,

Your plans to close out an old underground fuel tank at 1555 San Juan Road have been reviewed. The site plan is acceptable, a permit application to close the tank is enclosed, please submit the application and contact me at least 48 hours in advance of soil sampling to arrange a schedule.

If you have any questions please call anytime.

Sincerely,

Elizabeth Falade, M.D., M.P.H.
Health Officer

Raymond W. Stevenson, R.E.H.S.
Environmental Health Division

APPENDIX B

LABORATORY ANALYTICAL REPORTS

Entech Analytical Labs, Inc.

3334 Victor Court , Santa Clara, CA 95054 Phone: (408) 588-0200 Fax: (408) 588-0201

John Wandke
ATC Associates, Inc. - Pacific Grove
881 A Sinex Avenue
Pacific Grove, CA 93950

Lab Certificate Number: 50154
Issued: 07/13/2006

Project Number: 79.92079.0079

P.O. Number: Invoice ATC-Santa Maria Directly

Project Name: Sanchez Trucking Yard
Project Location: Hollister, CA

Certificate of Analysis - Final Report

On June 27, 2006, samples were received under chain of custody for analysis.
Entech analyzes samples "as received" unless otherwise noted. The following results are included:

Matrix	Test	Comments
Solid	EPA 6010B Metals by ICP	
	TPH-Extractable: EPA 8015B	
	TPH-Volatile: EPA 8015B	
	EPA 8021B	

Entech Analytical Labs, Inc. is certified for environmental analyses by the State of California (#2346).
If you have any questions regarding this report, please call us at 408-588-0200 ext. 225.

Sincerely,

Erin Cunniffe
Operations Manager

Entech Analytical Labs, Inc.

3334 Victor Court , Santa Clara, CA 95054 Phone: (408) 588-0200 Fax: (408) 588-0201

ATC Associates, Inc. - Pacific Grove
881 A Sinex Avenue
Pacific Grove, CA 93950
Attn: John Wandke

Project Number: 79.92079.0079
Project Name: Sanchez Trucking Yard
Project Location: Hollister, CA

P.O. Number: Invoice ATC-Santa Maria Directly
Samples Received: 06/27/2006
Sample Collected by: Client

Certificate of Analysis - Data Report

Lab # : 50154-001 **Sample ID:** B-1/ 4.5 **Matrix:** Solid **Sample Date:** 6/26/2006 9:45 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	4.0		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/5/2006	SD060705A	7/7/2006	SD060705A
TPH as Motor Oil	ND		1.0	10	mg/Kg	7/5/2006	SD060705A	7/7/2006	SD060705A

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	63.0	41 - 137

Analyzed by: EricKum
Reviewed by: ECunniffe

TPH-Volatile: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Gasoline	ND		1.0	0.50	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	102	65 - 135

Analyzed by: mruan
Reviewed by: dba

EPA 8021B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Toluene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Ethyl Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Xylenes, Total	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Methyl-t-butyl Ether	ND		1.0	0.050	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	113	65 - 135

Analyzed by: mruan
Reviewed by: dba

Detection Limit = Detection Limit for Reporting.
D/P-F = Dilution and/or Prep Factor includes sample volume adjustments.
ND = Not Detected at or above the Detection Limit.
Qual = Data Qualifier

Entech Analytical Labs, Inc.

3334 Victor Court , Santa Clara, CA 95054 Phone: (408) 588-0200 Fax: (408) 588-0201

ATC Associates, Inc. - Pacific Grove
881 A Sinex Avenue
Pacific Grove, CA 93950
Attn: John Wandke

Project Number: 79.92079.0079
Project Name: Sanchez Trucking Yard
Project Location: Hollister, CA

P.O. Number: Invoice ATC-Santa Maria Directly
Samples Received: 06/27/2006
Sample Collected by: Client

Certificate of Analysis - Data Report

Lab # : 50154-002 **Sample ID:** B-1/ 13 **Matrix:** Solid **Sample Date:** 6/26/2006 9:50 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	2.1		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/5/2006	SD060705A	7/6/2006	SD060705A
TPH as Motor Oil	ND		1.0	10	mg/Kg	7/5/2006	SD060705A	7/6/2006	SD060705A

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	81.3	41 - 137

Analyzed by: EricKum
Reviewed by: ECunniffe

TPH-Volatile: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Gasoline	ND		1.0	0.50	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	111	65 - 135

Analyzed by: mruan
Reviewed by: dba

EPA 8021B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Toluene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Ethyl Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Xylenes, Total	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Methyl-t-butyl Ether	ND		1.0	0.050	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	112	65 - 135

Analyzed by: mruan
Reviewed by: dba

Detection Limit = Detection Limit for Reporting.
D/P-F = Dilution and/or Prep Factor includes sample volume adjustments.
ND = Not Detected at or above the Detection Limit.
Qual = Data Qualifier

Entech Analytical Labs, Inc.

3334 Victor Court , Santa Clara, CA 95054 Phone: (408) 588-0200 Fax: (408) 588-0201

ATC Associates, Inc. - Pacific Grove
881 A Sinex Avenue
Pacific Grove, CA 93950
Attn: John Wandke

Project Number: 79.92079.0079
Project Name: Sanchez Trucking Yard
Project Location: Hollister, CA

P.O. Number: Invoice ATC-Santa Maria Directly
Samples Received: 06/27/2006
Sample Collected by: Client

Certificate of Analysis - Data Report

Lab # : 50154-003 **Sample ID:** B-1/ 17 **Matrix:** Solid **Sample Date:** 6/26/2006 10:15 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	1.8		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/5/2006	SD060705A	7/6/2006	SD060705A
TPH as Motor Oil	ND		1.0	10	mg/Kg	7/5/2006	SD060705A	7/6/2006	SD060705A

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	80.5	41 - 137

Analyzed by: EricKum
Reviewed by: ECunniffe

TPH-Volatile: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Gasoline	ND		1.0	0.50	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	103	65 - 135

Analyzed by: mruan
Reviewed by: dba

EPA 8021B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Toluene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Ethyl Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Xylenes, Total	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Methyl-t-butyl Ether	ND		1.0	0.050	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	108	65 - 135

Analyzed by: mruan
Reviewed by: dba

Detection Limit = Detection Limit for Reporting.
D/P-F = Dilution and/or Prep Factor includes sample volume adjustments.
ND = Not Detected at or above the Detection Limit.
Qual = Data Qualifier

Entech Analytical Labs, Inc.

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ATC Associates, Inc. - Pacific Grove
881 A Sinex Avenue
Pacific Grove, CA 93950
Attn: John Wandke

Project Number: 79.92079.0079
Project Name: Sanchez Trucking Yard
Project Location: Hollister, CA

Certificate of Analysis - Data Report

P.O. Number: Invoice ATC-Santa Maria Directly
Samples Received: 06/27/2006
Sample Collected by: Client

Lab # : 50154-004 **Sample ID:** B-2/ 4.5 **Matrix:** Solid **Sample Date:** 6/26/2006 9:20 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	2.1		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/5/2006	SD060705A	7/6/2006	SD060705A
TPH as Motor Oil	ND		1.0	10	mg/Kg	7/5/2006	SD060705A	7/6/2006	SD060705A

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	77.1	41 - 137

Analyzed by: EricKum
Reviewed by: ECunniffe

TPH-Volatile: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Gasoline	ND		1.0	0.50	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	102	65 - 135

Analyzed by: mruan
Reviewed by: dba

EPA 8021B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Toluene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Ethyl Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Xylenes, Total	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Methyl-t-butyl Ether	ND		1.0	0.050	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	107	65 - 135

Analyzed by: mruan
Reviewed by: dba

Detection Limit = Detection Limit for Reporting.
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ND = Not Detected at or above the Detection Limit.
Qual = Data Qualifier

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Attn: John Wandke

Project Number: 79.92079.0079
Project Name: Sanchez Trucking Yard
Project Location: Hollister, CA

Certificate of Analysis - Data Report

P.O. Number: Invoice ATC-Santa Maria Directly
Samples Received: 06/27/2006
Sample Collected by: Client

Lab # : 50154-005 **Sample ID:** B-2/ 13 **Matrix:** Solid **Sample Date:** 6/26/2006 9:30 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	2.1		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/5/2006	SD060705A	7/6/2006	SD060705A
TPH as Motor Oil	ND		1.0	10	mg/Kg	7/5/2006	SD060705A	7/6/2006	SD060705A

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	89.6	41 - 137

Analyzed by: EricKum
Reviewed by: ECunniffe

TPH-Volatile: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Gasoline	ND		1.0	0.50	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	104	65 - 135

Analyzed by: mruan
Reviewed by: dba

EPA 8021B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Toluene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Ethyl Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Xylenes, Total	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Methyl-t-butyl Ether	ND		1.0	0.050	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	109	65 - 135

Analyzed by: mruan
Reviewed by: dba

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D/P-F = Dilution and/or Prep Factor includes sample volume adjustments.
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Qual = Data Qualifier

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Project Number: 79.92079.0079
Project Name: Sanchez Trucking Yard
Project Location: Hollister, CA

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P.O. Number: Invoice ATC-Santa Maria Directly
Samples Received: 06/27/2006
Sample Collected by: Client

Lab # : 50154-006 **Sample ID:** B-3/ 5 **Matrix:** Solid **Sample Date:** 6/26/2006 10:30 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	2.5		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/5/2006	SD060705A	7/6/2006	SD060705A
TPH as Motor Oil	ND		1.0	10	mg/Kg	7/5/2006	SD060705A	7/6/2006	SD060705A

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	79.0	41 - 137

Analyzed by: EricKum
Reviewed by: ECunniffe

TPH-Volatile: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Gasoline	ND		1.0	0.50	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	106	65 - 135

Analyzed by: mruan
Reviewed by: dba

EPA 8021B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Toluene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Ethyl Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Xylenes, Total	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Methyl-t-butyl Ether	ND		1.0	0.050	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	106	65 - 135

Analyzed by: mruan
Reviewed by: dba

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D/P-F = Dilution and/or Prep Factor includes sample volume adjustments.
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Project Number: 79.92079.0079
Project Name: Sanchez Trucking Yard
Project Location: Hollister, CA

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P.O. Number: Invoice ATC-Santa Maria Directly
Samples Received: 06/27/2006
Sample Collected by: Client

Lab # : 50154-007 **Sample ID:** B-3/ 15 **Matrix:** Solid **Sample Date:** 6/26/2006 10:40 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	2.5		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/5/2006	SD060705A	7/6/2006	SD060705A
TPH as Motor Oil	ND		1.0	10	mg/Kg	7/5/2006	SD060705A	7/6/2006	SD060705A

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	88.0	41 - 137

Analyzed by: EricKum
Reviewed by: ECunniffe

TPH-Volatile: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Gasoline	ND		1.0	0.50	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	110	65 - 135

Analyzed by: mruan
Reviewed by: dba

EPA 8021B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Toluene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Ethyl Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Xylenes, Total	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Methyl-t-butyl Ether	ND		1.0	0.050	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	111	65 - 135

Analyzed by: mruan
Reviewed by: dba

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Project Number: 79.92079.0079
Project Name: Sanchez Trucking Yard
Project Location: Hollister, CA

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P.O. Number: Invoice ATC-Santa Maria Directly
Samples Received: 06/27/2006
Sample Collected by: Client

Lab # : 50154-008 **Sample ID:** B-4/ 4.5 **Matrix:** Solid **Sample Date:** 6/26/2006 9:00 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	2.1		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/5/2006	SD060705A	7/7/2006	SD060705A
TPH as Motor Oil	ND		1.0	10	mg/Kg	7/5/2006	SD060705A	7/7/2006	SD060705A

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	78.9	41 - 137

Analyzed by: EricKum
Reviewed by: ECunniffe

TPH-Volatile: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Gasoline	ND		1.0	0.50	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	105	65 - 135

Analyzed by: mruan
Reviewed by: dba

EPA 8021B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Toluene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Ethyl Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Xylenes, Total	ND		1.0	0.010	mg/Kg	N/A	N/A	6/28/2006	SGC060628
Methyl-t-butyl Ether	ND		1.0	0.050	mg/Kg	N/A	N/A	6/28/2006	SGC060628

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	112	65 - 135

Analyzed by: mruan
Reviewed by: dba

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Project Number: 79.92079.0079
Project Name: Sanchez Trucking Yard
Project Location: Hollister, CA

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P.O. Number: Invoice ATC-Santa Maria Directly
Samples Received: 06/27/2006
Sample Collected by: Client

Lab # : 50154-009 **Sample ID:** B-4/ 14 **Matrix:** Solid **Sample Date:** 6/26/2006 9:10 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	4.4		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/5/2006	SD060705A	7/7/2006	SD060705A
TPH as Motor Oil	ND		1.0	10	mg/Kg	7/5/2006	SD060705A	7/7/2006	SD060705A

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	84.7	41 - 137

Analyzed by: EricKum
Reviewed by: ECunniffe

TPH-Volatile: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Gasoline	ND		1.0	0.50	mg/Kg	N/A	N/A	6/29/2006	SGC060629

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	103	65 - 135

Analyzed by: mruan
Reviewed by: dba

EPA 8021B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/29/2006	SGC060629
Toluene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/29/2006	SGC060629
Ethyl Benzene	ND		1.0	0.010	mg/Kg	N/A	N/A	6/29/2006	SGC060629
Xylenes, Total	ND		1.0	0.010	mg/Kg	N/A	N/A	6/29/2006	SGC060629
Methyl-t-butyl Ether	ND		1.0	0.050	mg/Kg	N/A	N/A	6/29/2006	SGC060629

Surrogate	Surrogate Recovery	Control Limits (%)
4-Bromofluorobenzene	110	65 - 135

Analyzed by: mruan
Reviewed by: dba

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D/P-F = Dilution and/or Prep Factor includes sample volume adjustments.
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Qual = Data Qualifier

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Project Number: 79.92079.0079
Project Name: Sanchez Trucking Yard
Project Location: Hollister, CA

Certificate of Analysis - Data Report

P.O. Number: Invoice ATC-Santa Maria Directly
Samples Received: 06/27/2006
Sample Collected by: Client

Lab # : 50154-010 Sample ID: B-6/ 1.5 **Matrix:** Solid **Sample Date:** 6/26/2006 11:40 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	17		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		5.0	12	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B
TPH as Motor Oil	490		5.0	50	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	77.6	41 - 137

Analyzed by: JHsiang
Reviewed by: ECunniffe

Lab # : 50154-011 Sample ID: B-6/ 10 **Matrix:** Solid **Sample Date:** 6/26/2006 11:50 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	5.8		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B
TPH as Motor Oil	ND		1.0	10	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	79.7	41 - 137

Analyzed by: JHsiang
Reviewed by: ECunniffe

Lab # : 50154-012 Sample ID: B-7/ 1.5 **Matrix:** Solid **Sample Date:** 6/26/2006 10:45 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	3.2		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/11/2006	SD060711B	7/12/2006	SD060711B
TPH as Motor Oil	50		1.0	10	mg/Kg	7/11/2006	SD060711B	7/12/2006	SD060711B

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	93.1	41 - 137

Analyzed by: JHsiang
Reviewed by: ECunniffe

Detection Limit = Detection Limit for Reporting.
D/P-F = Dilution and/or Prep Factor includes sample volume adjustments.
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Project Number: 79.92079.0079
Project Name: Sanchez Trucking Yard
Project Location: Hollister, CA

P.O. Number: Invoice ATC-Santa Maria Directly
Samples Received: 06/27/2006
Sample Collected by: Client

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Lab # : 50154-013 **Sample ID:** B-7/ 5 **Matrix:** Solid **Sample Date:** 6/26/2006 10:50 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	2.2		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B
TPH as Motor Oil	ND		1.0	10	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	61.2	41 - 137

Analyzed by: JHsiang
Reviewed by: ECunniffe

Lab # : 50154-014 **Sample ID:** B-8/ 1.5 **Matrix:** Solid **Sample Date:** 6/26/2006 11:22 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	84		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		20	50	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B
TPH as Motor Oil	1000		20	200	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	95.4	41 - 137

Analyzed by: JHsiang
Reviewed by: ECunniffe

Lab # : 50154-015 **Sample ID:** B-8/ 5 **Matrix:** Solid **Sample Date:** 6/26/2006 11:25 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	1.9		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B
TPH as Motor Oil	ND		1.0	10	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	80.5	41 - 137

Analyzed by: JHsiang
Reviewed by: ECunniffe

Detection Limit = Detection Limit for Reporting.
D/P-F = Dilution and/or Prep Factor includes sample volume adjustments.
ND = Not Detected at or above the Detection Limit.
Qual = Data Qualifier

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Project Number: 79.92079.0079
Project Name: Sanchez Trucking Yard
Project Location: Hollister, CA

Certificate of Analysis - Data Report

P.O. Number: Invoice ATC-Santa Maria Directly
Samples Received: 06/27/2006
Sample Collected by: Client

Lab # : 50154-016 Sample ID: B-9/ 1.5 **Matrix:** Solid **Sample Date:** 6/26/2006 11:10 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	11		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		5.0	12	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B
TPH as Motor Oil	130		5.0	50	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B
Hydrocarbons (C14-C36).									

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	86.1	41 - 137

Analyzed by: JHsiang
Reviewed by: ECunniffe

Lab # : 50154-017 Sample ID: B-9/ 10 **Matrix:** Solid **Sample Date:** 6/26/2006 11:20 AM

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	1.9		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B
TPH as Motor Oil	ND		1.0	10	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	70.6	41 - 137

Analyzed by: JHsiang
Reviewed by: ECunniffe

Detection Limit = Detection Limit for Reporting.
D/P-F = Dilution and/or Prep Factor includes sample volume adjustments.
ND = Not Detected at or above the Detection Limit.
Qual = Data Qualifier

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ATC Associates, Inc. - Pacific Grove
881 A Sinex Avenue
Pacific Grove, CA 93950
Attn: John Wandke

Project Number: 79.92079.0079
Project Name: Sanchez Trucking Yard
Project Location: Hollister, CA

P.O. Number: Invoice ATC-Santa Maria Directly
Samples Received: 06/27/2006
Sample Collected by: Client

Certificate of Analysis - Data Report

Lab # : 50154-018 Sample ID: B-10/ 1.5 **Matrix: Solid** **Sample Date: 6/26/2006 11:00 AM**

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	5.1		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		10	25	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B
TPH as Motor Oil	560		10	100	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	85.3	41 - 137

Analyzed by: JHsiang
Reviewed by: ECunniffe

Lab # : 50154-019 Sample ID: B-10/ 10 **Matrix: Solid** **Sample Date: 6/26/2006 11:05 AM**

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	2.3		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		1.0	2.5	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B
TPH as Motor Oil	ND		1.0	10	mg/Kg	7/11/2006	SD060711B	7/13/2006	SD060711B

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	76.4	41 - 137

Analyzed by: JHsiang
Reviewed by: ECunniffe

Lab # : 50154-020 Sample ID: BG-1 **Matrix: Solid** **Sample Date: 6/26/2006 12:00 PM**

EPA 3050B - EPA 6010B Metals by ICP

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
Lead	13		1.0	1.0	mg/Kg	7/11/2006	SM060711	7/11/2006	SM060711

Analyzed by: EQueja
Reviewed by: HDINH

EPA 3545 - TPH-Extractable: EPA 8015B

Parameter	Result	Qual	D/P-F	Detection Limit	Units	Prep Date	Prep Batch	Analysis Date	QC Batch
TPH as Diesel	ND		10	25	mg/Kg	7/11/2006	SD060711B	7/12/2006	SD060711B
TPH as Motor Oil	160		10	100	mg/Kg	7/11/2006	SD060711B	7/12/2006	SD060711B

Surrogate	Surrogate Recovery	Control Limits (%)
o-Terphenyl	86.5	41 - 137

Analyzed by: JHsiang
Reviewed by: ECunniffe

Detection Limit = Detection Limit for Reporting.
D/P-F = Dilution and/or Prep Factor includes sample volume adjustments.
ND = Not Detected at or above the Detection Limit.
Qual = Data Qualifier

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LCS / LCSD - Solid - EPA 6010B Metals by ICP
QC Batch ID: SM060711
QC/Prep Date: 7/11/2006

Reviewed by: HDINH - 07/12/06

LCS

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	Recovery Limits
Lead	<1.0	50	52.4	mg/Kg	105	75 - 125

LCSD

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	RPD	RPD Limits	Recovery Limits
Lead	<1.0	50	51.8	mg/Kg	104	1.2	25.0	75 - 125

MS / MSD - Solid - EPA 6010B Metals by ICP
QC/Prep Batch ID: SM060711
QC/Prep Date: 7/11/2006

Reviewed by: HDINH - 07/12/06

MS **Sample Spiked: 50154-001**

Parameter	Sample Result	Spike Amount	Spike Result	Units	Analysis Date	% Recovery	Recovery Limits
Lead	3.98	50	53.4	mg/Kg	7/11/2006	98.8	75 - 125

MSD **Sample Spiked: 50154-001**

Parameter	Sample Result	Spike Amount	Spike Result	Units	Analysis Date	% Recovery	RPD	RPD Limits	Recovery Limits
Lead	3.98	50	51.2	mg/Kg	7/11/2006	94.4	4.6	25.0	75 - 125

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Method Blank - Solid - TPH-Extractable: EPA 8015B

QC/Prep Batch ID: SD060705A

Validated by: ECunniffe - 07/07/06

QC/Prep Date: 7/5/2006

Parameter	Result	DF	PQLR	Units
TPH as Diesel	ND	1	2.5	mg/Kg
TPH as Motor Oil	ND	1	10	mg/Kg

Surrogate for Blank	% Recovery	Control Limits
o-Terphenyl	78.4	41 - 137

LCS / LCSD - Solid - TPH-Extractable: EPA 8015B

QC Batch ID: SD060705A

Reviewed by: ECunniffe - 07/07/06

QC/Prep Date: 7/5/2006

LCS

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	Recovery Limits
TPH as Diesel	<2.5	50	41.0	mg/Kg	82.0	45 - 140
TPH as Motor Oil	<10	50	38.4	mg/Kg	76.8	45 - 140

Surrogate	% Recovery	Control Limits
o-Terphenyl	83.7	41 - 137

LCSD

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	RPD	RPD Limits	Recovery Limits
TPH as Diesel	<2.5	50	43.0	mg/Kg	86.0	4.8	30.0	45 - 140
TPH as Motor Oil	<10	50	41.6	mg/Kg	83.2	8.0	30.0	45 - 140

Surrogate	% Recovery	Control Limits
o-Terphenyl	89.9	41 - 137

MS / MSD - Solid - TPH-Extractable: EPA 8015B

QC/Prep Batch ID: SD060705A

Reviewed by: dba - 07/07/06

QC/Prep Date: 7/5/2006

MS Sample Spiked: 50206-037

Parameter	Sample Result	Spike Amount	Spike Result	Units	Analysis Date	% Recovery	Recovery Limits
TPH as Diesel	ND	50	42.7	mg/Kg	7/5/2006	85.4	45 - 140
TPH as Motor Oil	ND	50	39.1	mg/Kg	7/5/2006	78.2	45 - 140

Surrogate	% Recovery	Control Limits
o-Terphenyl	90.1	41 - 137

MSD Sample Spiked: 50206-037

Parameter	Sample Result	Spike Amount	Spike Result	Units	Analysis Date	% Recovery	RPD	RPD Limits	Recovery Limits
TPH as Diesel	ND	50	45.3	mg/Kg	7/5/2006	90.6	5.9	30.0	45 - 140
TPH as Motor Oil	ND	50	39.8	mg/Kg	7/5/2006	79.6	1.8	30.0	45 - 140

Surrogate	% Recovery	Control Limits
o-Terphenyl	89.1	41 - 137

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Method Blank - Solid - TPH-Extractable: EPA 8015B

QC/Prep Batch ID: SD060711B

Validated by: ECunniffe - 07/13/06

QC/Prep Date: 7/11/2006

Parameter	Result	DF	PQLR	Units
TPH as Diesel	ND	1	2.5	mg/Kg
TPH as Motor Oil	ND	1	10	mg/Kg

Surrogate for Blank	% Recovery	Control Limits
o-Terphenyl	83.8	41 - 137

LCS / LCSD - Solid - TPH-Extractable: EPA 8015B

QC Batch ID: SD060711B

Reviewed by: ECunniffe - 07/13/06

QC/Prep Date: 7/11/2006

LCS

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	Recovery Limits
TPH as Diesel	<2.5	50	42.2	mg/Kg	84.4	45 - 140
TPH as Motor Oil	<10	50	43.1	mg/Kg	86.2	45 - 140

Surrogate	% Recovery	Control Limits
o-Terphenyl	86.8	41 - 137

LCSD

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	RPD	RPD Limits	Recovery Limits
TPH as Diesel	<2.5	50	41.9	mg/Kg	83.8	0.71	30.0	45 - 140
TPH as Motor Oil	<10	50	45.2	mg/Kg	90.4	4.8	30.0	45 - 140

Surrogate	% Recovery	Control Limits
o-Terphenyl	88.3	41 - 137

MS / MSD - Solid - TPH-Extractable: EPA 8015B

QC/Prep Batch ID: SD060711B

Reviewed by: ECunniffe - 07/13/06

QC/Prep Date: 7/11/2006

MS Sample Spiked: 50154-015

Parameter	Sample Result	Spike Amount	Spike Result	Units	Analysis Date	% Recovery	Recovery Limits
TPH as Diesel	ND	50	42.8	mg/Kg	7/12/2006	85.6	45 - 140
TPH as Motor Oil	ND	50	40.7	mg/Kg	7/12/2006	81.4	45 - 140

Surrogate	% Recovery	Control Limits
o-Terphenyl	82.2	41 - 137

MSD Sample Spiked: 50154-015

Parameter	Sample Result	Spike Amount	Spike Result	Units	Analysis Date	% Recovery	RPD	RPD Limits	Recovery Limits
TPH as Diesel	ND	50	36.0	mg/Kg	7/12/2006	72.0	17	30.0	45 - 140
TPH as Motor Oil	ND	50	38.5	mg/Kg	7/12/2006	77.0	5.6	30.0	45 - 140

Surrogate	% Recovery	Control Limits
o-Terphenyl	75.0	41 - 137

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Method Blank - Solid - TPH-Volatile: EPA 8015B

QC Batch ID: SGC060628

Validated by: XBian - 06/28/06

QC Batch Analysis Date: 6/28/2006

Parameter	Result	DF	PQLR	Units
TPH as Gasoline	ND	1	0.50	mg/Kg

Surrogate for Blank	% Recovery	Control Limits
4-Bromofluorobenzene	107	65 - 135

Method Blank - Solid - EPA 8021B

QC Batch ID: SGC060628

Validated by: XBian - 06/28/06

QC Batch Analysis Date: 6/28/2006

Parameter	Result	DF	PQLR	Units
Benzene	ND	1	0.010	mg/Kg
Ethyl Benzene	ND	1	0.010	mg/Kg
Toluene	ND	1	0.010	mg/Kg
Xylenes, Total	ND	1	0.010	mg/Kg

Surrogate for Blank	% Recovery	Control Limits
4-Bromofluorobenzene	109	65 - 135

Method Blank - Solid - EPA 8021B

QC Batch ID: SGC060628

Validated by: dba - 06/29/06

QC Batch Analysis Date: 6/28/2006

Parameter	Result	DF	PQLR	Units
Methyl-t-butyl Ether	ND	1	0.050	mg/Kg

Surrogate for Blank	% Recovery	Control Limits
4-Bromofluorobenzene	109	65 - 135

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LCS / LCSD - Solid - TPH-Volatile: EPA 8015B

QC Batch ID: SGC060628

Reviewed by: XBian - 06/28/06

QC Batch ID Analysis Date: 6/28/2006

LCS

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	Recovery Limits
TPH as Gasoline	<0.50	2.5	2.20	mg/Kg	88.0	65 - 135

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	127.0	65 - 135

LCSD

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	RPD	RPD Limits	Recovery Limits
TPH as Gasoline	<0.50	2.5	2.00	mg/Kg	80.0	9.5	30.0	65 - 135

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	128.0	65 - 135

LCS / LCSD - Solid - EPA 8021B

QC Batch ID: SGC060628

Reviewed by: XBian - 06/28/06

QC Batch ID Analysis Date: 6/28/2006

LCS

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	Recovery Limits
Benzene	<0.010	0.080	0.0786	mg/Kg	98.2	54 - 146
Ethyl Benzene	<0.010	0.080	0.0810	mg/Kg	101	67 - 134
Toluene	<0.010	0.080	0.0890	mg/Kg	111	45 - 157
Xylenes, total	<0.010	0.24	0.263	mg/Kg	110	79 - 126

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	104.0	65 - 135

LCSD

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	RPD	RPD Limits	Recovery Limits
Benzene	<0.010	0.080	0.0670	mg/Kg	83.8	16	30.0	54 - 146
Ethyl Benzene	<0.010	0.080	0.0720	mg/Kg	90.0	12	30.0	67 - 134
Toluene	<0.010	0.080	0.0780	mg/Kg	97.5	13	30.0	45 - 157
Xylenes, total	<0.010	0.24	0.233	mg/Kg	97.1	12	30.0	79 - 126

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	102.0	65 - 135

LCS / LCSD - Solid - EPA 8021B

QC Batch ID: SGC060628

Reviewed by: dba - 06/29/06

QC Batch ID Analysis Date: 6/28/2006

LCS

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	Recovery Limits
Methyl-t-butyl Ether	<0.050	0.080	0.0726	mg/Kg	90.8	65 - 135

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	104.0	65 - 135

LCSD

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	RPD	RPD Limits	Recovery Limits
Methyl-t-butyl Ether	<0.050	0.080	0.0600	mg/Kg	75.0	19	30.0	65 - 135

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	102.0	65 - 135

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Method Blank - Solid - TPH-Volatile: EPA 8015B

QC Batch ID: SGC060629

Validated by: dba - 06/30/06

QC Batch Analysis Date: 6/29/2006

Parameter	Result	DF	PQLR	Units
TPH as Gasoline	ND	1	0.50	mg/Kg

Surrogate for Blank	% Recovery	Control Limits
4-Bromofluorobenzene	99.2	65 - 135

Method Blank - Solid - EPA 8021B

QC Batch ID: SGC060629

Validated by: dba - 06/30/06

QC Batch Analysis Date: 6/29/2006

Parameter	Result	DF	PQLR	Units
Benzene	ND	1	0.010	mg/Kg
Ethyl Benzene	ND	1	0.010	mg/Kg
Toluene	ND	1	0.010	mg/Kg
Xylenes, Total	ND	1	0.010	mg/Kg

Surrogate for Blank	% Recovery	Control Limits
4-Bromofluorobenzene	105	65 - 135

Method Blank - Solid - EPA 8021B

QC Batch ID: SGC060629

Validated by: dba - 06/30/06

QC Batch Analysis Date: 6/29/2006

Parameter	Result	DF	PQLR	Units
Methyl-t-butyl Ether	ND	1	0.050	mg/Kg

Surrogate for Blank	% Recovery	Control Limits
4-Bromofluorobenzene	105	65 - 135

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LCS / LCSD - Solid - TPH-Volatile: EPA 8015B

QC Batch ID: SGC060629

Reviewed by: dba - 06/30/06

QC Batch ID Analysis Date: 6/29/2006

LCS

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	Recovery Limits
TPH as Gasoline	<0.50	2.5	2.66	mg/Kg	106	65 - 135

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	132.0	65 - 135

LCSD

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	RPD	RPD Limits	Recovery Limits
TPH as Gasoline	<0.50	2.5	2.59	mg/Kg	104	2.7	30.0	65 - 135

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	132.0	65 - 135

LCS / LCSD - Solid - EPA 8021B

QC Batch ID: SGC060629

Reviewed by: dba - 06/30/06

QC Batch ID Analysis Date: 6/29/2006

LCS

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	Recovery Limits
Benzene	<0.010	0.080	0.0755	mg/Kg	94.4	54 - 146
Ethyl Benzene	<0.010	0.080	0.0783	mg/Kg	97.9	67 - 134
Toluene	<0.010	0.080	0.0854	mg/Kg	107	45 - 157
Xylenes, total	<0.010	0.24	0.254	mg/Kg	106	79 - 126

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	109.0	65 - 135

LCSD

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	RPD	RPD Limits	Recovery Limits
Benzene	<0.010	0.080	0.0782	mg/Kg	97.8	3.5	30.0	54 - 146
Ethyl Benzene	<0.010	0.080	0.0789	mg/Kg	98.6	0.76	30.0	67 - 134
Toluene	<0.010	0.080	0.0887	mg/Kg	111	3.8	30.0	45 - 157
Xylenes, total	<0.010	0.24	0.257	mg/Kg	107	1.2	30.0	79 - 126

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	111.0	65 - 135

LCS / LCSD - Solid - EPA 8021B

QC Batch ID: SGC060629

Reviewed by: dba - 06/30/06

QC Batch ID Analysis Date: 6/29/2006

LCS

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	Recovery Limits
Methyl-t-butyl Ether	<0.050	0.080	0.0740	mg/Kg	92.5	65 - 135

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	109.0	65 - 135

LCSD

Parameter	Method Blank	Spike Amt	SpikeResult	Units	% Recovery	RPD	RPD Limits	Recovery Limits
Methyl-t-butyl Ether	<0.050	0.080	0.0834	mg/Kg	104	12	30.0	65 - 135

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	111.0	65 - 135

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MS / MSD - Solid - EPA 8021B

QC Batch ID: SGC060629

Reviewed by: dba - 06/30/06

QC Batch ID Analysis Date: 6/29/2006

MS Sample Spiked: 50154-009

Parameter	Sample Result	Spike Amount	Spike Result	Units	Analysis Date	% Recovery	Recovery Limits
Benzene	ND	0.080	0.0742	mg/Kg	6/29/2006	92.8	54 - 146
Ethyl Benzene	ND	0.080	0.0746	mg/Kg	6/29/2006	93.2	67 - 134
Toluene	ND	0.080	0.0835	mg/Kg	6/29/2006	104	45 - 157
Xylenes, total	ND	0.24	0.241	mg/Kg	6/29/2006	100	79 - 126

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	107.0	65 - 135

MSD Sample Spiked: 50154-009

Parameter	Sample Result	Spike Amount	Spike Result	Units	Analysis Date	% Recovery	RPD	RPD Limits	Recovery Limits
Benzene	ND	0.080	0.0750	mg/Kg	6/29/2006	93.8	1.1	30.0	54 - 146
Ethyl Benzene	ND	0.080	0.0769	mg/Kg	6/29/2006	96.1	3.0	30.0	67 - 134
Toluene	ND	0.080	0.0846	mg/Kg	6/29/2006	106	1.3	30.0	45 - 157
Xylenes, total	ND	0.24	0.249	mg/Kg	6/29/2006	104	3.3	30.0	79 - 126

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	110.0	65 - 135

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MS / MSD - Solid - EPA 8021B

QC Batch ID: SGC060629

Reviewed by: dba - 06/30/06

QC Batch ID Analysis Date: 6/29/2006

MS **Sample Spiked: 50154-009**

Parameter	Sample Result	Spike Amount	Spike Result	Units	Analysis Date	% Recovery	Recovery Limits
Methyl-t-butyl Ether	ND	0.080	0.0663	mg/Kg	6/29/2006	82.9	65 - 135

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	107.0	65 - 135

MSD **Sample Spiked: 50154-009**

Parameter	Sample Result	Spike Amount	Spike Result	Units	Analysis Date	% Recovery	RPD	RPD Limits	Recovery Limits
Methyl-t-butyl Ether	ND	0.080	0.0760	mg/Kg	6/29/2006	95.0	14	30.0	65 - 135

Surrogate	% Recovery	Control Limits
4-Bromofluorobenzene	110.0	65 - 135

Entech Analytical Labs, Inc.

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Santa Clara, CA 95054 (408) 588-0201 - Fax

Chain of Custody / Analysis Request

Attention to: John Wandke	Phone No.: 831-277-7748	Purchase Order No.: —	Invoice to: (If Different) Ann Loberg	Phone: 805-928-3000	
Company Name: ATC Associates Inc.	Fax No.: 831-644-9520	Project No.: 79.92079.0079	Company: ATC	Quote No.:	
Mailing Address: 881 A Sinex Avenue	Email Address: john.wandke@atcassociates.com	Project Name: Sanchez Trucking Yard	Billing Address: (If Different) 2325 Skyway Drive, Suite C		
City: Pacific Grove	State: CA	Zip Code: 93950	Project Location: Hollister, CA	City: Santa Maria	State: CA Zip: 93455

Sampler: JW | Field Org. Code: | Global ID: —

Turn Around Time: ☐ Same Day ☐ 1 Day ☐ 2 Day ☐ 3 Day ☐ 4 Day ☑ 10 Day ☐ 5 Day

Order ID: 50154

Client ID / Field Point	Lab. No.	Sample Date	Sample Time	Matrix	No. of Containers	GC/MS Methods: EPA 8260B; BTEX ☐ MTBE ☐ TPH Gas ☐ by 8260B; 5 Oxygenates (MTBE, TBA, ETBA, DIPE, TAME) ☐ Lead Scavengers (1,2-DCA & EDB) ☐ Ethanol ☐; Base/Neutral/Acid Organics 8270C ☐ PAH - 8270C-SIM ☐; TPH Extractable: Diesel ☐ Motor Oil ☐ Other ☐; w/ Silica Gel Cleanup ☐; Pesticides-8081 ☐; PCBs - 8082 ☐; GC Methods: TPH as Gas/BTEX & MTBE by 8015M/8020; Methanol by 8015M; Lead 6010; General Chemistry: Anions: F ☐ Cl ☐ Br ☐ SO4 ☐ NO3 ☐ NO2 ☐ PO4 ☐; pH ☐ TSS ☐ SC ☐ TOC ☐ TPH/O & G ☐; Metals: Circle Below: Total ☐ Dissolved ☐ SiLC ☐ TCLP ☐	Remarks
B-1/4.5	DD1	6-26-06	945	S	1	X X X	
B-1/13	DD2		950		1	X X X	
B-1/17	DD3		1015		2	X X X	
B-2/4.5	DD4		920		1	X X X	
B-2/13	DD5		930		1	X X X	
B-3/5	DD6		1030		1	X X X	
B-3/15	DD7		1040		1	X X X	
B-4/4.5	DD8		900		1	X X X	
B-4/14	DD9		910		1	X X X	
B-6/1.5	D10		1140		1	X X X	
B-6/10	D11		1150		1	X X	
B-7/1.5	D12		1045		1	X X	
B-7/5	D13		1050		1	X X	

	Received by:	Date:	Time:
Relinquished by: John Wandke		6-27-06	1101
Relinquished by:	Received by:	6/27/06	1330
Relinquished by:	Received by:	Date:	Time:

Special Instructions or Comments PDF

☐ EDD Report ☐ EDF Report

Metals:
Al, As, Sb, Ba, Be, Bi, B, Cd, Ce, Ca, Cr, Co, Cs, Cu, Fe, (Pb), Mg, Mn, Ga, Ge, Hg, In, Li, Mo, Ni, P, K, Si, Ag, Na, S, Se, Sr, Ta, Te, Tl, Sn, Ti, Zn, V, W, Zr

☐ Plating ☐ LUFT-5 ☐ RCRA-8 ☐ PPM-13 ☐ CAM-17

Entech Analytical Labs, Inc.

3334 Victor Court (408) 588-0200
Santa Clara, CA 95054 (408) 588-0201 - Fax

Chain of Custody / Analysis Request

Attention to: John Wandke	Phone No.: 831-277-7748	Purchase Order No.: —	Invoice to: (If Different) Ava Loberg	Phone: 805-928-3000	
Company Name: ATC Associates Inc.	Fax No.: 831-644-9520	Project No.: 792079.0079	Company: ATC	Quote No.:	
Mailing Address: 881 A Sinex Avenue	Email Address: john.wandke@atcassociates.com	Project Name: Sanchez Trucking Yard	Billing Address: (If Different) 2325 Skyway Drive, Suite C		
City: Pacific Grove	State: CA	Zip Code: 93950	Project Location: Hollister, CA	City: Santa Maria	State: CA Zip: 93455

Sampler: JW | Field Org. Code:

Global ID: —

Turn Around Time: ☐ Same Day ☐ 1 Day ☐ 2 Day ☐ 3 Day ☐ 4 Day ☐ 5 Day ☑ 10 Day

Order ID: 50154

Client ID / Field Point	Lab. No.	Sample Date	Sample Time	Matrix	No. of Containers	GC/MS Methods: EPA 8260B; BTEX ☐ MTBE ☐ TPH Gas ☐ by 8260B; 5 Oxygenates (MTBE, TBA, ETBA, DPE, TAME) ☐ Lead Scavengers (1,2DCA & EDB) ☐ Ethanol ☐; Base/Neutral/Acid Organics 8270C ☐ PAH - 8270C ☐ PAH - 8270C SIM ☐; TPH Extractable: Diesel ☒ Motor Oil ☒ Other ☐ w/ Silica Gel Cleanup ☐; Pesticides-8081 ☐; PCBs - 8082 ☐; TPH as Gas/BTEX ☒ MTBE ☒ by 8015M/8020; Methanol by 8015M	GC Methods: Lead 6010	General Chemistry: Anions: F ☐ Cl ☐ Br ☐ SO4 ☐ NO3 ☐ NO2 ☐ PO4 ☐; pH ☐ TSS ☐ SC ☐ TOC ☐ TRPH ☐ O&G ☐; Metals: Circle Below Total ☐ Dissolved ☐ STLC ☐ TCLP ☐	Remarks
B-8/1.5	014	6-26-06	1122	S	1	X	X	
B-8/5	015		1125		1	X	X	
B-9/1.5	016		1110		1	X	X	
B-9/10	017		1120		1	X	X	
B-10/1.5	018		1100		1	X	X	
B-10/10	019		1105		1	X	X	
BG-1	020	↓	1200	↓	1		X	

Relinquished by:	Received by:	Date:	Time:
John Wandke		6-27-06	1101
	Thoreson	6-27-06	1550

Special Instructions or Comments PDF

☐ EDD Report ☐ EDF Report

Metals:
Al, As, Sb, Ba, Be, Bi, B, Cd, Ce, Ca, Cr, Co, Cs, Cu, Fe, Pb, Mg, Mn, 6
Ga, Ge, Hg, In, Li, Mo, Ni, P, K, Si, Ag, Na, S, Se, Sr, Ta, Te, Tl, Sn, Ti, Zn, V, W, Zr

☐ Plating ☐ LUFT-5 ☐ RCRA-8 ☐ PPM-13 ☐ CAM-17

APPENDIX C

BORING LOGS

BORING NUMBER B-1

PROJECT NUMBER 79.92079.0079
PROJECT NAME Sanchez Trucking Yard
LOCATION 1555 San Juan Road, Hollister
DRILLING METHOD Direct Push
SAMPLING METHOD Continuous Core
GROUND ELEVATION
TOP OF CASING ---
LOGGED BY JW
REMARKS boring advanced at 20 angle

DATE STARTED: 6/26/06
DATE COMPLETED 6/26/06
CASING TYPE/DIAMETER ---
SCREEN TYPE/SLOT ---
GRAVEL PACK TYPE ---
GROUT TYPE/QUANTITY ---
DEPTH TO WATER
GROUND WATER ELEVATION

PID (ppm)	BLOW COUNTS	RECOVERY (inches)	SAMPLE ID.	EXTENT	DEPTH (ft. BGL)	U.S.C.S.	GRAPHIC LOG	LITHOLOGIC DESCRIPTION	CONTACT DEPTH
						SP		Poorly graded sand, fine-med grained, dark grayish brown (2.5Y 4/2), damp, no odor.	
3.7			UNDIST B-1/4.5		5	ML		Silt, 5% fine sand, olive brown (2.5Y 4/3), damp, no odor.	5.0
2.7					10	SW		Well graded gravelly sand, fine-coarse grained sand, 15% rounded gravel to 1/8-inch, <5% fines, dark grayish brown (2.5Y 4/2), damp, no odor, concrete bits near 12 feet, no groundwater encountered.	8.0
4.8			UNDIST B-1/13		15				
3.0			GRAB B-1/17		20			Bottom of borehole at 20.0 feet.	20.0

US LOG SANCHEZ TRUCKING.GPJ US_EVAL.GDT 8/27/06

BORING NUMBER B-2

PROJECT NUMBER 79.92079.0079
PROJECT NAME Sanchez Trucking Yard
LOCATION 1555 San Juan Road, Hollister
DRILLING METHOD Direct Push
SAMPLING METHOD Continuous Core
GROUND ELEVATION
TOP OF CASING ---
LOGGED BY JW
REMARKS boring advanced at 30 angle

DATE STARTED: 6/26/06
DATE COMPLETED 6/26/06
CASING TYPE/DIAMETER ---
SCREEN TYPE/SLOT ---
GRAVEL PACK TYPE ---
GROUT TYPE/QUANTITY ---
DEPTH TO WATER
GROUND WATER ELEVATION

PID (ppm)	BLOW COUNTS	RECOVERY (inches)	SAMPLE ID.	EXTENT	DEPTH (ft. BGL)	U.S.C.S.	GRAPHIC LOG	LITHOLOGIC DESCRIPTION	CONTACT DEPTH
						SP		Poorly graded sand, very fine grained, dark grayish brown (2.5Y 4/2), damp, no odor.	
						ML		Silt, <5% very fine sand, dark grayish brown (2.5Y 4/2), damp, no odor.	3.0
3.1			UNDIST B-2/4.5		5			Poorly graded sand, sand fine to medium grained, dark grayish brown (2.5Y 4/2), damp, no odor.	4.0
						SP			
2.9					10				
						ML		Silt, <5% very fine sand, dark grayish brown (2.5YR 4/2), damp, no odor.	12.5
3.2			UNDIST B-2/13			SW		Well graded gravelly sand, sand fine to coarse grained, 15% gravel to 1/8-inch, <5% fines, bits of concrete, dark grayish brown (2.5Y 4/2), damp, no odor, no groundwater encountered.	13.0
					15			Bottom of borehole at 15.0 feet.	15.0

US LOG SANCHEZ TRUCKING.GPJ US_EVAL.GDT 6/27/06

BORING NUMBER B-3

PROJECT NUMBER 79.92079.0079
PROJECT NAME Sanchez Trucking Yard
LOCATION 1555 San Juan Road, Hollister
DRILLING METHOD Direct Push
SAMPLING METHOD Continuous Core
GROUND ELEVATION
TOP OF CASING —
LOGGED BY JW
REMARKS

DATE STARTED: 6/26/06
DATE COMPLETED 6/26/06
CASING TYPE/DIAMETER ---
SCREEN TYPE/SLOT ---
GRAVEL PACK TYPE ---
GROUT TYPE/QUANTITY —
DEPTH TO WATER
GROUND WATER ELEVATION

PID (ppm)	BLOW COUNTS	RECOVERY (inches)	SAMPLE ID.	EXTENT	DEPTH (ft. BGL)	U.S.C.S.	GRAPHIC LOG	LITHOLOGIC DESCRIPTION	CONTACT DEPTH
						ML		Silt with sand, sand very fine to fine grained, dark grayish brown (2.5Y 4/2), damp, no odor.	
0.7			UNDIST B-3/5		5				
						SP		Poorly graded sand, sand fine to medium grained, dark grayish brown (2.5Y 4/2), damp, no odor.	7.0
0.7					10	SW		Well graded gravelly sand, sand fine to coarse grained, 20% rounded gravel to 1/8-inch, dark grayish brown (2.5Y 4/2), damp, no odor, no groundwater encountered.	9.0
1.4			UNDIST B-3/15		15			Bottom of borehole at 15.0 feet.	15.0

US LOG SANCHEZ TRUCKING.GPJ US_EVAL.GDT 8/2/06

BORING NUMBER B-4

PROJECT NUMBER 79.92079.0079
PROJECT NAME Sanchez Trucking Yard
LOCATION 1555 San Juan Road, Hollister
DRILLING METHOD Direct Push
SAMPLING METHOD Continuous Core
GROUND ELEVATION
TOP OF CASING ---
LOGGED BY JW
REMARKS boring advanced at 20 angle

DATE STARTED: 6/26/06
DATE COMPLETED 6/26/06
CASING TYPE/DIAMETER ---
SCREEN TYPE/SLOT ---
GRAVEL PACK TYPE ---
GROUT TYPE/QUANTITY ---
DEPTH TO WATER
GROUND WATER ELEVATION

PID (ppm)	BLOW COUNTS	RECOVERY (inches)	SAMPLE ID.	EXTENT	DEPTH (ft. BGL)	U.S.C.S.	GRAPHIC LOG	LITHOLOGIC DESCRIPTION	CONTACT DEPTH
						SM		Silty sand, sand very fine to fine grained, 30% fines, dark olive gray (5Y 3/2), damp, no odor.	
0.2			UNDIST B-4/4.5		5				5.0
						SP		Poorly graded sand, sand fine to medium grained, dark grayish brown (2.5Y 4/2), damp, no odor.	
0.4					10				
						SW		Well graded gravelly sand, sand fine to coarse grained, 15% gravel to 1/8-inch, <5% fines, dark grayish brown (2.5Y 4/2), damp, no odor.	12.5
1.1			UNDIST B-4/14		15	SP		Poorly graded sand, sand fine to medium grained, dark grayish brown (2.5Y 4/2), damp, no odor, no groundwater encountered.	14.0 / 15.0
								Bottom of borehole at 15.0 feet.	

US LOG SANCHEZ TRUCKING.GPJ US EVAL.GDT 8/27/06

BORING NUMBER B-6

PROJECT NUMBER 79.92079.0079
PROJECT NAME Sanchez Trucking Yard
LOCATION 1555 San Juan Road, Hollister
DRILLING METHOD Direct Push
SAMPLING METHOD Continuous Core
GROUND ELEVATION
TOP OF CASING ---
LOGGED BY JW
REMARKS

DATE STARTED: 6/26/06
DATE COMPLETED 6/26/06
CASING TYPE/DIAMETER ---
SCREEN TYPE/SLOT ---
GRAVEL PACK TYPE ---
GROUT TYPE/QUANTITY ---
DEPTH TO WATER
GROUND WATER ELEVATION

PID (ppm)	BLOW COUNTS	RECOVERY (inches)	SAMPLE ID.	EXTENT	DEPTH (ft. BGL)	U.S.C.S.	GRAPHIC LOG	LITHOLOGIC DESCRIPTION	CONTACT DEPTH
0.5			UNDIST B-6/1.5			ML		Silt, dark grayish brown (2.5Y 4/2), damp, no odor.	
0.6					5				
						SW		Well graded gravelly sand, sand fine to coarse grained, 15% gravel, dark gray (2.5Y 4/1), damp, no odor, no groundwater encountered.	7.0
1.5			UNDIST B-6/10		10			Bottom of borehole at 10.0 feet.	10.0

US LOG SANCHEZ TRUCKING.GPJ US_EVAL.GDT 8/27/06

BORING NUMBER B-7

PROJECT NUMBER	79.92079.0079	**DATE STARTED:**	6/26/06
PROJECT NAME	Sanchez Trucking Yard	**DATE COMPLETED**	6/26/06
LOCATION	1555 San Juan Road, Hollister	**CASING TYPE/DIAMETER**	---
DRILLING METHOD	Direct Push	**SCREEN TYPE/SLOT**	---
SAMPLING METHOD	Continuous Core	**GRAVEL PACK TYPE**	---
GROUND ELEVATION		**GROUT TYPE/QUANTITY**	---
TOP OF CASING	---	**DEPTH TO WATER**	
LOGGED BY	JW	**GROUND WATER ELEVATION**	
REMARKS			

PID (ppm)	BLOW COUNTS	RECOVERY (inches)	SAMPLE ID.	EXTENT	DEPTH (ft. BGL)	U.S.C.S.	GRAPHIC LOG	LITHOLOGIC DESCRIPTION	CONTACT DEPTH
1.3			UNDIST B-7/1.5			ML		Silt, 10% very fine sand, dark grayish brown (2.5Y 4/2), damp, no odor.	
1.4			UNDIST B-7/5		5	SW		Well graded gravelly sand, sand fine to coarse grained, 20% gravel, dark grayish brown (2.5Y 4/2), damp, no odor.	5.5
						ML		Silt, 10% very fine sand, dark grayish brown (2.5Y 4/2), damp, no odor.	9.0
					10	SP		Poorly graded sand, sand fine to medium grained, <5% fines, dark grayish brown (2.5Y 4/2), damp, no odor, no groundwater encountered.	9.5 10.0
								Bottom of borehole at 10.0 feet.	

US LOG SANCHEZ TRUCKING.GPJ US.EVAL.GDT 8/27/06

BORING NUMBER B-8

PROJECT NUMBER 79.92079.0079
PROJECT NAME Sanchez Trucking Yard
LOCATION 1555 San Juan Road, Hollister
DRILLING METHOD Direct Push
SAMPLING METHOD Continuous Core
GROUND ELEVATION
TOP OF CASING ---
LOGGED BY JW
REMARKS

DATE STARTED: 6/26/06
DATE COMPLETED 6/26/06
CASING TYPE/DIAMETER ---
SCREEN TYPE/SLOT ---
GRAVEL PACK TYPE ---
GROUT TYPE/QUANTITY ---
DEPTH TO WATER
GROUND WATER ELEVATION

PID (ppm)	BLOW COUNTS	RECOVERY (inches)	SAMPLE ID.	EXTENT	DEPTH (ft. BGL)	U.S.C.S.	GRAPHIC LOG	LITHOLOGIC DESCRIPTION	CONTACT DEPTH
1.3			UNDIST B-8/1.5			ML		Silt, 5% very fine sand, dark grayish brown (2.5Y 4/2), damp, no odor.	3.5
1.8			UNDIST B-8/5		5	SP		Poorly graded sand, sand very fine to fine grained, dark grayish brown (2.5Y 4/2), damp, no odor.	9.0
1.4					10	SW		Well graded gravelly sand, sand medium to coarse grained, 10% gravel to 1/8-inch, dark grayish brown (2.5Y 4/2), damp, no odor, no groundwater encountered. Bottom of borehole at 10.0 feet.	10.0

US LOG SANCHEZ TRUCKING.GPJ US EVAL.GDT 8/27/06

BORING NUMBER B-9

PROJECT NUMBER 79.92079.0079
PROJECT NAME Sanchez Trucking Yard
LOCATION 1555 San Juan Road, Hollister
DRILLING METHOD Direct Push
SAMPLING METHOD Continuous Core
GROUND ELEVATION
TOP OF CASING —
LOGGED BY JW
REMARKS

DATE STARTED: 6/26/06
DATE COMPLETED 6/26/06
CASING TYPE/DIAMETER —
SCREEN TYPE/SLOT —
GRAVEL PACK TYPE —
GROUT TYPE/QUANTITY —
DEPTH TO WATER
GROUND WATER ELEVATION

PID (ppm)	BLOW COUNTS	RECOVERY (inches)	SAMPLE ID.	EXTENT	DEPTH (ft. BGL)	U.S.C.S.	GRAPHIC LOG	LITHOLOGIC DESCRIPTION	CONTACT DEPTH
0.8			UNDIST B-9/1.5			ML		Silt, 5% very fine sand, dark grayish brown (2.5Y 4/2), damp, no odor.	3.5
2.2					5	SP		Poorly graded sand, sand very fine to fine grained, trace medium grained sand, 5% fines, dark grayish brown (2.5Y 4/2), damp, no odor.	8.5
0.9			UNDIST B-9/10		10	SW		Well graded gravelly sand, sand fine to coarse grained, 10% gravel to 1/8-inch, dark grayish brown (2.5Y 4/2), damp, no odor, no groundwater encountered.	10.0
								Bottom of borehole at 10.0 feet.	

US LOG SANCHEZ TRUCKING.GPJ US EVAL.GDT 8/27/08

BORING NUMBER B-10

PROJECT NUMBER	79.92079.0079	**DATE STARTED:**	6/26/06
PROJECT NAME	Sanchez Trucking Yard	**DATE COMPLETED**	6/26/06
LOCATION	1555 San Juan Road, Hollister	**CASING TYPE/DIAMETER**	—
DRILLING METHOD	Direct Push	**SCREEN TYPE/SLOT**	—
SAMPLING METHOD	Continuous Core	**GRAVEL PACK TYPE**	—
GROUND ELEVATION		**GROUT TYPE/QUANTITY**	—
TOP OF CASING	—	**DEPTH TO WATER**	
LOGGED BY	JW	**GROUND WATER ELEVATION**	
REMARKS			

PID (ppm)	BLOW COUNTS	RECOVERY (inches)	SAMPLE ID.	EXTENT	DEPTH (ft. BGL)	U.S.C.S.	GRAPHIC LOG	LITHOLOGIC DESCRIPTION	CONTACT DEPTH
1.7			UNDIST B-10/1.5			ML		Silt, 5% very fine sand, dark grayish brown (2.5Y 4/2), damp, no odor.	
2.0					5	SP		Poorly graded sand, sand very fine to fine grained, dark grayish brown (2.5Y 4/2), damp, no odor.	4.5
1.9			UNDIST B-10/10		10	SW		Well graded gravelly sand, sand fine to coarse grained, 15% gravel to 1/16-inch, dark grayish brown (2.5Y 4/2), damp, no odor, no groundwater encountered.	8.0
								Bottom of borehole at 10.0 feet.	10.0

US LOG SANCHEZ TRUCKING.GPJ US_EVAL.GDT 8/27/06

Appendix G

Acoustical Data

FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels

Project Name: Sanchez Mesa Apartments Project
Project Number: 197008182.1.650
Scenario: Existing
Ldn/CNEL: Ldn

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%

								Vehicle Mix		Distance from Centerline of Roadway			
				Median	ADT	Speed	Alpha	Medium	Heavy	Ldn at	Distance to Contour			
#	Roadway	Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn
3	San Juan Road	Between SR-156 and Graf Rd	2	12	8,520	40	0	2.0%	1.0%	60.7	-	-	117	371
4	San Juan Road	Between Graf Rd and Project Hwy	2	12	8,900	40	0	2.0%	1.0%	60.9	-	39	123	388
5	San Juan Road	Between Project Hwy and Miller Rd	2	12	9,410	40	0	2.0%	1.0%	61.1	-	41	130	410
6	San Juan Road	Between Miller Road and Westside Blvd	2	12	12,850	40	0	2.0%	1.0%	62.5	-	56	177	560

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.

FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels

Project Name: Sanchez Mesa Apartments Project
Project Number: 197008182.1.650
Scenario: Existing Plus Project
Ldn/CNEL: Ldn

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%

									Vehicle Mix		Distance from Centerline of Roadway		
				Median	ADT	Speed	Alpha	Medium	Heavy	Ldn at	Distance to Contour			
#	Roadway	Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn
3	San Juan Road	Between SR-156 and Graf Rd	2	12	8,880	40	0	2.0%	1.0%	60.9	-	39	122	387
4	San Juan Road	Between Graf Rd and Project Hwy	2	12	9,260	40	0	2.0%	1.0%	61.1	-	40	128	404
5	San Juan Road	Between Project Hwy and Miller Rd	2	12	9,840	40	0	2.0%	1.0%	61.3	-	43	136	429
6	San Juan Road	Between Miller Road and Westide Blvd	2	12	13,210	40	0	2.0%	1.0%	62.6	-	58	182	576

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.

FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels

Project Name: Sanchez Mesa Apartments Project
Project Number: 197008182.1.650
Scenario: Opening Year
Ldn/CNEL: Ldn

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%

									Vehicle Mix		Distance from Centerline of Roadway		
				Median	ADT	Speed	Alpha	Medium	Heavy	Ldn at	Distance to Contour			
#	Roadway	Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn
3	San Juan Road	Between SR-156 and Graf Rd	2	12	10,820	40	0	2.0%	1.0%	61.7	-	47	149	472
4	San Juan Road	Between Graf Rd and Project Hwy	2	12	11,210	40	0	2.0%	1.0%	61.9	-	49	154	489
5	San Juan Road	Between Project Hwy and Miller Rd	2	12	11,730	40	0	2.0%	1.0%	62.1	-	51	162	511
6	San Juan Road	Between Miller Road and Westide Blvd	2	12	15,650	40	0	2.0%	1.0%	63.3	-	68	216	682

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.

FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels

Project Name: Sanchez Mesa Apartments Project
Project Number: 197008182.1.650
Scenario: Opening Year Plus Project
Ldn/CNEL: Ldn

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%

										Vehicle Mix		Distance from Centerline of Roadway		
				Median	ADT	Speed	Alpha	Medium	Heavy	Ldn at	Distance to Contour			
#	Roadway	Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn
3	San Juan Road	Between SR-156 and Graf Rd	2	12	11,180	40	0	2.0%	1.0%	61.9	-	49	154	487
4	San Juan Road	Between Graf Rd and Project Hwy	2	12	11,570	40	0	2.0%	1.0%	62.0	-	50	159	504
5	San Juan Road	Between Project Hwy and Miller Rd	2	12	12,160	40	0	2.0%	1.0%	62.2	-	53	168	530
6	San Juan Road	Between Miller Road and Westide Blvd	2	12	16,010	40	0	2.0%	1.0%	63.4	-	70	221	698

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.

FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels

Project Name: Sanchez Mesa Apartments Project
Project Number: 197008182.1.650
Scenario: Horizon Year
Ldn/CNEL: Ldn

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%

										Vehicle Mix		Distance from Centerline of Roadway			
				Median	ADT	Speed	Alpha	Medium	Heavy	Ldn at	Distance to Contour				
#	Roadway	Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn
3	San Juan Road	Between SR-156 and Graf Rd	2	12	13,210	40	0	2.0%	1.0%	62.6	-	58	182	576
4	San Juan Road	Between Graf Rd and Project Hwy	2	12	13,690	40	0	2.0%	1.0%	62.8	-	60	189	597
5	San Juan Road	Between Project Hwy and Miller Rd	2	12	14,210	40	0	2.0%	1.0%	62.9	-	62	196	619
6	San Juan Road	Between Miller Road and Westide Blvd	2	12	18,690	40	0	2.0%	1.0%	64.1	-	81	258	815

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.

FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels

Project Name: Sanchez Mesa Apartments Project
Project Number: 197008182.1.650
Scenario: Horizon Year
Ldn/CNEL: Ldn

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%

										Vehicle Mix		Distance from Centerline of Roadway			
				Median	ADT	Speed	Alpha	Medium	Heavy	Ldn at	Distance to Contour				
#	Roadway	Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn
3	San Juan Road	Between SR-156 and Graf Rd	2	12	13,570	40	0	2.0%	1.0%	62.7	-	59	187	591
4	San Juan Road	Between Graf Rd and Project Hwy	2	12	14,050	40	0	2.0%	1.0%	62.9	-	61	194	612
5	San Juan Road	Between Project Hwy and Miller Rd	2	12	14,640	40	0	2.0%	1.0%	63.0	-	64	202	638
6	San Juan Road	Between Miller Road and Westide Blvd	2	12	19,050	40	0	2.0%	1.0%	64.2	-	83	263	830

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway right-of-way.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/19/2022
Case Description: Arch Coating

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Residential	Residential	1	1	1

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	185	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	66.3	62.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	66.3	62.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Commercial	Commercial	1	1	1

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	240	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	64	60.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	64	60.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Industrial	Industrial	1	1	1

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	370	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Compressor (air)	60.3	56.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	60.3	56.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/19/2022
Case Description: Construction

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residential	Residential	1	1	1

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Crane	No	16		80.6	185	0
Man Lift	No	20		74.7	185	0
Generator	No	50		80.6	185	0
Tractor	No	40	84		185	0
Water Jet deleading	No	20		92.1	185	0

			Results											
	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	69.2	61.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	63.3	56.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	69.3	66.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	72.6	68.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Water Jet deleading	80.7	73.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	80.7	75.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Commercial	Commercial	1	1	1

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Crane	No	16		80.6	240	0
Man Lift	No	20		74.7	240	0
Generator	No	50		80.6	240	0
Tractor	No	40	84		240	0
Water Jet deleading	No	20		92.1	240	0

			Results											
	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	66.9	59	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	61.1	54.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	67	64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	70.4	66.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Water Jet deleading	78.5	71.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	78.5	73.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Industrial	Industrial	1	1	1

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Crane	No	16		80.6	370	0
Man Lift	No	20		74.7	370	0
Generator	No	50		80.6	370	0
Tractor	No	40	84		370	0
Water Jet deleading	No	20		92.1	370	0

			Results											
	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	63.2	55.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	57.3	50.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	63.2	60.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	66.6	62.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Water Jet deleading	74.7	67.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	74.7	69.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/19/2022
Case Description: Demo

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residential	Residential	1	1	1

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Concrete Saw	No	20		89.6	185	0
Excavator	No	40		80.7	185	0
Dozer	No	40		81.7	185	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	78.2	71.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	69.3	65.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	70.3	66.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	78.2	73.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Commercial	Commercial	1	1	1

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Concrete Saw	No	20		89.6	240	0
Excavator	No	40		80.7	240	0
Dozer	No	40		81.7	240	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	76	69	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	67.1	63.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	68	64.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	76	71	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Industrial	Industrial	1	1	1

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Concrete Saw	No	20		89.6	370	0
Excavator	No	40		80.7	370	0
Dozer	No	40		81.7	370	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Concrete Saw	72.2	65.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	63.3	59.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	64.3	60.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	72.2	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/19/2022
Case Description: Grading

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residential	Residential	1	1	1

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Excavator	No	40		80.7	185	0
Grader	No	40	85		185	0
Dozer	No	40		81.7	185	0
Tractor	No	40	84		185	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator		69.3	65.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader		73.6	69.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer		70.3	66.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor		72.6	68.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	73.6	73.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Commercial	Commercial	1	1	1

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Excavator	No	40		80.7	240	0
Grader	No	40	85		240	0
Dozer	No	40		81.7	240	0
Tractor	No	40	84		240	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator		67.1	63.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader		71.4	67.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer		68	64.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor		70.4	66.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	71.4	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Industrial	Industrial	1	1	1

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Excavator	No	40		80.7	370	0
Grader	No	40	85		370	0
Dozer	No	40		81.7	370	0
Tractor	No	40	84		370	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Excavator		63.3	59.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader		67.6	63.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer		64.3	60.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor		66.6	62.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	67.6	67.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/19/2022
Case Description: Paving

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Residential	Residential	1	1	1

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	185	0
Roller	No	20		80	185	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	65.9	62.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	68.6	61.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	68.6	65.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Commercial	Commercial	1	1	1

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	240	0
Roller	No	20		80	240	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	63.6	60.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	66.4	59.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	66.4	63	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Industrial	Industrial	1	1	1

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	370	0
Roller	No	20		80	370	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver	59.8	56.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	62.6	55.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	62.6	59.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 4/19/2022
Case Description: Site Prep

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Residential	Residential	1	1	1

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Tractor	No	40	84		185	0
Dozer	No	40		81.7	185	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Tractor		72.6	68.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer		70.3	66.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	72.6	70.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Commercial	Commercial	1	1	1

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Tractor	No	40	84		240	0
Dozer	No	40		81.7	240	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Tractor		70.4	66.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer		68	64.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	70.4	68.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Industrial	Industrial	1	1	1

			Equipment			
			Spec	Actual	Receptor	Estimated
	Impact		Lmax	Lmax	Distance	Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Tractor	No	40	84		370	0
Dozer	No	40		81.7	370	0

		Results													
		Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
				Day		Evening		Night		Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Tractor		66.6	62.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer		64.3	60.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	66.6	64.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Appendix H

Transportation Impact Analysis Memo

TRANSPORTATION IMPACT ANALYSIS

1550 San Juan Road, Hollister CA

PREPARED FOR:

CITY OF HOLLISTER

APRIL 2022 | DRAFT

Prepared By:

Kimley»Horn

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EXECUTIVE SUMMARY

The 1550 San Juan Road Project ("Project"), proposes to construct 157 multi-family residential units with a community building and a 3,750 square-foot commercial building on the vacant land south of San Juan Road/4th Street between Graf Road and Miller Road. The site would be accessed by an unsignalized, full access driveway along San Juan Road/4th Street.

This transportation study was prepared to determine potential deficiencies related to the project based on standards and methodologies set forth by the City of Hollister (City) and California Department of Transportation (Caltrans) and addresses potential impacts under the California Environmental Quality Act (CEQA). Potential impacts related to vehicle miles traveled (VMT), geometric designs, emergency access, and facilities for alternative modes of transportation including pedestrian, bicycle, and transit facilities will be reviewed. As this study is intended to assist the City in making findings under CEQA, it should be noted that CEQA recognizes VMT as the primary standard of review for project impacts rather than intersection level of service (LOS). Therefore, LOS and delay results were referred as deficiencies. This study includes a local transportation analysis (LTA) evaluating LOS and queuing in the AM and PM peak hour traffic conditions for six (6) intersections. This study also addresses the potential transportation effects of the proposed project to assist the City with project planning and the identification of potential conditions of approval for the project.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ANALYSIS

TRANSIT ACCESS AND CIRCULATION

San Benito County Express routes for the Blue Line, Green Line, and Intercounty Line provides service adjacent to the project site along San Juan Road. The project is not expected to disrupt these existing transit routes or schedules. The project would likely result in residents utilizing the nearby transit facilities but is not expected to heavily increase transit ridership and overload the transit system to result in the need to provide additional transit routes or bus stops. The project is also expected to increase vehicle trips along these transit routes but would result in a minimal to no increase to the transit delay. **Therefore**, **the project would not conflict with the City's adopted plans and policies as it relates to transit facilities.**

BICYCLE ACCESS AND CIRCULATION

Class II bicycle facilities currently exist on San Juan Road just east of the project site. Future Class II bicycle facilities are planned adjacent to the project site extending the existing bicycle lanes to SR 156. The project is not proposing any features that would disrupt the existing and future bicycle facilities adjacent and near the project site. **Therefore, the project would not conflict with the City's adopted plans and policies as it relates to bicycle facilities.**

PEDESTRIAN ACCESS AND CIRCULATION

There are currently sidewalks along San Juan Road to the east of the project site, adjacent to the Shop N Save gas station. The project is proposing to construct sidewalks along its property frontage to connect to the existing sidewalks. However, there is a lack of pedestrian facilities to the east of the project site which will provide difficulty for pedestrians to access the bus stop located at Graf Road and Central Avenue as well as the community parks located along Central Avenue northwest of the project site. As part of the West Gateway Beautification project, sidewalks are proposed to be constructed on San Juan Road/4th Street from the project site to Graf Road. Crosswalks are also proposed on the north and east leg of the future

roundabout at San Juan Road and Graf Road. These future pedestrian facilities will allow residents of the project to access land uses located northwest of the project site. The project's proposed sidewalks along its frontage are not expected to conflict with the existing or planned pedestrian facilities. **Therefore, the project would not conflict with the City's adopted plans and policies as it relates to pedestrian facilities.**

VEHICLE MILES TRAVELED

A Vehicle Miles Traveled (VMT) analysis was completed for the project and a quantitative analysis was completed only for the 157 multi-family residential units based on the *Technical Advisory on Evaluating Transportation Impacts in CEQA* by Governor's Office of Planning and Research. A qualitative analysis was evaluated for the 3,750 square-foot commercial building since based on the technical advisory, it is less than 50,000 square feet and is considered to be regionally serving. Based on the Association of Monterey Bay Area Governments (AMBAG) Regional Travel Demand Model, the Traffic Analysis Zone (TAZ) where the proposed project is located will generate an average VMT per capita of 10.64 daily vehicle-miles. Since this is under the threshold of 12.2 daily vehicle-miles (with the threshold being 15 percent below the regional average VMT per capita of 14.4 vehicle-miles), the proposed project results in a **less than significant impact** on VMT.

GEOMETRIC DESIGN HAZARDS

Based on the site plan, the project's driveway is located adjacent to the Shop N Save gas station's driveway. These two driveways would not align with the north leg which provides access to the Vista de Oro Apartments. In addition, the two closely spaced driveways for the proposed project and the Shop N Save present potential hazards for conflicting vehicular movements. Vehicles making a westbound left-turn into the project may conflict with vehicles making a northbound left-turn out of the Shop N Save Driveway. Vehicles making a westbound left into the project site may drive into the eastbound left-turn pocket and conflict with vehicles making an eastbound left-turn into the Vista de Oro Apartments. Therefore, the location of the project driveway may potentially increase hazards. It is recommended that the project applicant, the City, and owners of the Shop N Save coordinate to consolidate the two driveways into one driveway and realign the south leg to the north leg. This geometric design impact would result in a **less than significant impact with the proposed mitigations incorporated**.

EMERGENCY ACCESS

Emergency vehicles can access the project site using all internal driveways. However, since southbound left-turns are not allowed at the internal intersection of Road A and Road B, emergency vehicles may need to make this movement using the northeast portion of the traffic circle dedicated for northbound through and westbound right turning vehicles for direct access to Buildings 2, 3, and 5. However, Jacaranda trees are proposed on each side of this northeast portion of the traffic circle, located on the center of the island and on the northeast corner of the intersection. Therefore, emergency vehicles may conflict with the proposed trees when making this southbound left-turn as a typical height of a fire truck is approximately 12 feet. The two proposed Jacaranda trees are recommended to be removed to allow emergency vehicles direct access to Buildings 2, 3, and 5. Emergency vehicle access to the site would result in a **less than significant impact with the proposed mitigations incorporated**.

LOCAL TRANSPORTATION ANALYSIS (LTA)

PROJECT TRIP ESTIMATES

The number of net new project trips anticipated to be added to the roadway system surrounding the project site was estimated based on data published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. In addition, a five (5) percent internal capture reduction and a 15 percent pass-by reduction were applied for the proposed project based on the *Caltrans Guide for the Preparation of Traffic Impact Studies*. The proposed project is anticipated to generate +868 daily trips, +66 trips in the AM peak hour (18 trips in and 48 trips out), and +78 trips in the PM peak hour (46 trips in and 32 trips out).

INTERSECTION LEVEL OF SERVICE

This study includes a level of service (LOS) analysis of the AM and PM peak hour traffic conditions for six (6) intersections and was analyzed in *Synchro* software for signalized and unsignalized intersections and in *SIDRA* software for roundabouts. The following intersection operates at an unacceptable LOS in one or more scenarios:

- Intersection #4 – San Juan Road/4th Street & Project Driveway
    - Background Plus Project (PM Peak Hour)
        - Intersection operating at an acceptable LOS B without the project and the project degrades the intersection to an unacceptable LOS D for the worst approach, but does not meet the peak hour signal warrant – Not a Deficiency
    - Cumulative Plus Project (AM and PM Peak Hours)
        - Intersection operating at an acceptable LOS C in the AM and PM peak hours without the project and the project degrades the intersection to an unacceptable LOS D in the AM peak and LOS E in the PM peak for the worst approach, but does not meet the peak hour signal warrant – Not a Deficiency

Since the peak hour signal warrants were not met in the Background Plus Project Conditions and Cumulative Plus Project Conditions, the project does not create a deficiency at the study intersection.

VEHICLE QUEUING

This study also included a vehicle queuing analysis where the 95th percentile queue was determined for each exclusive turn lane at the study intersections. As a result of the analysis, several queue lengths exceeded the available storage length. However, the inadequate queue lengths occurred in the baseline conditions and the project did not add more than one vehicle length (or 25 feet) to the already deficient queue. Therefore, the project does not create any queuing deficiencies at the study intersections.

SITE ACCESS AND CIRCULATION

Based on the site plan, the proposed development will be accessible from one driveway along San Juan Road/4th Street. It is assumed that the project access will be unsignalized and will provide full access. The project driveway is located adjacent to the Shop N Save driveway, located to the east of the project site. The driveways for the Shop N Save and the Project site are closely spaced and are offset to the north leg of the intersection. Due to the location of the two driveways and their close proximity, vehicles making a northbound left-turn out of the Shop N Save driveway may conflict with vehicles making a westbound left-turn into the project driveway. In addition, vehicles making a westbound left into the project site may drive into the eastbound left-turn pocket and conflict with vehicles making an eastbound left-turn into the Vista

de Oro Apartments. Therefore, it is recommended that the two driveways be consolidated into one driveway to provide access for both land uses and for the new combined driveway to align with the north leg of the intersection to avoid conflicts. It is recommended that the project applicant work with the City of Hollister and the owners of the Shop N Save to come to an agreement for the consolidation and realignment of the two driveways.

Within the project site, parking is available on the surface parking spaces surrounding the residential units, adjacent to the commercial building and adjacent to the community space. Based on the site plan, a southbound left-turn is not permitted at the internal intersection of Road A and Road B for direct access to the Buildings 2, 3, and 5 on the east side of the site. Instead, vehicles will have to make a southbound through at the intersection of Road A and Road B and a southbound left-turn at the internal intersection adjacent to Building 6. To avoid this detour and allow direct access to these buildings, it is recommended that the center island at Road A and Road B be removed and allow vehicles to make a southbound left-turn at this intersection. This would also allow fire trucks direct access to these buildings in the case of an emergency.

PUBLIC TRANSIT, BICYCLE, AND PEDESTRIAN FACILITIES

Transit

For those taking transit, the San Benito County Express operates the Blue and Green Lines within the vicinity of the project site with the nearest bus stop located at the intersection of Graf Road and Central Avenue and is less than ¼ mile walking distance from the project site. The nearest bus stop for the Intercounty Service routes is located at the intersection of San Juan Road/4th Street and Miller Road and is located approximately 970 feet east of the project site. Bus stops for the Blue and Green Lines are located close to nearby schools which provide access for students between the schools and the project site. Several nearby schools with bus stops for the Blue and Green Lines include San Benito High School with a bus stop near the intersection of Nash Road and Qual Run, Calaveras Elementary with a bus stop at the intersection of Central Avenue and Felice Drive, and Gavilan College with a bus stop at the intersection of San Benito Street and 4th Street.

Pedestrian

There are existing sidewalks along both sides of San Juan Road/4th Street, beginning 460 feet east of Graf Road with continuous sidewalks up to Sally Street. There are also sidewalks along Miller Road and Central Avenue allowing pedestrians to access Calaveras Elementary School and Calaveras Park located northeast of the project site. Pedestrians accessing other nearby schools such as RO Hardin Elementary School and Sacred Heart School can use the existing sidewalks along San Juan Road/4th Street and Westside Boulevard. The project is proposing to construct sidewalks adjacent to its property frontage. However, there are still missing gaps in the pedestrian facility along San Juan Road/4th Street to the west of the project site which will provide difficulty for pedestrians to access the bus stop at Graf Road and Central Avenue as well as the community parks along Central Avenue northwest of the project site. With the West Gateway Beautification project, sidewalks are proposed to be constructed on San Juan Road/4th Street from the project site to Graf Road. Crosswalks are also proposed on the north and east leg of the roundabout at Graf Road and San Juan Road/4th Street. Therefore, with the proposed Phase 1 improvements of the West Gateway Beautification project that are estimated to be in place in Background Plus Project Conditions, pedestrians will be able to access the bus stop at Graf Road and Central Avenue and the community parks located northwest of the project site.

Within the project site, pedestrians can access the residential and commercial buildings using the sidewalks on both sides of the project driveway and curb ramps are provided at the southeast and southwest corner of the project driveway. Sidewalks are also provided within the cluster of residential buildings for pedestrian access to the back entrance of the residential units. Pedestrian paths are not provided along the perimeter of the buildings, adjacent to the drive aisles as to reduce pedestrian and vehicular conflicts. These sidewalks also provide access to the main entrance of the commercial building and the community space.

Bicycle

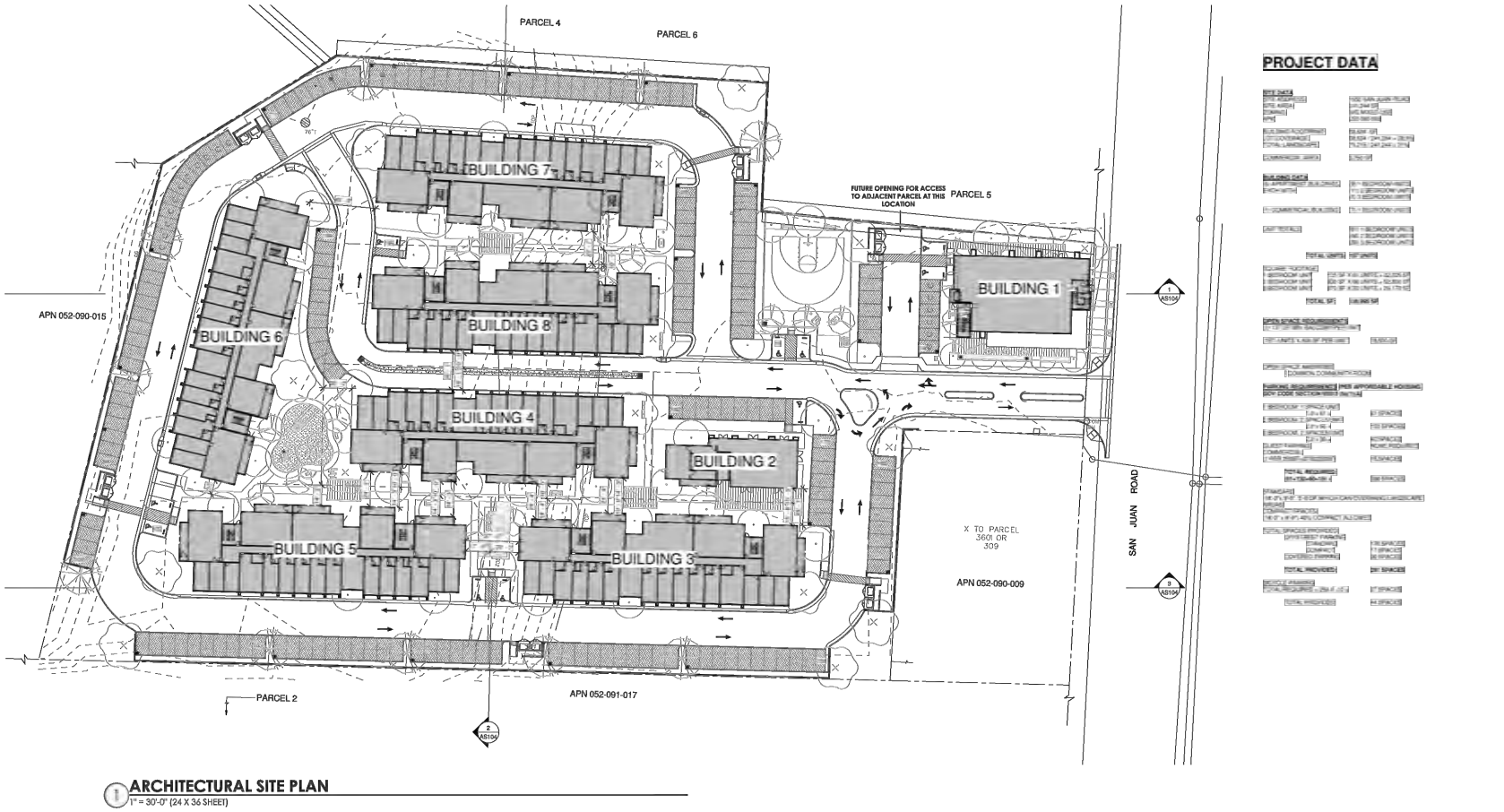
There are existing Class II bicycle lanes just east of the project site and provides access to the commercial uses located at San Juan Road/4th Street and Miller Road. Bicyclists can also access nearby schools such as Calaveras Elementary School, RO Hardin Elementary School, and Sacred Heart School using the Class II bicycle lanes along San Juan Road/4th Street and Westside Boulevard. Similar to pedestrian facilities, there are no existing bicycle facilities along San Juan Road/4th Street west of the project site and therefore access to the community parks located along Central Avenue northwest of the project site will be challenging. However, with Phase 1 of the West Gateway Beautification project, which is estimated to be in place in Background Plus Project Conditions, Class II bicycle lanes will be constructed from the project site to Graf Road and therefore bicyclists can access the community parks northwest of the project site.

1. INTRODUCTION

This report presents the results of the transportation impact analysis (TIA) for a proposed mixed-used project located at 1550 San Juan Road in the City of Hollister, CA. The proposed project ("Project") would construct 157 multi-family residential units with a community building and a 3,750 square-foot commercial building on the vacant land south of San Juan Road/4th Street between Graf Road and Miller Road.

Figure 1 illustrates the project site plan as provided by RRM Design Group. **Figure 2** illustrates the project study location and intersections in relation to the adjacent street network.

This transportation study was prepared to determine potential deficiencies related to the project based on standards and methodologies set forth by the City of Hollister (City) and California Department of Transportation (Caltrans) and addresses potential impacts under the California Environmental Quality Act (CEQA). Potential impacts related to vehicle miles traveled (VMT), geometric designs, emergency access, and facilities for alternative modes of transportation including pedestrian, bicycle, and transit facilities will be reviewed. As this study is intended to assist the City in making findings under CEQA, it should be noted that CEQA recognizes VMT as the primary standard of review for project impacts rather than intersection level of service (LOS). Therefore, LOS and delay results were referred as deficiencies. This study includes a local transportation analysis (LTA) evaluating LOS and queuing in the AM and PM peak hour traffic conditions for six (6) intersections. This study also addresses the potential transportation effects of the proposed project to assist the City with project planning and the identification of potential conditions of approval for the project.



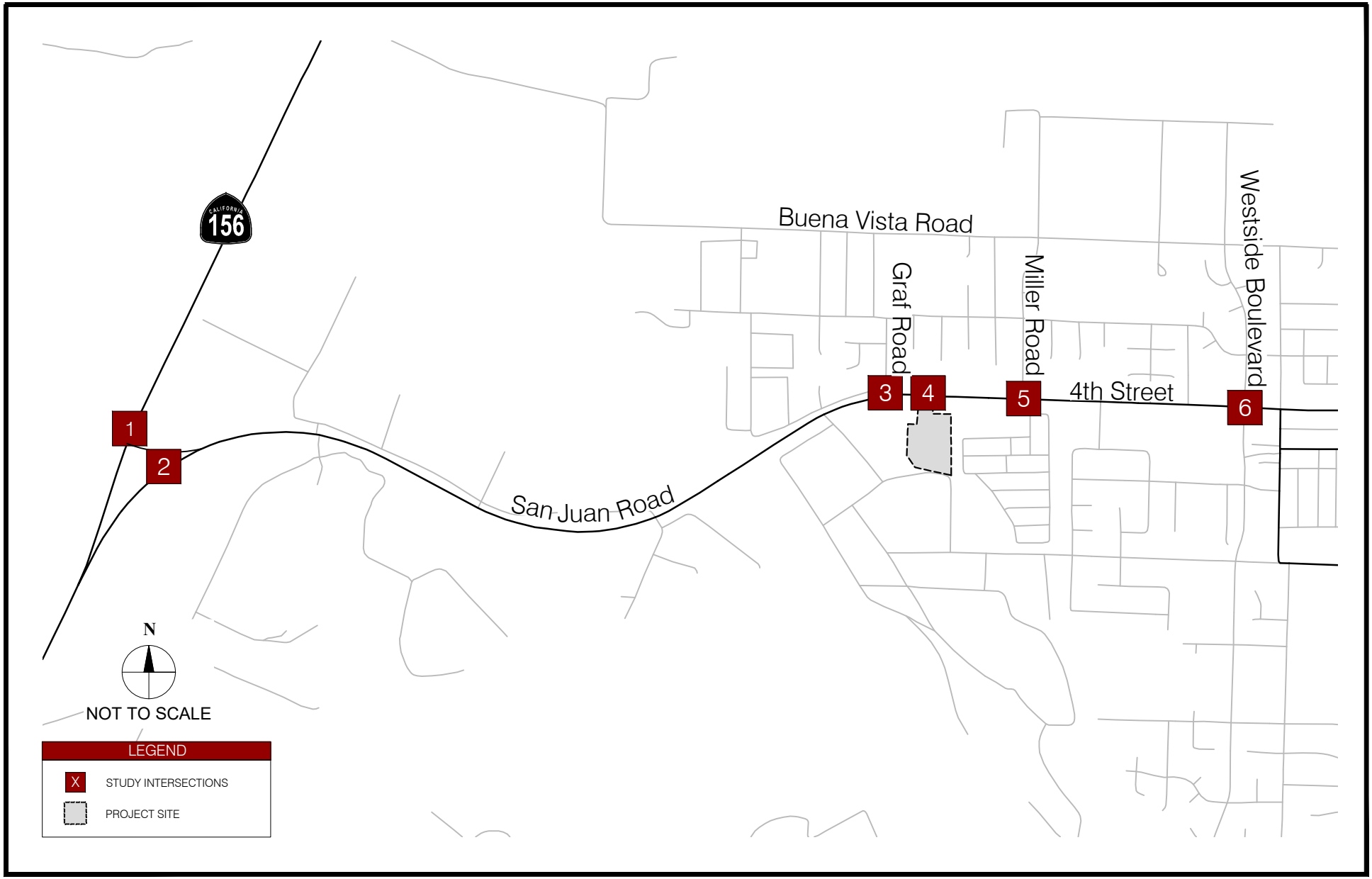
Source: RRM Design Group

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NOT TO SCALE

FIGURE 1
SITE PLAN



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NOT TO SCALE

FIGURE 2

PROJECT LOCATION AND STUDY INTERSECTIONS

2. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ANALYSIS

This chapter presents an analysis of the project impacts under CEQA as it relates to VMT, geometric designs, emergency access, and facilities for alternative modes of transportation including pedestrian, bicycle, and transit facilities.

TRANSPORTATION CEQA GUIDELINES

The 2021 CEQA Statute and Guidelines[1] were reviewed and used to determine if the project would result in any significant transportation impacts. This document lists four (4) items to be reviewed to determine the level of impact (potentially significant impact, less than significant with mitigation incorporated, less than significant impact, or no impact) the project would result in:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
2. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?
4. Result in inadequate emergency access?

In reference to CEQA Guidelines 15064.3 (b), determination of the significance of transportation impacts is based on vehicle miles traveled (VMT). For land use projects, such as this project:

- Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

TRANSPORTATION CEQA COMPLIANCE

TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN CIRCULATION SYSYTEM

The following describes the project's potential impact on transit, roadway, bicycle, and pedestrian circulation as it relates to City programs, plans, ordinances, or policies.

Transit Access and Circulation

A figure of the existing transit facilities that serve nearby the project site is shown in **Figure 3**. As shown in the figure, San Benito County Express routes for the Blue Line, Green Line, and Intercounty Line provides service adjacent to the project site along San Juan Road. The project is not expected to disrupt these existing transit routes or schedules. The project would likely result in residents utilizing the nearby transit facilities but is not expected to heavily increase transit ridership and overload the transit system to result in the need to provide additional transit routes or bus stops. The project is also expected to increase vehicle trips along these transit routes but would result in a minimal to no increase to the transit delay.

[1] *2021 California Environmental Quality Act Statute & Guidelines*, Association of Environmental Professionals, 2021.

Therefore, the project would not conflict with the City's adopted plans and policies as it relates to transit facilities.

Bicycle Access and Circulation

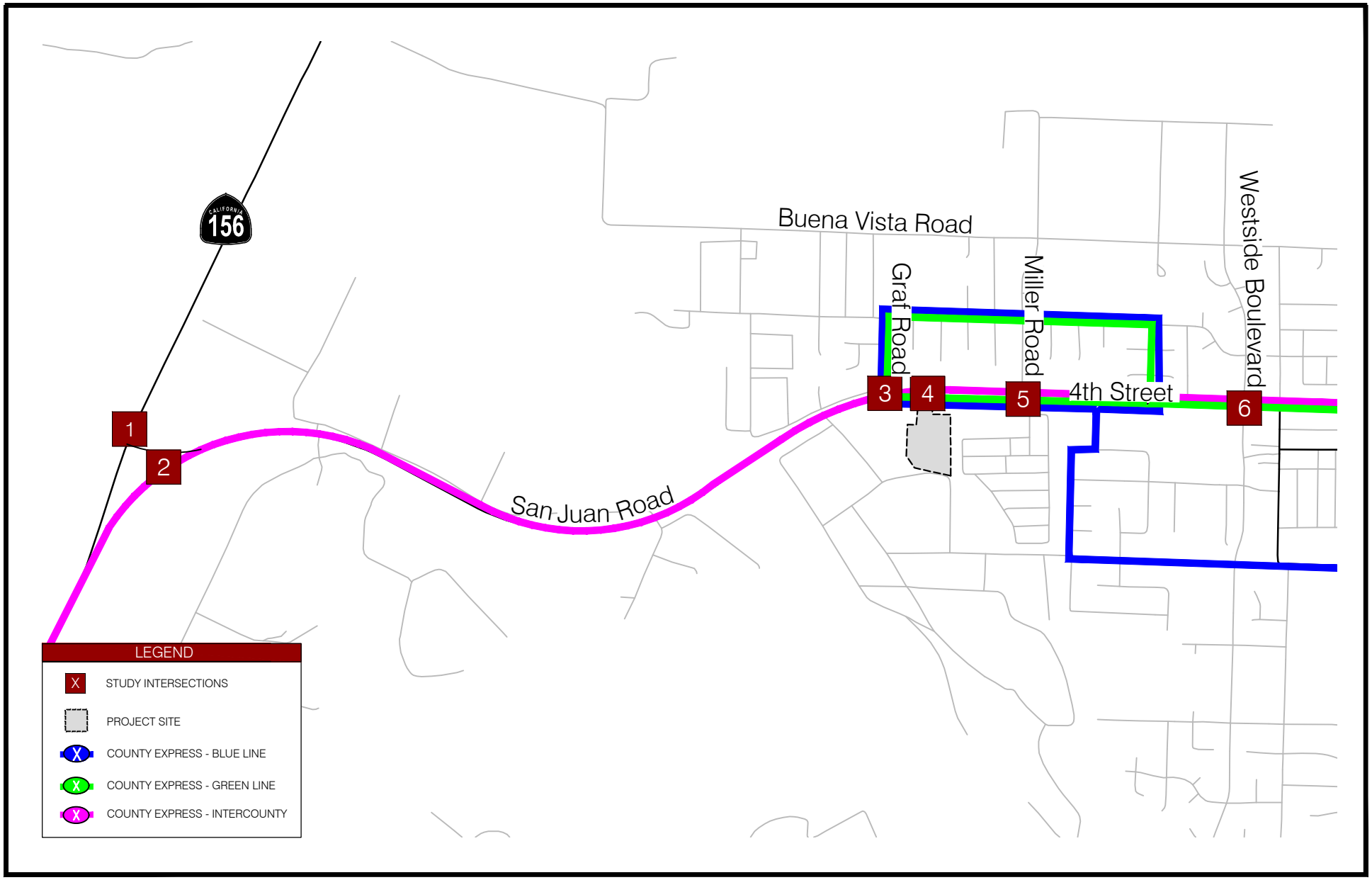
A figure of the existing bicycle facilities that are located near the project site is shown in **Figure 4**. As shown in the figure, Class II bicycle facilities currently exist on San Juan Road just east of the project site. Future Class II bicycle facilities are planned adjacent to the project site extending the existing bicycle lanes to SR 156. The project is not proposing any features that would disrupt the existing and future bicycle facilities adjacent and near the project site.

Therefore, the project would not conflict with the City's adopted plans and policies as it relates to bicycle facilities.

Pedestrian Access and Circulation

There are currently sidewalks along San Juan Road to the east of the project site, adjacent to the Shop N Save gas station. The project is proposing to construct sidewalks along its property frontage to connect to the existing sidewalks. However, there is a lack of pedestrian facilities to the east of the project site which will provide difficulty for pedestrians to access the bus stop located at Graf Road and Central Avenue as well as the community parks located along Central Avenue northwest of the project site. As part of the West Gateway Beautification project, sidewalks are proposed to be constructed on San Juan Road/4th Street from the project site to Graf Road. Crosswalks are also proposed on the north and east leg of the future roundabout at San Juan Road and Graf Road. These future pedestrian facilities will allow residents of the project to access land uses located northwest of the project site. The project's proposed sidewalks along its frontage are not expected to conflict with the existing or planned pedestrian facilities.

Therefore, the project would not conflict with the City's adopted plans and policies as it relates to pedestrian facilities.

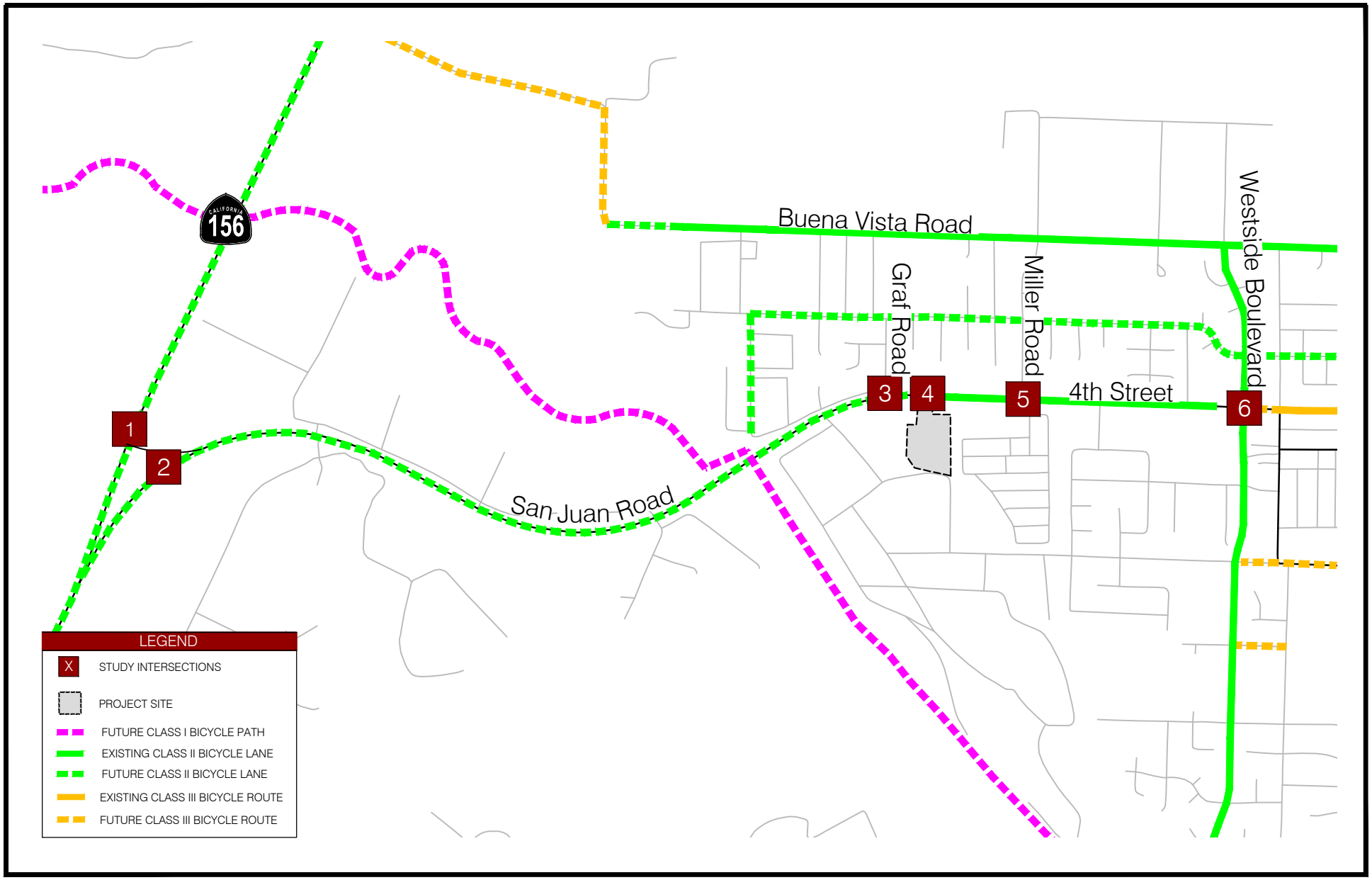


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NOT TO SCALE

FIGURE 3
EXISTING TRANSIT FACILITIES



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N

NOT TO SCALE

FIGURE 4
EXISTING BICYCLE FACILITIES

VEHICLE MILES TRAVELVED (VMT)

Methodology

As a result of the passing of Senate Bill 743 (SB 743), VMT has become the indicator of transportation impacts rather than intersection level of service. The City of Hollister and San Benito County has yet to adopt VMT thresholds to determine project significant impacts. Therefore, recommended guidelines developed by the Governor's Office of Planning and Research (OPR) in the Technical Advisory on Evaluating Transportation Impacts in CEQA[2] (Technical Advisory) will be used for this analysis. Based on the Technical Advisory, the recommended VMT threshold for residential projects is 15 percent below the regional VMT per capita. For retail uses with individual buildings being less than 50,000 square feet, it is presumed that they are local-serving and would not result in a VMT impact.

Analysis

A Vehicle Miles Traveled (VMT) analysis was completed for the proposed mixed-use development project. The proposed project is planned to include 157 multi-family residential units, a community building, and 3,750 square feet of commercial space located at 1550 San Juan Road in Hollister, CA. With the passage of SB 743, VMT has become an important indicator for determining if a new development would result in a "significant transportation impact". While the City of Hollister has not yet adopted its thresholds for determining a significant impact, draft values of these thresholds were used for this analysis.

A qualitative VMT analysis was completed only for the proposed 3,750 square foot commercial portion of the project. The guidelines provided by the Governor's Office of Planning and Research (OPR) state that "Lead agencies can evaluate each component of a mixed-use project independently and apply the significance threshold for each project type included (e.g., residential and retail)...Combining different land uses and applying one threshold to those land uses may result in an inaccurate impact assessment." Therefore, when considering the evaluation of the commercial component of the proposed project the guidelines further state that, "By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT…retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT." As the proposed project only includes 3,750 square feet of commercial space, this can be assumed as a locally serving and therefore can be excluded from a quantitative VMT analysis and also presumed to have a **less than significant impact** on VMT with respect to CEQA.

Travel Demand Models (TDMs) are broadly considered to be amongst the most accurate of available tools to assess VMT. The Association of Monterey Bay Area Governments Regional (AMBAG) Travel Demand Model was determined to be the best fit for this project considering the geographic location of the project and the detailed roadway network in the model for the City of Hollister/San Benito County region. The 2015 Base Year version of the AMBAG TDM was used to analyze the Existing Plus Project scenario. The AMBAG TDM includes Monterey, San Benito, and Santa Cruz counties, which are assumed to be the major contributor of the trip origins to the proposed project during a typical weekday. Trips outside of these counties were estimated based on the external stations surrounding the model area as well other data sources such as "Big Data", which track origins and destinations of trips throughout the State of California.

[2] *Technical Advisory on Evaluating Transportation Impacts in CEQA*, Governor's Office of Planning and Research, State of California, December 2018.

Using the AMBAG TDM to determine the average daily VMT for the residential component of the proposed project required determining the average VMT per capita for the Traffic Analysis Zone (TAZ) that the project was located in. Using the address of the proposed project, it was determined that the proposed project was located in TAZ 1464. While conducting the analysis, it was determined that this TAZ resulted in an average VMT per capita of 10.64 daily vehicle-miles. The regional average VMT per Capita is 14.4 vehicle-miles with the draft threshold being 15 percent below the regional average, resulting in a threshold of 12.2 daily vehicle-miles. Therefore, the average VMT per capita of 10.64 daily vehicle-miles for the proposed project is less than the threshold of 12.2 daily vehicle-miles and results in a **less than significant impact** with respect to CEQA.

GEOMETRIC DESIGN HAZARDS

The site plan was reviewed to determine whether the project is proposing any geometric design features that would substantially increase hazards. Based on the City of Hollister Municipal Code, Section 17.18.120 (A) states the following:

- Section 17.18.120 (A): "…access points across from one another shall be aligned. Additional access shall not be permitted if it is determined to be detrimental to traffic flow and safety of adjacent public streets."

Based on the site plan in **Figure 1** (located in Chapter 1), the project's driveway is located adjacent to the Shop N Save gas station's driveway. These two driveways would not align with the north leg which provides access to the Vista de Oro Apartments. In addition, the closely two spaced driveways for the proposed project and the Shop N Save present potential hazards for conflicting vehicular movements. Vehicles making a westbound left-turn into the project may conflict with vehicles making a northbound left-turn out of the Shop N Save Driveway. Vehicles making a westbound left into the project site may drive into the eastbound left-turn pocket and conflict with vehicles making an eastbound left-turn into the Vista de Oro Apartments. Therefore, the location of the project driveway may potentially increase hazards. It is recommended that the project applicant, the City, and owners of the Shop N Save coordinate to consolidate the two driveways into one driveway and realign the south leg to the north leg. This geometric design impact would result in a **less than significant impact with the proposed mitigations incorporated**.

EMERGENCY ACCESS

Emergency vehicles can access the project site using all internal driveways. However, since southbound left-turns are not allowed at the internal intersection of Road A and Road B, emergency vehicles may need to make this movement using the northeast lane dedicated for northbound through and westbound right turning vehicles for direct access to Buildings 2, 3, and 5. However, Jacaranda trees are proposed on each side of this northeast lane, located on the center of the island and on the northeast corner of the intersection. Therefore, emergency vehicles may conflict with the proposed trees when making this southbound left-turn as a typical height of a fire truck is approximately 12 feet. The two proposed Jacaranda trees are recommended to be removed to allow emergency vehicles direct access to Buildings 2, 3, and 5. Emergency vehicle access to the site would result in a **less than significant impact with the proposed mitigations incorporated**.

3. LOCAL TRANSPORATION ANALYSIS METHODOLOGY

This chapter presents the methodology for the local transportation analysis to evaluate level of service, queuing, and site access and circulation.

STUDY AREA

The proposed project would generate new vehicular trips that would increase traffic volumes on the nearby street network. To assess changes in traffic conditions associated with the proposed project, the following intersections in **Table 1** were evaluated. These study intersections were selected because the project would contribute a significant number of vehicle trips to the intersections. The list of study intersections was approved by the City. **Figure 2** (located in Chapter 1) illustrates the location of each intersection relative to the project site.

- Cumulative Conditions – Based on traffic volumes and traffic added by approved (but not yet completed) developments assumed to occur at the time the Project is constructed, pending projects that the City assumes will have a high likelihood of being completed, and roadway projects to be in place under Cumulative Conditions. Approved and pending projects include developments in the City of Hollister and San Benito County. A growth rate was also applied to SR 156 to account for regional cumulative growth.
- Cumulative Plus Project Conditions – Based on the Cumulative conditions and traffic generated by the Project. This scenario includes roadway improvements anticipated to be in place under Cumulative Conditions.

LEVEL OF SERVICE STANDARDS

Analysis of intersection deficiencies were based on the concept of LOS. The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of service for this study were determined using methods defined in the *Highway Capacity Manual, 6th Edition* (HCM) within Synchro 11 analysis software for signalized and unsignalized intersections and within SIDRA 9 software for roundabouts.

This analysis was prepared based on the standards and methodologies set forth by the City of Hollister (City) and Caltrans. The trip generation was based on City methodology, but also included Caltrans methodology for capping the pass-by and internal capture trip reductions since this provides a more conservative representation of the trip generation.

The HCM includes procedures for analyzing side street stop controlled (SSSC), all-way stop controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for the worst minor street movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the intersection as a whole. **Table 2** relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections.

Table 1 - Intersection Level of Service Definitions

Level of Service	Description	Signalized (Avg. control delay per vehicle sec/veh.)	Unsignalized (Avg. control delay per vehicle sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 20	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 – 35	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 – 55	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 – 80	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

Sources: Transportation Research Board, Highway Capacity Manual 6th Edition, National Research Council, 2016.

Project deficiencies were determined by comparing conditions with the proposed project to those without the proposed project. The following criteria for deficiencies were determined for City of Hollister and Caltrans intersections:

City of Hollister

As outlined in the City of Hollister *General Plan*[3], the LOS standard is LOS C for all signalized intersections. For the purposes of this study, it is assumed that the LOS standard for unsignalized intersections is also LOS C. The City of Hollister does not have a criteria to determine deficiencies due to proposed projects. Therefore, based on the *Woodle Pre-Zone and Annexation TIA,* a deficiency would occur at signalized intersections if the proposed project caused the following:

- For signalized intersections operating at LOS C or better without the project, a deficiency would occur if the project degrades the intersection LOS to LOS D or worse, or;
- For signalized intersections operating at LOS D or worse without the project, a deficiency would occur if the project increases the average intersection delay by five (5) or more seconds.

A deficiency would occur at unsignalized (SSSC) intersections if the proposed project caused the following:

- For unsignalized (SSSC) intersections operating at LOS C or better without the project, a deficiency would occur if the project degrades the intersection LOS to LOS D or worse and the intersection satisfies the Caltrans peak hour signal warrant.

[3] *City of Hollister General Plan, Circulation Element,* City of Hollister, December 2005

- For unsignalized (SSSC) intersections operating at LOS D or worse without the project, a deficiency would occur if the intersection satisfies the CA MUTCD peak hour signal warrant and the project generated traffic increases the delay for the worst approach from without project conditions.

Caltrans

Based on the *Guide for the Preparation of Traffic Impact Studies* (December 2002)[4], Caltrans identifies a LOS threshold as the transition from LOS C to LOS D as the acceptable level of service on state highway facilities. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead local agency consult with Caltrans to determine the appropriate target LOS. For the purposes of this analysis, the LOS criteria of LOS C was established for Caltrans intersections based on the *Woodle Pre-Zone and Annexation TIA.* Based on the TIA, a deficiency would occur at a Caltrans intersection if the proposed project caused the following to a signalized intersection:

- For signalized intersections operating at LOS C or better without the project, a deficiency would occur if the project degrades the intersection LOS to LOS D or worse, or;
- For signalized intersections operating at LOS D or worse without the project, a deficiency would occur if the project increases the average intersection delay by one (1) or more seconds.

It should be noted that a more recent Caltrans guide is available, the *Vehicle Miles Traveled-Focused Transportation Impact Study Guide (May 2020)*[5]. However, this document provides guidelines focused on VMT rather than intersection LOS analysis and does not provide methodology for operational analyses. Therefore, the previous Caltrans Guidelines dated December 2002 will be used for the operational analysis.

QUEUING

The effects of vehicle queuing were analyzed and the 95th percentile queue is reported for all study intersections. The 95th percentile queue length represents a condition where 95 percent of the time during the peak hour, traffic queues will be less than or equal to the queue length determined by the analysis. This is referred to as the "95th percentile queue." Average queuing is generally less.

Queues that exceed the turn pocket length can create potentially hazardous conditions by blocking or disrupting through traffic in adjacent travel lanes. The City of Hollister does not have standards for queuing and for the purpose of this analysis, queuing deficiencies would be considered as operational issues. Thus, operational deficiencies were considered to occur under conditions where project traffic causes the queue to extend beyond the turn pocket by 25 feet or more (i.e., the length of one vehicle) into adjacent traffic lanes that operate separately from the left or right turn lane. Where the vehicle queue already exceeds that turn pocket length under pre-project conditions, a queuing deficiency would occur if project traffic lengthens the queue by 25 feet or more.

[4] *Caltrans Guide for the Preparation of Traffic Impact Studies*, Caltrans, December 2002

[5] *Caltrans Vehicle Miles Traveled-Focused Transportation Impact Studies*, Caltrans, May 2020

REPORT ORGANIZATION

The remainder of the report is divided into the following chapters for the transportation operations analysis:

- Chapter 4: Existing Conditions – describes existing conditions on the roadway network, transit system, pedestrian facilities, and bicycle facilities.
- Chapter 5: Existing Plus Project Conditions – describes the proposed project, trip generation, and estimated deficiencies on the transportation system under Existing Plus Project Conditions.
- Chapter 6: Background Conditions – describes the traffic conditions under Background Conditions with and without the proposed project.
- Chapter 7: Cumulative Conditions – describes the traffic conditions under Cumulative Conditions with and without the proposed project.
- Chapter 8: Vehicle Queuing and Site Access and Circulation - describes vehicle queuing analysis at the study intersections, as well as site access and circulation for the project.
- Chapter 9: Public Transit, Bicycle, and Pedestrian Facilities – describes potential effects the proposed project may have on the transit system, pedestrian facilities, and bicycle facilities
- Chapter 10: Summary of Impacts and Recommended Mitigation – summarizes potential impacts and deficiencies of the proposed project and mitigations, if necessary.

4. EXISTING CONDITIONS

This chapter describes the existing conditions of the roadway network, transit service, pedestrian facilities, and bicycle facilities within the vicinity of the project site. The chapter also presents existing turning movement volumes and intersection levels of service.

EXISTING ROADWAY NETWORK

This section provides a description of the specific roadways included in this study.

4th Street/San Juan Road is a two-lane, east-west roadway with discontinuous two-way left-turn lanes (TWLTL) within the study area. It begins as San Juan Road/4th Street/SR 156B at State Route 156 (SR 156) to the west and transitions into Meridian Street at McCray Street. Meridian Street then connects to Clearview Drive to the east. San Juan Road/4th Street/SR 156B is a major thoroughfare between SR 156 and San Benito Street, 4th Street/Meridian Street is a major collector between San Benito Street and Memorial Drive, and Meridian Street is a collector between Memorial Drive and Clearview Drive. The roadway provides access to residential and commercial land uses within the study area. The speed limit within the study area is 40 miles per hour.

Graf Road is a two-lane, north-south roadway within the study area. It connects to Central Avenue to the north and San Juan Road to the south. Graf Road is a collector that provides access to residential land uses within the study area. There is no posted speed limit on Graf Road, however it is assumed that the speed limit is 25 miles per hour due to the nearby residential land uses.

Miller Road is a two-lane, north-south roadway within the study area. It connects to Buena Vista Road to the north and San Juan Road to the south. Miller Road is a collector that provides access to residential and commercial land uses as well as access to the Calaveras Elementary School just east of the roadway. There is no posted speed limit, however it is assumed that the speed limit is 25 miles per hour due to the nearby residential land uses. Miller Road offsets at San Juan Road and becomes Live Oak Drive to the south which provides access to residential land uses.

State Route 156 (SR 156) is a two-lane, north-south State Route within the study area. It connects to SR 152 to the north and US-101 to the south, providing access to the Cities of Hollister and San Juan Bautista and unincorporated areas within the County. SR 156 is classified as a major thoroughfare in the City of Hollister General Plan. The posted speed limit is 55 miles per hour within the study area.

Westside Boulevard is a two-lane, north-south roadway within the study area. It connects to Westside Road to the north and Nash Road to the south and provides access to residential land uses. Westside Boulevard is classified as a collector in the City of Hollister General Plan. The posted speed limit is 35 miles per hour within the study area.

EXISTING TRANSIT FACILITIES

The San Benito County Express (County Express) provides transit services within the City of Hollister and the nearby cities of Gilroy and San Juan Bautista. Existing transit services within the study area are shown in **Figure 3** (located in Chapter 2) and described in this section.

Local Fixed Route Service (School Tripper)

The County Express School Tripper provides multiple fixed routes near the project site and services schools within the City of Hollister. These fixed routes are described below.

Blue Line is a local fixed-route service that begins near Calaveras Elementary School at the intersection of Central Avenue and Felice Drive and travels to the southeastern portion of Hollister, providing access to residential and commercial land uses as well as schools within the City. Along its route, the Blue line provides service near the following schools: Calaveras Elementary, San Benito High School, Rancho San Justo Middle School, Sunnyslope Elementary, Ladd Lane Elementary, Calvary Christian School, and Cerra Vista Elementary. On weekdays, the Blue Line typically operates from 6:40 AM to 7:59 AM in the AM peak period and from 1:51 PM to 3:59 PM in the PM peak period on approximately 60-minute headways. No service is provided on the weekends. Near the project site, the nearest bus stop is located less than ¼ mile walking distance at the intersection of Graf Road and Central Avenue with a bus shelter.

Green Line is a local fixed-route service that begins near Calaveras Elementary School at the intersection of Central Avenue and Felice Drive and travels to the eastern portion of Hollister, providing access to residential and commercial land uses as well as schools within the City. Along its route, the Green line provides service near the following schools: Calaveras Elementary, Sacred Heart School, Marguerite Maze Middle School, Pinnacles Community San Andreas Continuation School, Gabilan Hills Elementary and Hollister Dual Language Academy, San Benito High School, Rancho San Justo Middle School, and Sunnyslope Elementary. On weekdays, the Green Line typically operates from 7:01 AM to 8:29 AM in the AM peak period and from 2:00 PM to 4:17 PM in the PM peak period on approximately 20-minute to 60-minute headways. No service is provided on the weekends. Near the project site, the nearest bus stop is located less than ¼ mile walking distance at the intersection of Graf Road and Central Avenue with a bus shelter.

Intercounty Service

The County Express also provides Intercounty Service which operates between the cities of Hollister, Gilroy and San Juan Bautista and provides access to Gavilan College and the Gilroy Caltrain and Greyhound Bus Terminal stations as described below. The nearest bus stop for the Gilroy Caltrain Route and Gilroy Greyhound Route is located at the intersection of San Juan Road/4th Street and Miller Road.

Service to Gavilan College and the Gilroy Caltrain Station is provided on weekdays from 4:55 AM to 8:20 PM on approximately 30-minute to 60-minute headways; weekend services are not provided. Service to the Gilroy Greyhound Bus Terminal is provided on weekends from 7:30 AM to 11:10 AM in the AM peak period and from 12:05 PM to 6:35 PM in the PM peak period with approximately two- to four-hour headways; weekday services are not provided.

Dial-A-Ride and Paratransit

The County Expressway provides Dial-A-Ride services within the cities of Hollister, San Juan Bautista, and Tres Pinos on the weekdays between 6:00 AM to 6:00 PM and on weekends between 9:00 AM to 3:00 PM. Individual General Public Dial-A-Ride services are provided for pick-up and drop-off trips located within the City of Hollister during the weekdays. Paratransit services are also provided for those unable to ride a fixed-route service and is available for trips that are within a ¾-mile of a fixed-route service.

EXISTING PEDESTRIAN FACILITIES

There are few sidewalks and crosswalks provided near the project site since the study area is less developed and consists of more industrial uses in comparison to east of the study area consisting of more residential and commercial uses. Near the project site, sidewalks are provided along both sides of Graf Road and along both sides of San Juan Road/4th Street, beginning 460 feet east of Graf Road with continuous sidewalks up to Sally Street. There are gaps in the pedestrian facility along San Juan Road/4th Street, west of the Shop N Save with no sidewalks provided adjacent to the project site.

EXISTING BICYCLE FACILITIES

Figure 4 (located in Chapter 2) shows the existing and future planned bicycle facilities within the study area.

There are no existing Class I bicycle paths near the study area. However, a future bicycle path is proposed adjacent to the San Benito River, beginning west of SR-156 to south of Hollister.

Class II bicycle lanes are located throughout the City of Hollister. The following is a list of the Class II bicycle lanes near the study area:

- 4th Street between east of the proposed project and west of Westside Boulevard
- Westside Boulevard:
    - Between Buena Vista Road and 4th Street
    - On the east side between 4th Street and South Street
    - Between South Street and Nash Road
- Buena Vista Road on the south side between west of Beresini Lane and Almond Court
- Future bicycle lane on SR-156 between south of San Juan Road/4th Street and Buena Vista Road
- Future bicycle lane on San Juan Road/4th Street from SR-156 and east of Graf Road
- Future bicycle lane on Graf Road/Central Avenue between Bridgevale Road and east of Westside Boulevard
- Future bicycle lane on Bridgevale Road between Graf Road and Bridge Road
- Future bicycle lane on Buena Vista Road between Buena Vista Road and west of Beresini Lane

Class III bicycle paths are located throughout the City of Hollister. The following is a list of the Class III bicycle paths near the study area:

- 4th Street between Line Street and College Street
- Future bicycle route on Buena Vista Road between SR-156 and Buena Vista Road
- Future bicycle route on South Street between Westside Boulevard and east of the study area
- Future bicycle route on Steinbeck Drive between Westside Boulevard and Line Street

EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

Existing intersection lane configuration and traffic controls are illustrated in **Figure 5**.

EXISTING PEAK-HOUR TURNING MOVEMENT VOLUMES

Weekday intersection turning movement volumes were not collected due to the COVID-19 shelter-in-place restrictions. Therefore, turning movement volumes for study intersections were derived from various traffic studies such as:

- Del Webb at San Juan Oaks Specific Plan Subsequent Environmental Impact Report (EIR) – counts collected in February 2014
- Gonzalez Borelli Prezone TIA – counts collected in March 2015
- Chappell Road Prezone and Annexation TIA – counts collected in April 2016

For Intersection #1 and #6, a growth rate was derived from historical counts and applied to the August 2019 counts to develop Existing traffic volumes. Volumes for Intersection #2 were derived from Intersection #1. A growth rate at the adjacent Intersection #6 was applied to historical March 2015 counts at Intersection #5 from the *Gonzales Borelli Prezone TIA* to develop Existing traffic volumes. Traffic volumes at Intersection #3 and Intersection #4 were derived from adjacent intersections and estimated trip generation for the nearby land uses.

Intersection volume data sheets are provided in the **Appendix**. Peak hour turning movement volumes are shown in **Figure 6**.

EXISTING INTERSECTION LEVEL OF SERVICE

Traffic operations were evaluated at the study intersections under Existing traffic conditions. Results of the analysis are presented in **Table 3** and locations operating unacceptably are bolded. **Table 4** lists the LOS criteria, municipal jurisdiction, intersection control, and LOS/delay for each intersection. All study intersections function within acceptable LOS standards under this analysis scenario under Existing Conditions. Analysis sheets are provided in the **Appendix**.

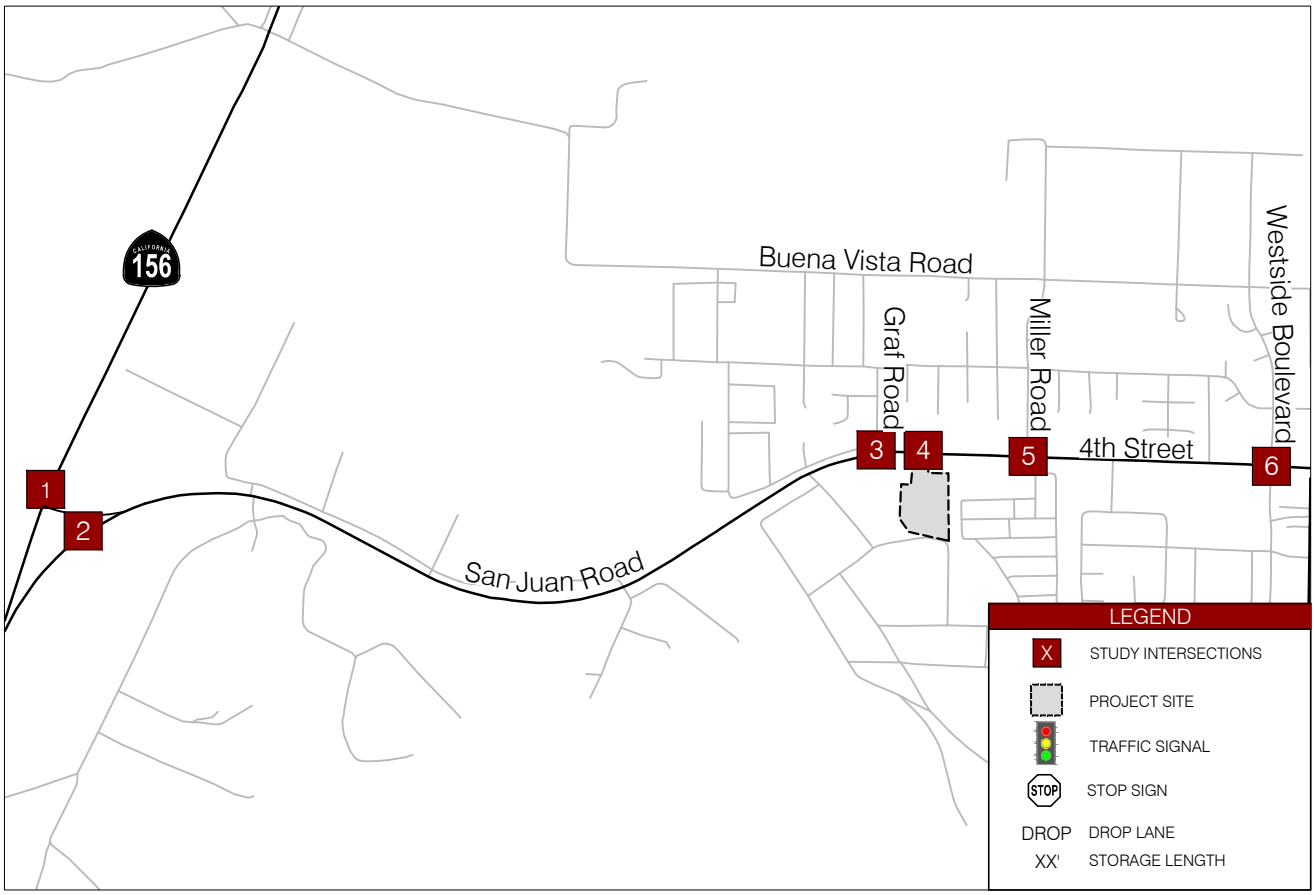
Table 2 - Existing Intersection Level of Service Summary

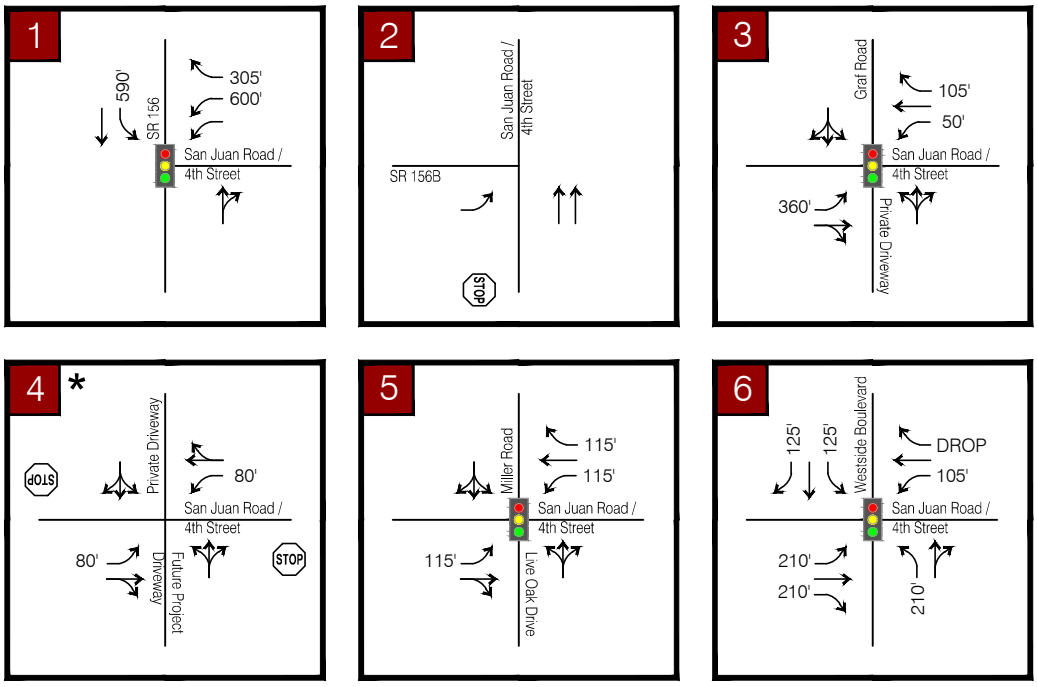
#	Intersection	LOS Criteria	Jurisdiction[1]	Control	Existing			
					AM Peak		PM Peak	
					LOS	Delay[2] (sec)	LOS	Delay[2] (sec)
1	San Juan Road/4th Street & SR 156	C	Caltrans	Signal	B	11.3	B	10.7
2	San Juan Road/4th Street & SR 156	C	City	SSSC	A	1.2	A	1.3
	Worst Approach				A	9.8	B	10.3
3	San Juan Road/4th Street & Graf Road	C	City	Signal	B	11.9	B	11.0
4	San Juan Road/4th Street & Project Driveway	C	City	SSSC	A	0.2	A	0.2
	Worst Approach				B	12.7	B	13.0
5	San Juan Road/4th Street & Miller Road	C	City	Signal	B	12.3	B	13.1
6	San Juan Road/4th Street & Westside Boulevard	C	City	Signal	B	18.9	B	16.6

Note: Intersections that are operating below acceptable levels are shown in **BOLD**.

1 City = Hollister

2 The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.





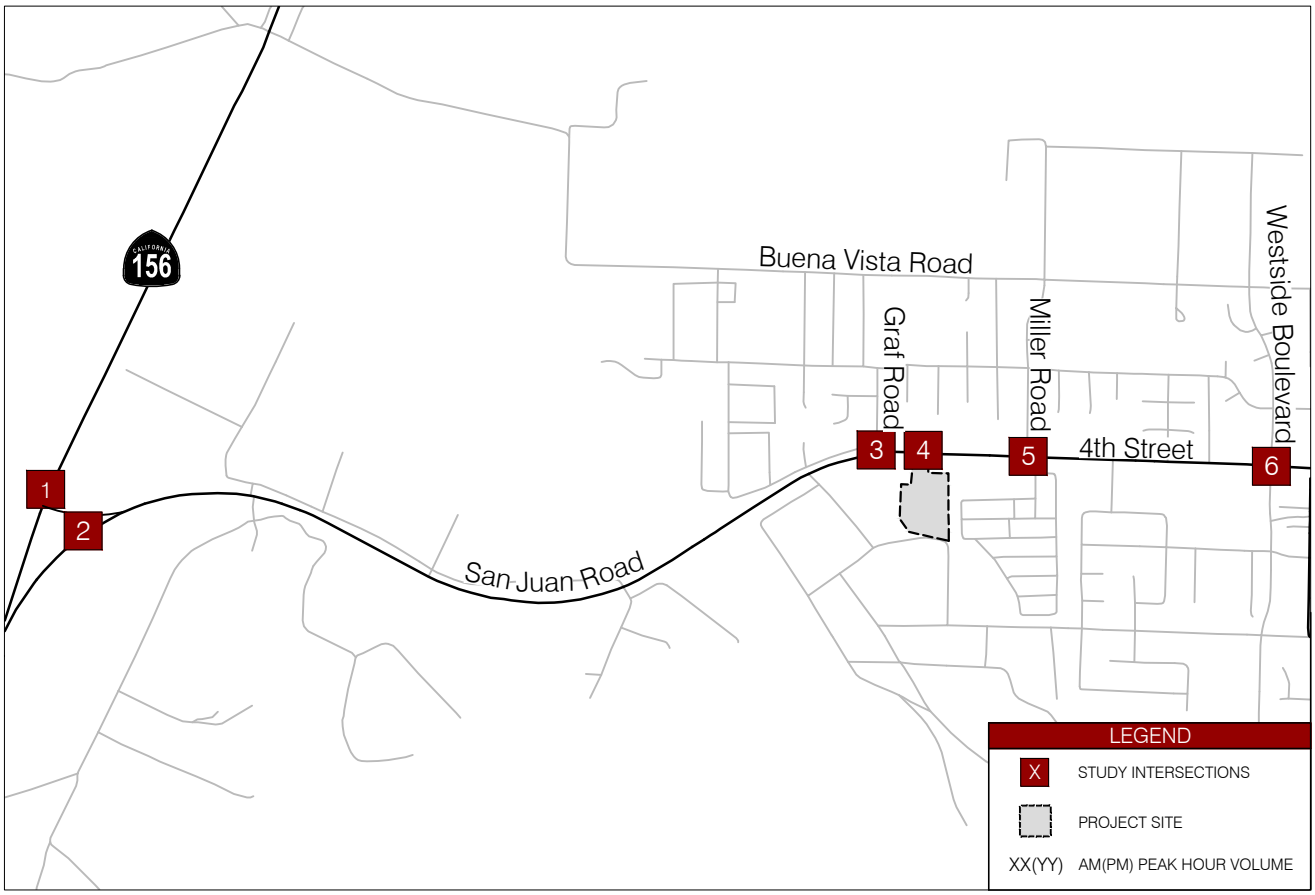
Note: *South leg of Intersection #4 will be constructed with the project.

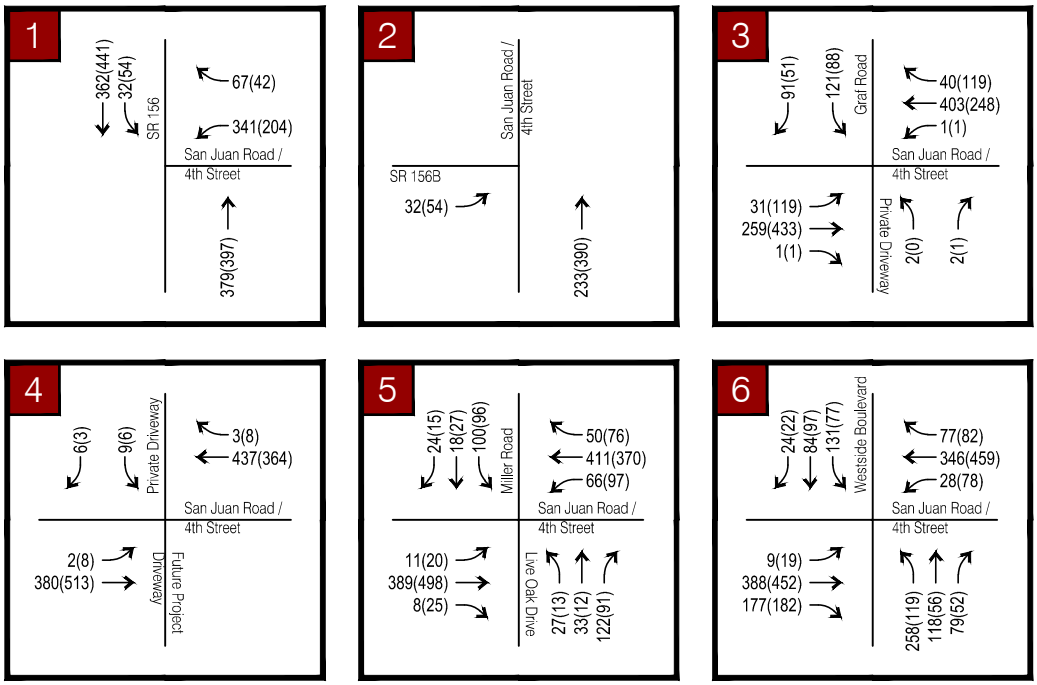
Kimley»Horn

N

NOT TO SCALE

FIGURE 5
EXISTING CONDITION
LANE GEOMETRY AND TRAFFIC CONTROL





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NOT TO SCALE

FIGURE 6
EXISTING CONDITION
PEAK HOUR TURNING MOVEMENT COUNTS

5. EXISTING PLUS PROJECT CONDITIONS

This chapter presents a description of the proposed site use, trip generation, trip distribution, and trip assignment, as well as potential deficiencies of the proposed project on the transportation system.

PROPOSED SITE USE

The proposed project will construct a mixed-used building with 157 multi-family residential units and a 3,750 square-foot commercial use on the vacant land located on 1550 San Juan Road. **Figure 1** (located in Chapter 1) illustrates the site plan for the proposed project, as provided by RRM Design Group. The commercial space is located in Building 1 to the west of the drive aisle and the community space is located in Building 2 to the east of the drive aisle. The residential units are located in the remaining buildings.

The site will be accessible using one unsignalized, full-access driveway along San Juan Road/4th Street. The project driveway will be constructed as the south leg of the intersection just east of San Juan Road/4th Street and Graf Road. Currently, this intersection is a side-street stop-controlled intersection that provides access to the Vista De Oro Apartments on the north leg. Based on the site plan, it is assumed that the configuration of the driveway is a shared northbound left/through/right turn lane.

TRIP GENERATION

Trip generation for projects is typically calculated based on information contained in the Institute of Transportation Engineer's (ITE) publication, *Trip Generation Manual, 11th Edition*[6]. The manual is a standard reference used by jurisdictions throughout the country for the estimation of trip generation potential of proposed projects. A trip is defined in the *Trip Generation Manual* as a single or one-directional vehicle movement with either the origin or destination at the project site. In other words, a trip can be either "to" or "from" the site and therefore, a single visitor to a site is counted as two trips.

For purposes of determining the worst-case impacts of traffic on the surrounding street network, the trips generated by a proposed project are estimated for the AM peak hour (between the hours of 7:00 AM and 9:00 AM), and for the PM peak hour (between 4:00 PM and 6:00 PM) on a typical weekday. ITE methodology dictates that the fitted curve equation should be used if there are 20 or more data points, or if the R^2 value is greater than 0.75 (the R^2 value shows how close the data is to the fitted curve, with 1.0 being the best fit, and 0.0 showing no fit) and the weighted average rate should be used if the weighted standard deviation is less than or equal to 55 percent of the weighted average rate. Trips generated by the residential units were based on the fitted curve equation for ITE Land Use 221 (Multifamily Housing (Mid-Rise) since more than 20 data points are provided for the land use and the R^2 value is greater than 0.75. The above criteria were not met for both the fitted curve equation and average rate for the commercial building based on ITE Land Use 822 (Strip Retail Plaza (<40k)). However, after reviewing the data points, it was determined that the average rate would be the best method to calculate the trip generation.

Internal Capture Reduction

With a multi-use development, there is potential for interaction among uses within the site. These types of trips are considered internal to the site and are "captured" within the site. The standard engineering reference for determining internal capture reductions for the proposed land uses is the ITE Trip Generation

[6] *Institute of Transportation Engineers*, Trip Generation Manual, 11th Edition, 2021

Handbook, 3rd Edition[7]. Following ITE methodology, no internal capture rates are provided for the AM peak. For the PM peak, it was determined that the internal capture was 9 percent. However, the *2002 Caltrans Guide for the Preparation of Traffic Impact Studies*, accepts a maximum internal capture of five (5) percent. Therefore, internal capture rates were capped at five (5) percent. ITE methodology does not include internal capture calculation for daily trips, therefore an average percentage of the AM and PM peak was used.

Pass-By Reduction

Pass-by trip reductions are considered to account for trips that were already on the road and will likely stop as they pass by the site. Pass-by trips reductions are not provided for ITE Land Use 822 (Strip Retail Plaza (<40k)) within the ITE *Trip Generation Manual, 11th Edition*. Therefore, pass-by trip reductions for ITE Land Use 821 (Shopping Plaza (40-150k)) were used which provides an average PM peak hour pass-by rate of 40 percent. No pass-by rates are provided for the AM peak and is assumed to be zero percent. However, the *2002 Caltrans Guide for the Preparation of Traffic Impact Studies* accepts a maximum pass-by rate of 15 percent. Therefore, pass-by rates were capped at 15 percent for the proposed commercial use. The ITE *Trip Generation Manual* does not include a pass-by reduction percentage for daily trips, therefore an average percentage of the AM and PM peak were used.

Table 4 presents the trip generation for the proposed project. The project will generate +868 daily trips, +66 trips in the AM peak hour (18 In / 48 Out), and +78 trips in the PM peak hour (46 In / 32 Out).

Table 3 - Project Trip Generation

Land Use	ITE Land Use Code[1]	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)[2]	221	157	DU	702	57	13	44	62	38	24
Strip Retail Plaza (<40k)[3]	822	3.903	KSF	204	9	5	4	25	13	12
Total Project Trips (Before Reductions)				**906**	**66**	**18**	**48**	**87**	**51**	**36**
Internal Capture[4]				-23	0	0	0	-5	-3	-2
Pass-by Reduction[5]				-15	0	0	0	-4	-2	-2
Total External Project Trips				**868**	**66**	**18**	**48**	**78**	**46**	**32**

Notes:

1 Trip generation data from ITE Trip Generation Manual, 11th Edition.

2 Fitted curve equation used for ITE Land Use Code 221.

2 Average rate used for ITE Land Use Code 822.

3 Internal capture capped at 5 percent based on Caltrans Guidelines.

4 Pass-by reduction capped at 15 percent based on Caltrans Guidelines.

[7] *Trip Generation Handbook, 3rd Edition*, Institute of Transportation Engineers, 2017.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Project trip distribution for the proposed project was based on existing traffic count information, previous traffic studies within the study area, and the general orientation of population sources to the site. **Figure 7** presents the traffic distribution assumed for this analysis.

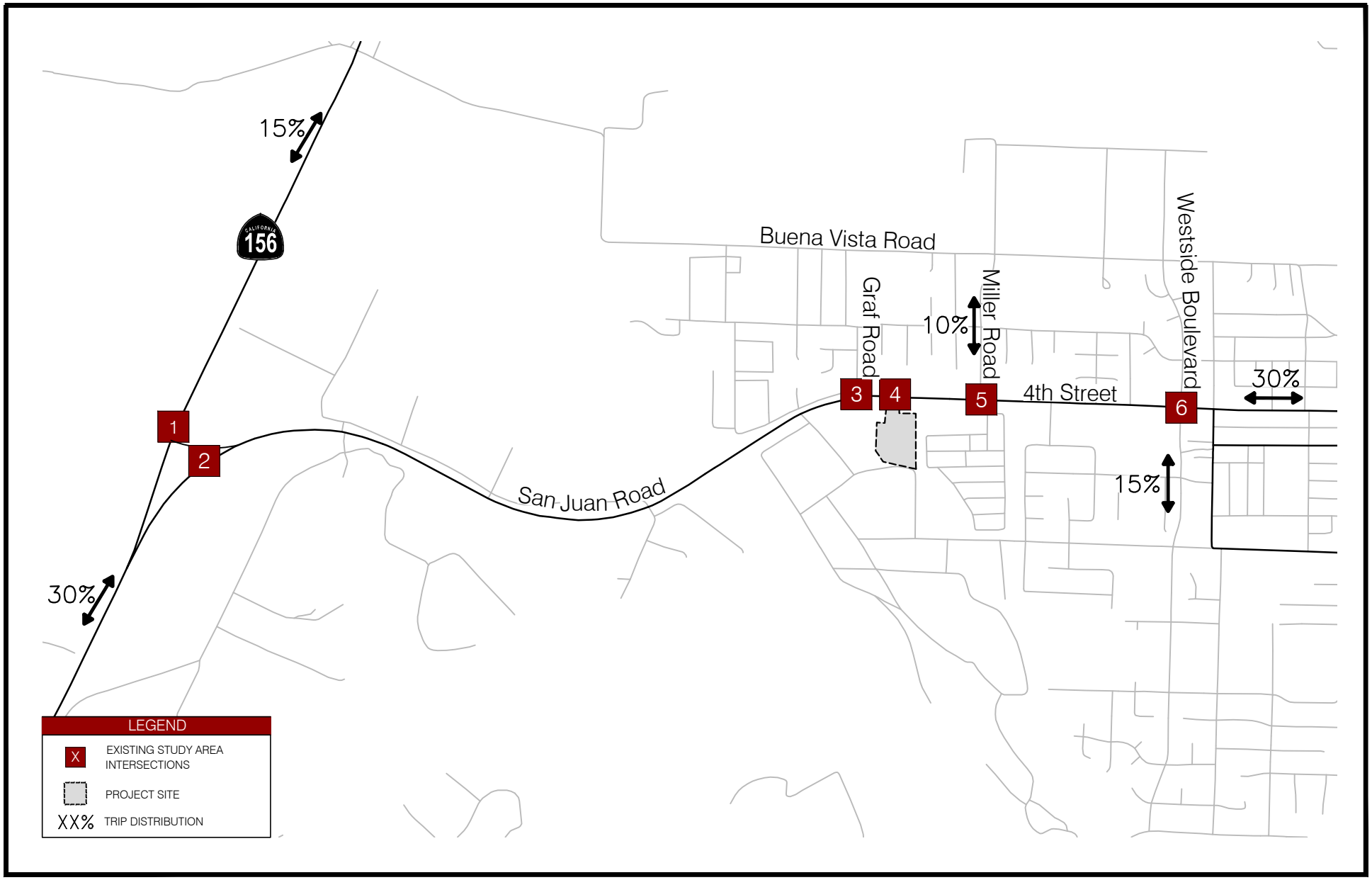
Based on the assumed trip distribution, the new vehicle trips generated by the project were assigned to the street network and the trip assignment is shown in **Figure 8.**

EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE

Traffic operations were evaluated at the study intersection under Existing Plus Project traffic conditions and are shown in **Figure 9**. Results are presented in **Table 5** and intersections operating unacceptably are bolded and project deficiencies are highlighted. With the proposed project, all study intersections would operate at acceptable levels of service in Existing Plus Project Conditions.

It should be noted that for Intersection #3 (San Juan Road/4th Street and Graf Road), the reported delay improved with the addition of the project trips. The reason for this occurrence is because the trips were primarily added to the through lane movements, which had a lower movement delay than the average intersection delay, and thereby decreases the overall average delay.

Analysis sheets are provided in the **Appendix**.

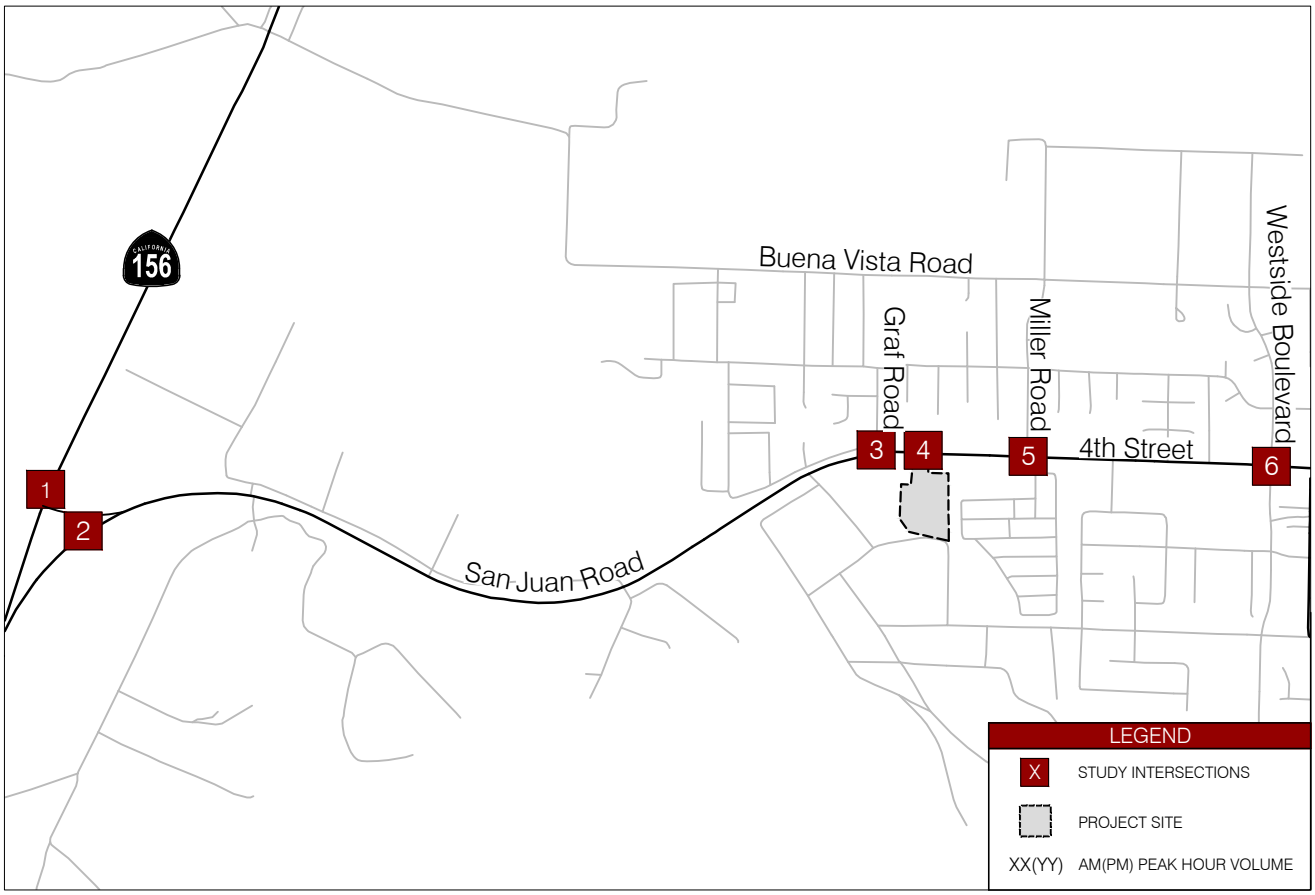


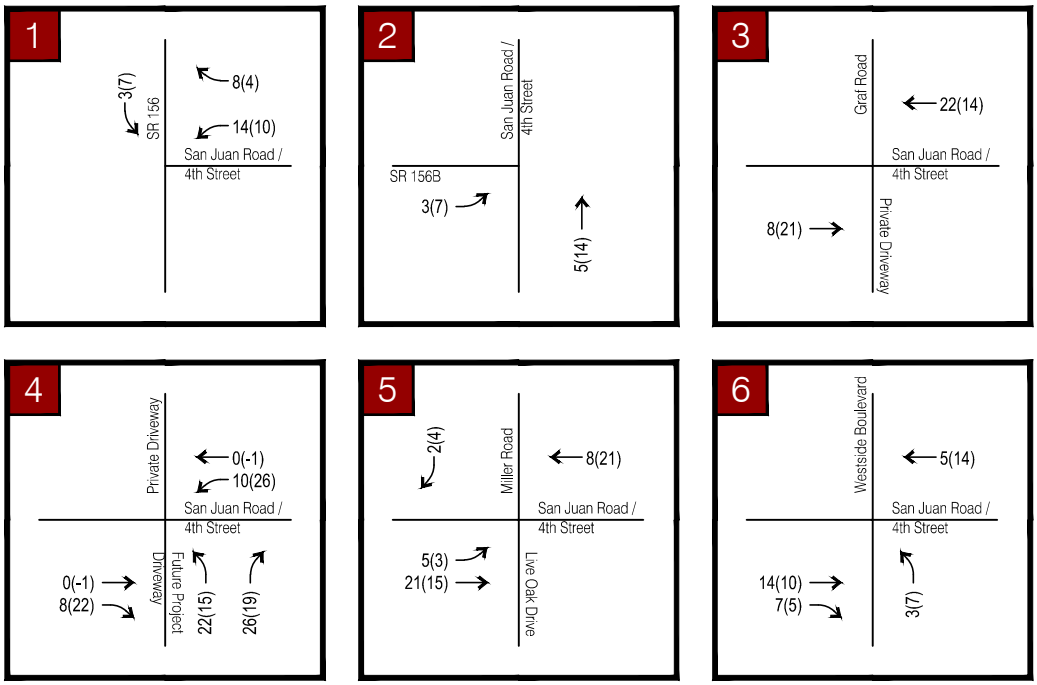
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FIGURE 7
PROJECT TRIP DISTRIBUTION



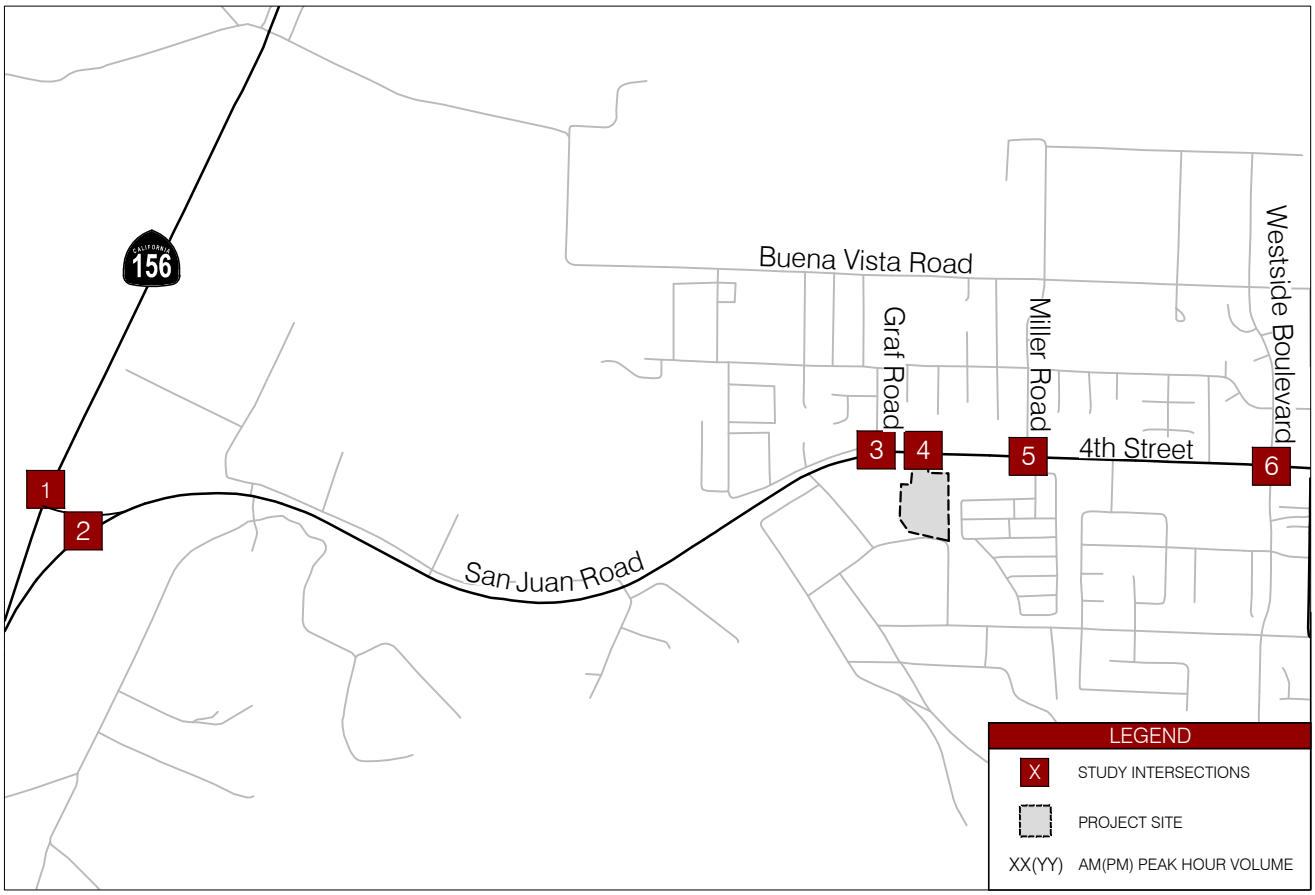


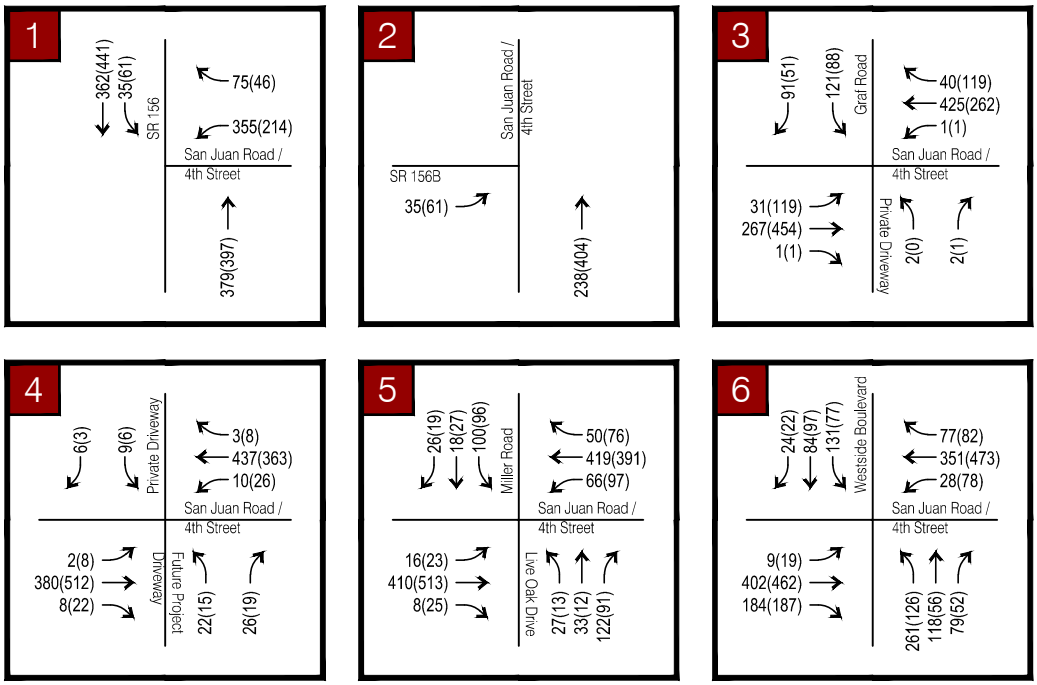
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FIGURE 8
PROJECT GENERATED
PEAK HOUR TURNING MOVEMENT COUNTS





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FIGURE 9
EXISTING PLUS PROJECT CONDITIONS
PEAK HOUR TURNING MOVEMENT COUNTS

Table 4 - Existing Plus Project Intersection Level of Service Summary

#	Intersection	LOS Criteria	Jurisdiction[1]	Control	Existing				Existing + Project					
					AM Peak		PM Peak		AM Peak			PM Peak		
					LOS	Delay[2] (sec)	LOS	Delay[2] (sec)	LOS	Delay[2] (sec)	Delay[2] Var	LOS	Delay (sec)	Delay[2] Var
1	San Juan Road/4th Street & SR 156	C	Caltrans	Signal	B	11.3	B	10.7	B	11.5	0.2	B	10.9	0.2
2	San Juan Road/4th Street & SR 156	C	City	SSSC	A	1.2	A	1.3	A	1.3	0.1	A	1.4	0.1
	Worst Approach				A	9.8	B	10.3	A	9.8	0.0	B	10.4	0.1
3	San Juan Road/4th Street & Graf Road	C	City	Signal	B	11.9	B	11.0	B	12.2	0.3	B	10.9	-0.1
4	San Juan Road/4th Street & Project Driveway	C	City	SSSC	A	0.2	A	0.2	A	1.3	1.1	A	1.1	0.9
	Worst Approach				B	12.7	B	13.0	C	17.4	4.7	C	20.0	7.0
5	San Juan Road/4th Street & Miller Road	C	City	Signal	B	12.3	B	13.1	B	12.5	0.2	B	13.3	0.2
6	San Juan Road/4th Street & Westside Boulevard	C	City	Signal	B	18.9	B	16.6	B	19.1	0.2	B	16.9	0.3

Note: Intersections that are operating below acceptable levels are shown in **BOLD** and impacts are highlighted.

1 City = Hollister

2 The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

6. BACKGROUND TRAFFIC CONDITIONS

This chapter will discuss the traffic conditions under the Background and Background Plus Project Conditions.

BACKGROUND TRANSPORTATION IMPROVEMENTS

As part of the West Gateway Beautification Project for Phase 1, which consists of roadway improvements along San Juan Road/4th Street with limits from the bridge, located approximately 1,460 feet west of Graf Road, to Miller Road, the following intersection improvements are assumed under Background Conditions:

- Intersection #3 – San Juan/4th Street and Graf Road: A one-lane roundabout will be constructed at this intersection with three (3) legs that provide inbound and outbound access to Graf Road and San Juan Road/4th Street and a fourth northwest leg that provides inbound access from Bridge Road to the roundabout.
- Intersection #5 – San Juan/4th Street and Miller Road: The westbound approach will be reconfigured from one left turn lane, one through lane, and one right-turn lane to one left turn lane and one shared through/right turn lane.

In addition, to limit the number of access point along San Juan Road/4th Street, the two-way left-turn lane along the center of San Juan Road/4th Street will be removed and access to driveways will be provided by left turn pockets.

Figure 10 presents the intersection lane geometry and traffic control in the Background Conditions.

BACKGROUND TRAFFIC VOLUMES

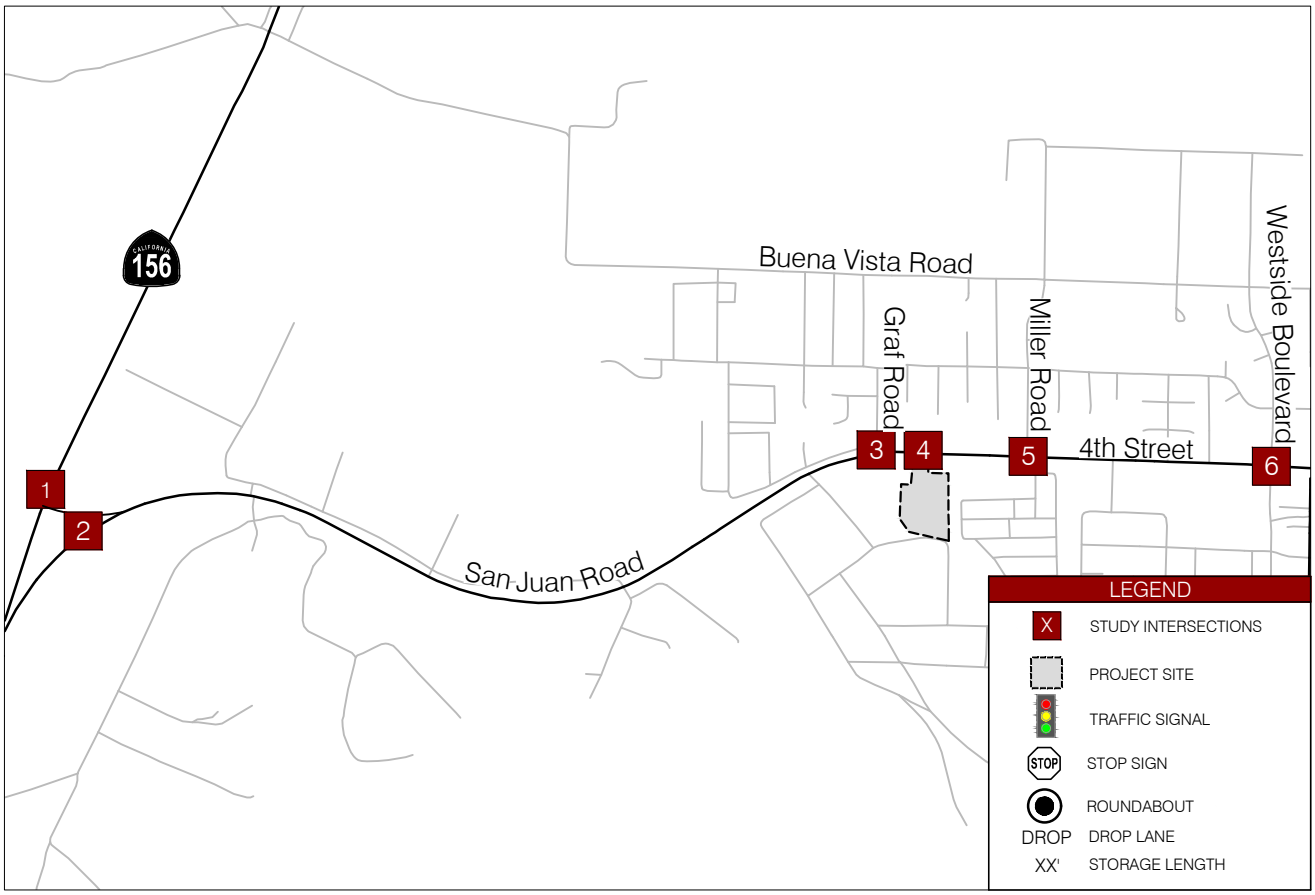
A list of the residential and commercial development projects (dated February 2020) was provided by the City and used to determine which projects would be included in this scenario. The list of development projects was reviewed, and approved projects that are expected to be developed at the time the proposed project is constructed were included as part of the Background Conditions. To achieve Background traffic conditions volumes, the approved projects were assigned to the roadway network and added to the Existing traffic counts. A list of approved projects, provided by the County of San Benito for a previous traffic study, were also included into the Background volumes. In addition, to account for Background growth along SR 156, a growth rate derived from historical counts was applied to the northbound and southbound through volumes at Intersection #1 (SR 156 and San Juan Road/4th Street).

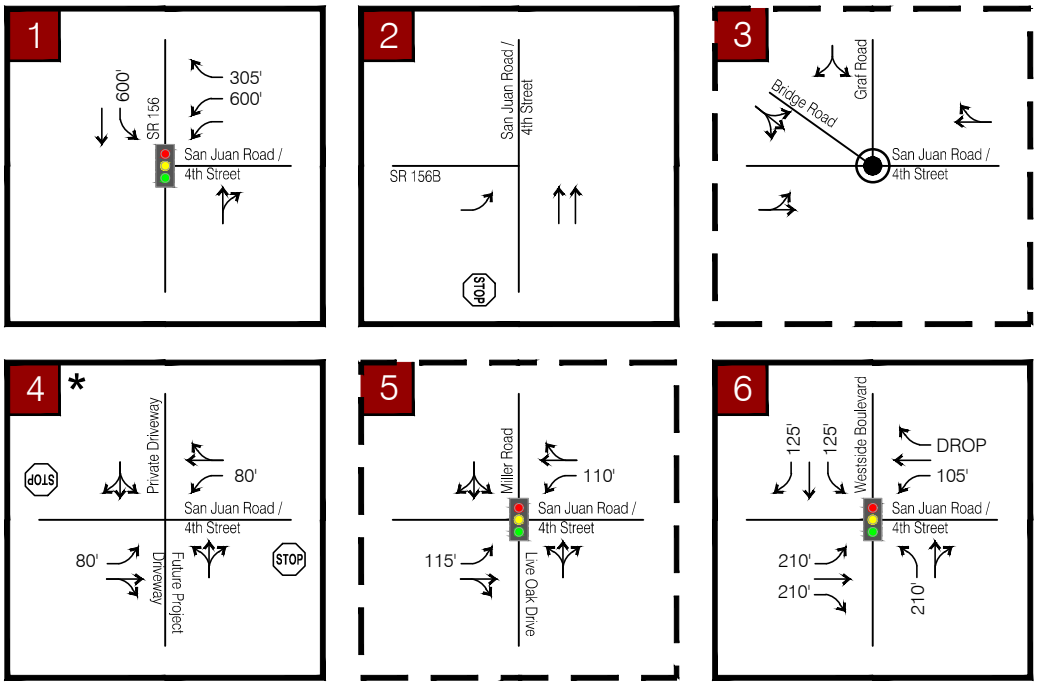
Figure 11 shows the locations of the approved and pending projects. It should be noted that pending projects are not included in the scenario but are included in the Cumulative Conditions and will be discussed in the next Chapter.

BACKGROUND INTERSECTION LEVEL OF SERVICE

Background volumes were evaluated at the study intersections and are presented in **Figure 12**. Results are presented in **Table 6** and locations operating unacceptably are bolded. All study intersections function within acceptable LOS standards under Background Conditions.

Analysis sheets are provided in the **Appendix**.





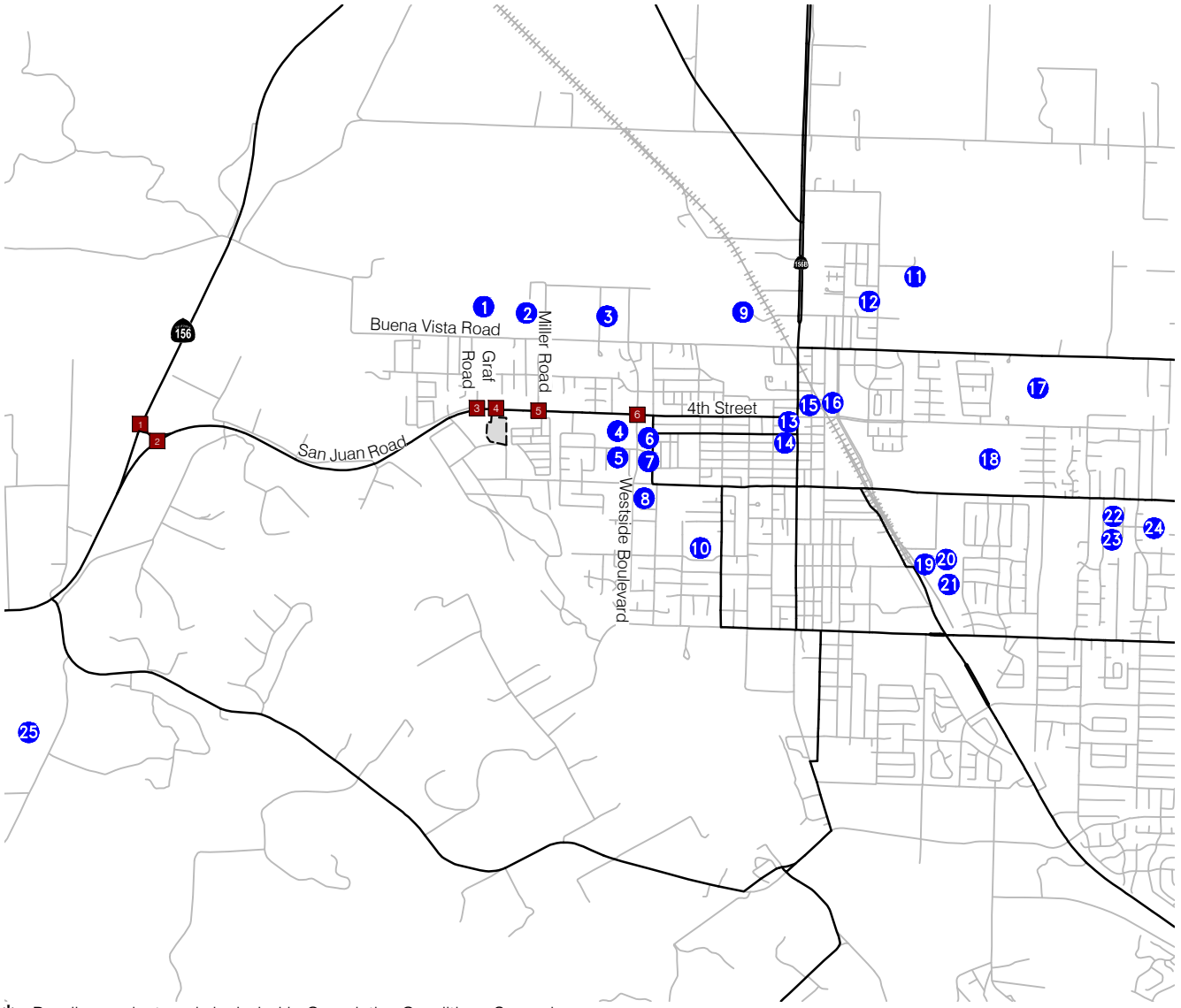
Note: Dashed intersection boxes reflect changed conditions from Exiting Conditions.
*South leg of Intersection #4 will be constructed with the project.

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FIGURE 10
BACKGROUND CONDITION
LANE GEOMETRY AND TRAFFIC CONTROL



APPROVED AND PENDING DEVELOPMENTS

1. GONZALES*
2. MIRABELLA II/WESTFIELD
3. WOODLE PREZONE*
4. SOLORIO PARK I
5. SOLORIO PARK II
6. 540 LINE STREET
7. 638 LINE STREET
8. FARMSTEAD*
9. ALLENDALE**
10. SYWAK/POWELL STREET*
11. CHAPPEL ROAD*
12. MAPLE PARK
13. 400 BLOCK*
14. 365 4TH STREET*
15. LYNN LAKE–RESIDENTIAL*
16. LYNN LAKE–COMMERCIAL
17. ROSATI*
18. CERRATO
19. 1210 E PARK STREET
20. 1100 E PARK STREET
21. 1250/1270 E PARK STREET
22. CERRO VERDE*
23. EL CERRO
24. HILLCREST MEADOWS
25. SAN JUAN OAKS

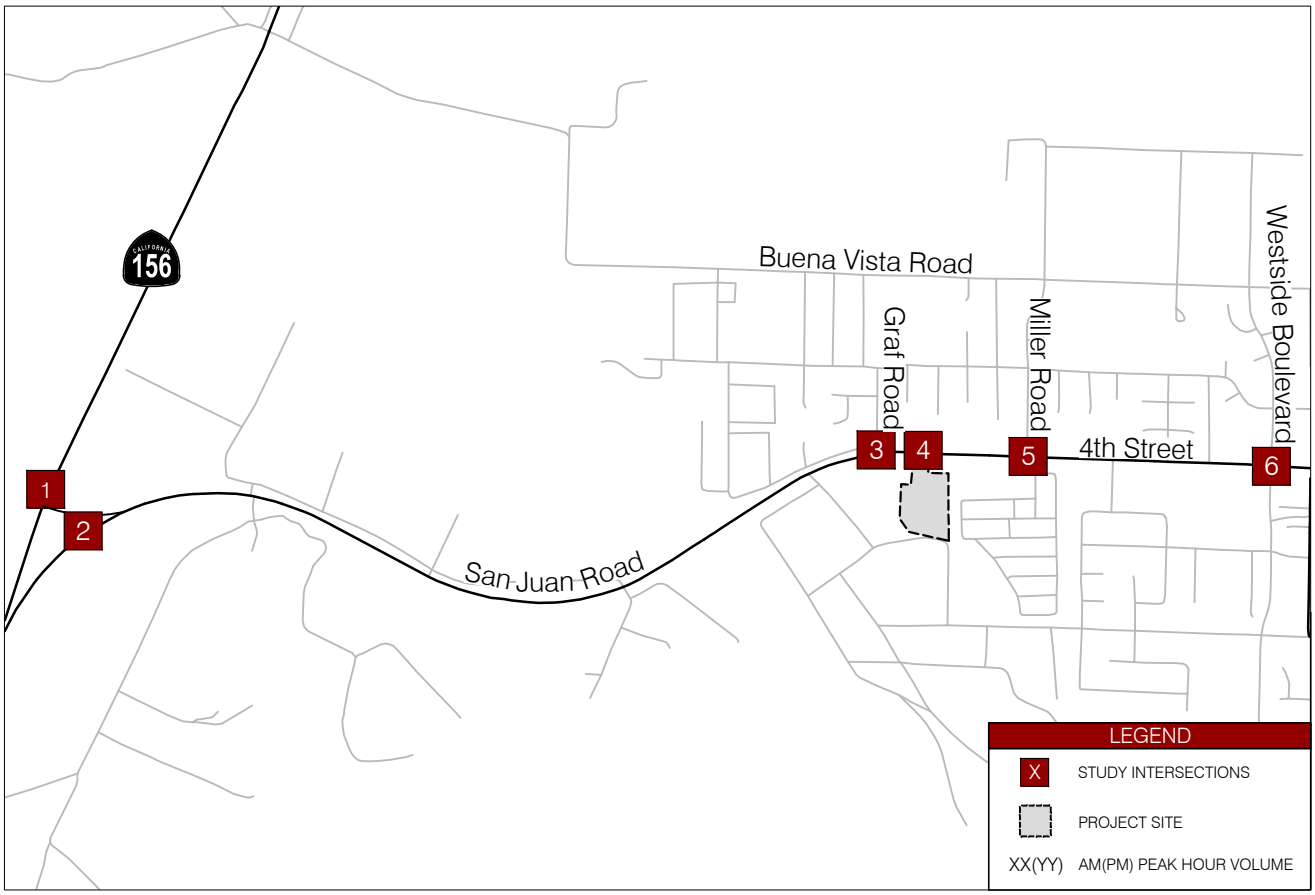
* Pending projects only included in Cumulative Conditions Scenario
** A portion of this project pending is only included in Cumulative Conditions Scenario

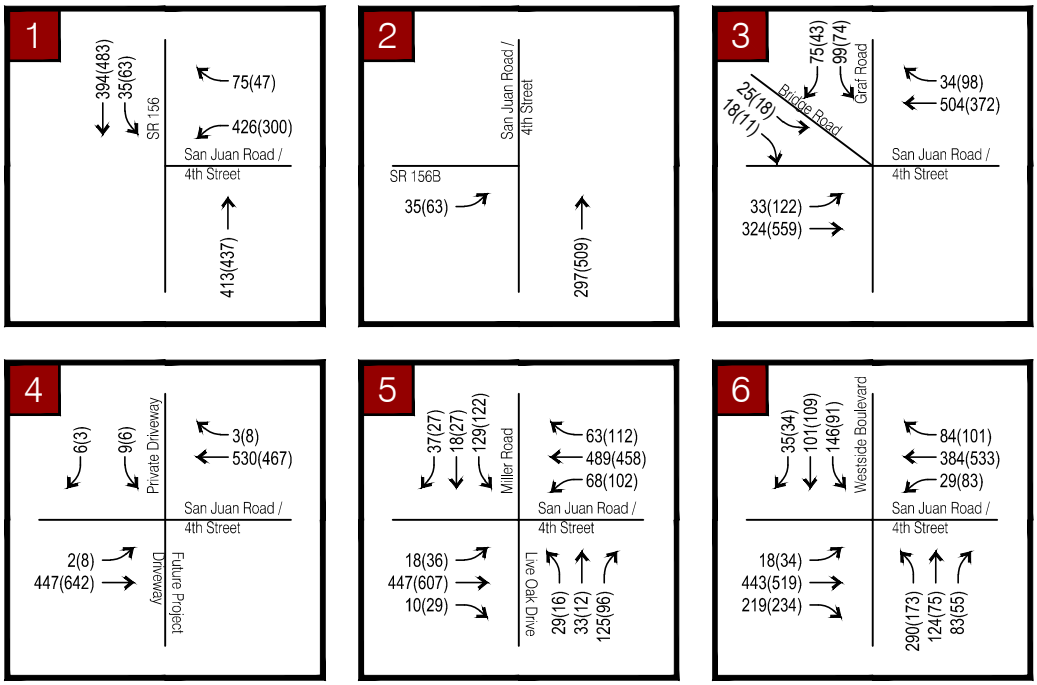
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FIGURE 11
APPROVED AND PENDING PROJECT LOCATIONS





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FIGURE 12
BACKGROUND CONDITION
PEAK HOUR TURNING MOVEMENT COUNTS

Table 5 - Background Intersection Level of Service Summary

#	Intersection	LOS Criteria	Jurisdiction[1]	Control	Background			
					AM Peak		PM Peak	
					LOS	Delay[2] (sec)	LOS	Delay[2] (sec)
1	San Juan Road/4th Street & SR 156	C	Caltrans	Signal	B	12.4	B	11.8
2	San Juan Road/4th Street & SR 156	C	City	SSSC	A	1.1	A	1.2
	Worst Approach				B	10.1	B	11.0
3	San Juan Road/4th Street & Graf Road	C	City	Roundabout	A	7.1	A	9.0
4	San Juan Road/4th Street & Project Driveway	C	City	SSSC	A	0.2	A	0.2
	Worst Approach				B	13.8	B	14.6
5	San Juan Road/4th Street & Miller Road	C	City	Signal	B	13.3	B	15.1
6	San Juan Road/4th Street & Westside Boulevard	C	City	Signal	C	21.1	B	19.4

Note: Intersections that are operating below acceptable levels are shown in **BOLD**.

1 City = Hollister

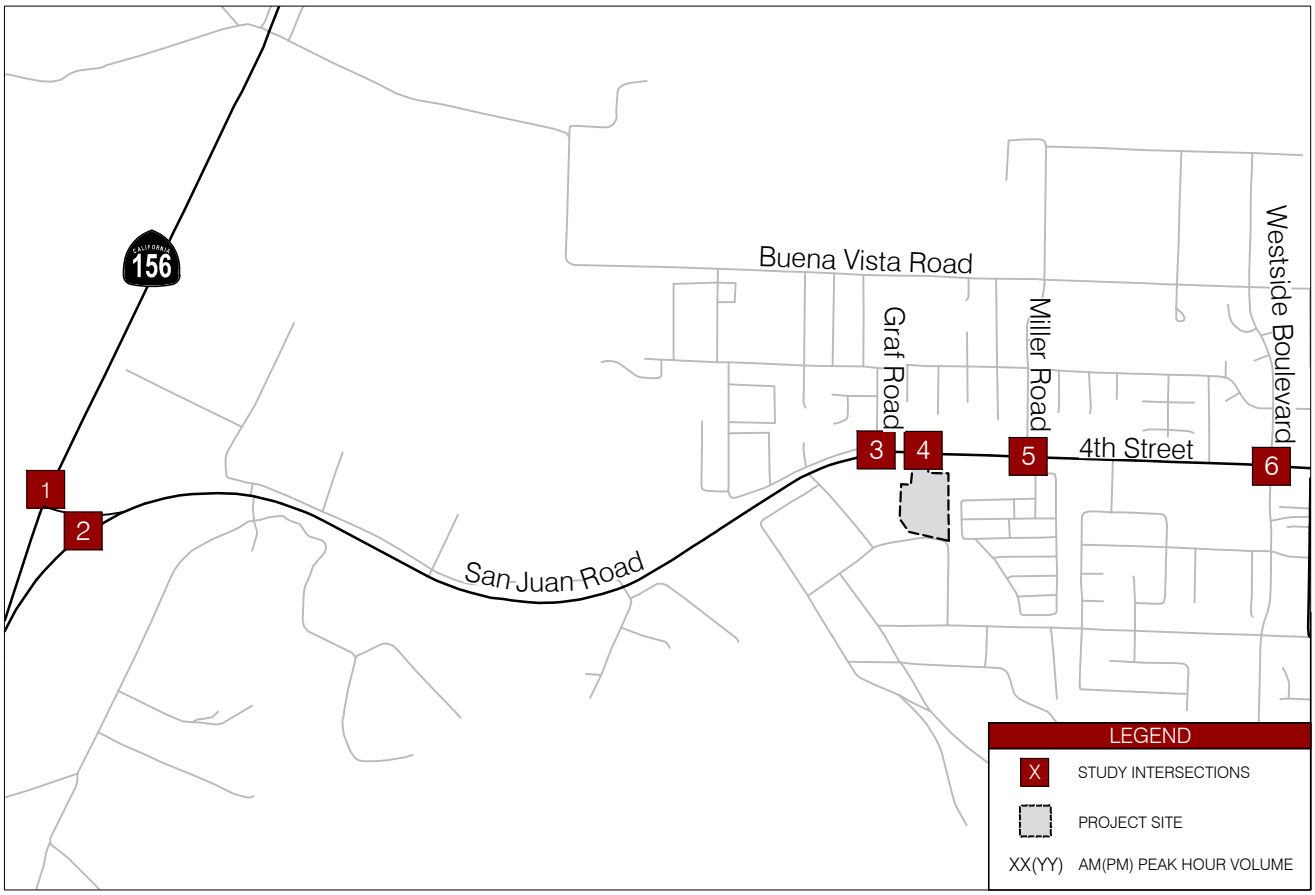
2 The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

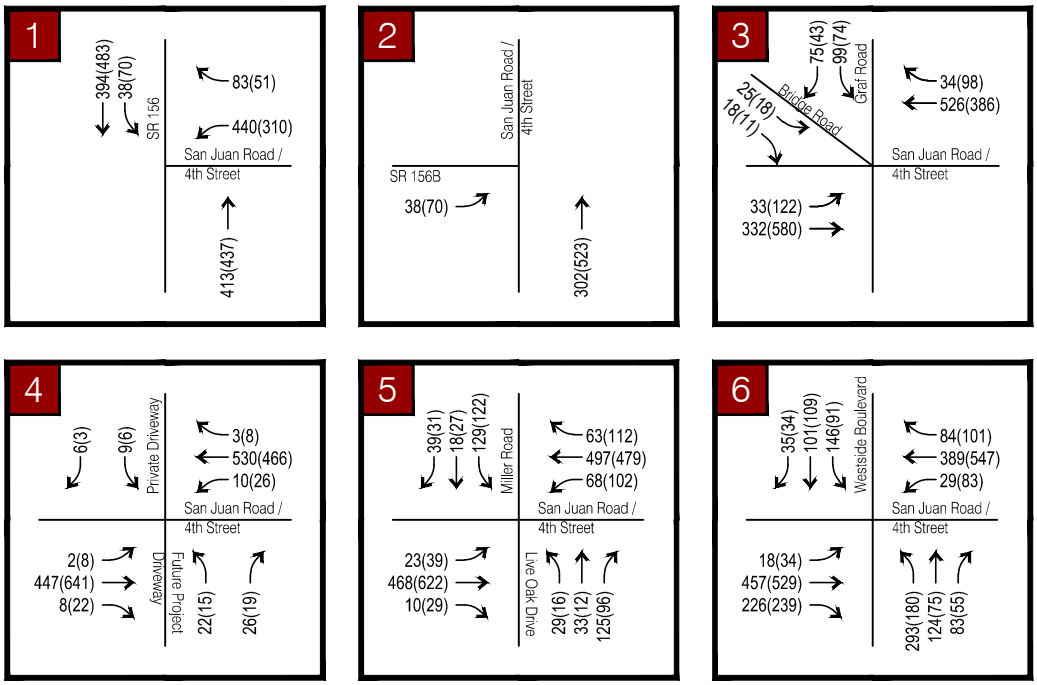
BACKGROUND PLUS PROJECT INTERSECTION LEVEL OF SERVICE

Background Plus Project traffic conditions were evaluated at the study intersections and are shown in **Figure 13**. Results are presented in **Table 7** and intersections operating unacceptably are bolded and project deficiencies are highlighted. The following intersections would operate at an unacceptable level of service in the Background Plus Project Conditions:

- Intersection #4 – San Juan Road/4th Street & Project Driveway (PM Peak Hour)
    - Intersection operating at an acceptable LOS B without the project and the project degrades the intersection to an unacceptable LOS D for the worst approach but does not meet the peak hour signal warrant – Not a Deficiency

Analysis sheets are provided in the **Appendix**.





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FIGURE 13

BACKGROUND PLUS PROJECT CONDITION PEAK HOUR TURNING MOVEMENT COUNTS

Table 6 - Background Plus Project Intersection Level of Service Summary

#	Intersection	LOS Criteria	Jurisdiction[1]	Control	Background				Background+Project					
					AM Peak		PM Peak		AM Peak			PM Peak		
					LOS	Delay[2] (sec)	LOS	Delay[2] (sec)	LOS	Delay[2] (sec)	Delay[2] Var	LOS	Delay (sec)	Delay[2] Var
1	San Juan Road/4th Street & SR 156	C	Caltrans	Signal	B	12.4	B	11.8	B	12.6	0.2	B	12.0	0.2
2	San Juan Road/4th Street & SR 156	C	City	SSSC	A	1.1	A	1.2	A	1.1	0.0	A	1.3	0.1
	Worst Approach				B	10.1	B	11.0	B	10.1	0.0	B	11.1	0.1
3	San Juan Road/4th Street & Graf Road	C	City	Roundabout	A	7.1	A	9.0	A	7.3	0.2	A	9.3	0.3
4	San Juan Road/4th Street & Project Driveway	C	City	SSSC	A	0.2	A	0.2	A	1.3	1.1	A	1.2	1.0
	Worst Approach				B	13.8	B	14.6	C	21.2	7.4	**D**	**27.5**	**12.9**
5	San Juan Road/4th Street & Miller Road	C	City	Signal	B	13.3	B	15.1	B	13.5	0.2	B	15.3	0.2
6	San Juan Road/4th Street & Westside Boulevard	C	City	Signal	C	21.1	B	19.4	C	21.4	0.3	B	19.8	0.4

Note: Intersections that are operating below acceptable levels are shown in **BOLD** and impacts are highlighted.

1 City = Hollister

2 The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

7. CUMULATIVE TRAFFIC CONDITIONS

This chapter will discuss the traffic conditions under the Cumulative and Cumulative Plus Project Conditions.

CUMULATIVE TRANSPORTATION IMPROVEMENTS

As part of the West Gateway Beautification Project for Phase 2 under Cumulative Conditions, which consists of roadway improvements along San Juan Road/4th Street with limits from Miller Road to Westside Boulevard, the two-way left-turn lane will be removed along the center of San Juan Road/4th street and access to driveways will be provided by left-turn pockets to reduce the number of access points along San Juan Road/4th Street. However, there are no new intersection geometry improvements in Cumulative Conditions; therefore, Background Conditions lane geometry was assumed in Cumulative Conditions. The Background lane geometry in **Figure 10** illustrates the intersection geometry and traffic control in the Cumulative analysis.

CUMULATIVE TRAFFIC VOLUME

To achieve Cumulative traffic conditions, approved and pending projects, as shown **Figure 9**, were assigned to the roadway network. Approved and pending projects for the City of Hollister were provided by the City, and projects within the County were derived from a previous traffic study with a list of pending and approved project provided by the County of San Benito. In addition, to account for Cumulative growth along SR 156, a growth rate derived from historical counts was applied to the northbound and southbound through volumes at Intersection #1 (SR 156 and San Juan Road/4th Street). It was assumed that the Cumulative year is 2035.

CUMULATIVE INTERSECTIONS LEVEL OF SERVICE

Cumulative volumes were evaluated at the study intersections and are presented in **Figure 14**. Results are presented in **Table 8** and locations operating unacceptably are bolded. All study intersections function within acceptable LOS standards under Cumulative Conditions.

Analysis sheets are provided in the **Appendix**.

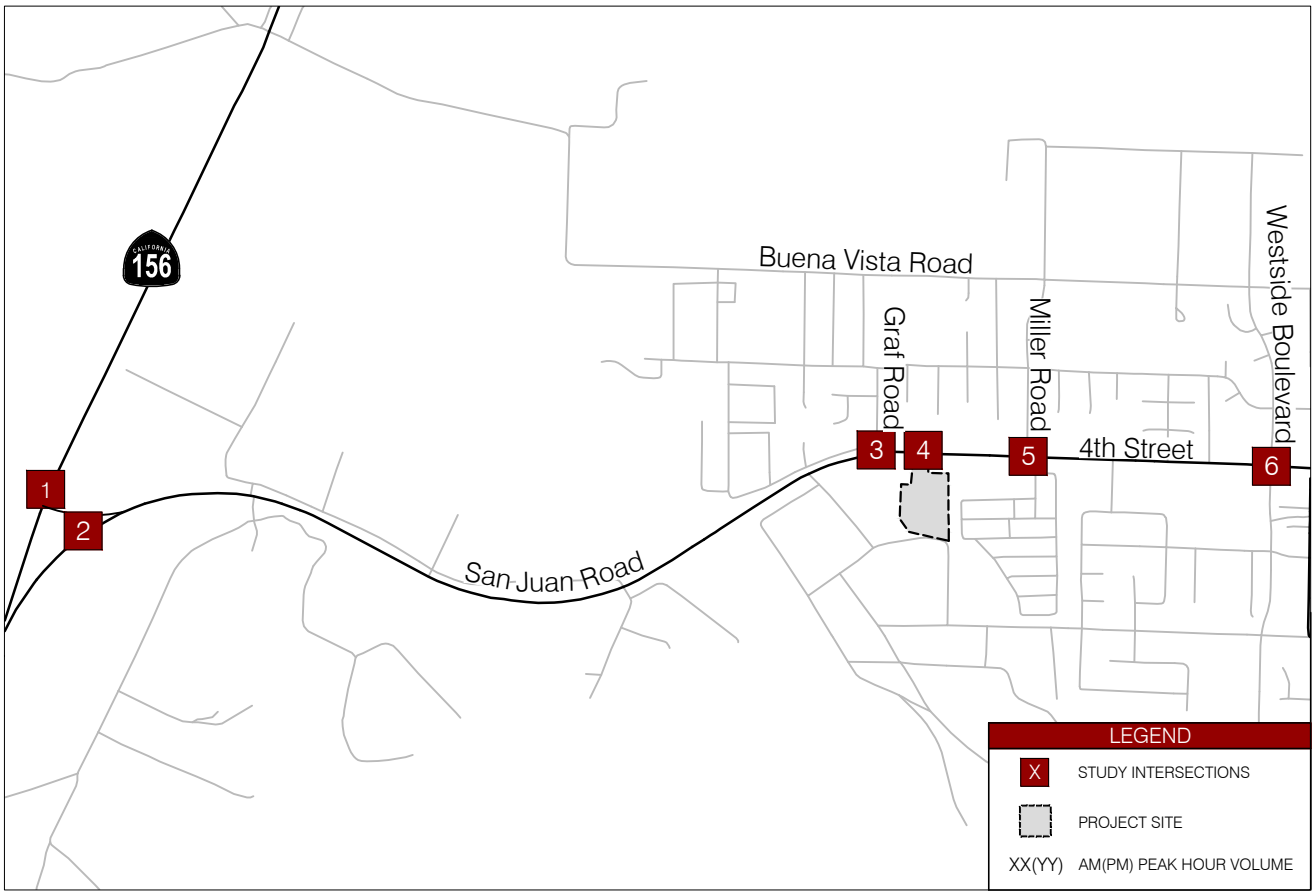
Table 7 - Cumulative Intersection Level of Service Summary

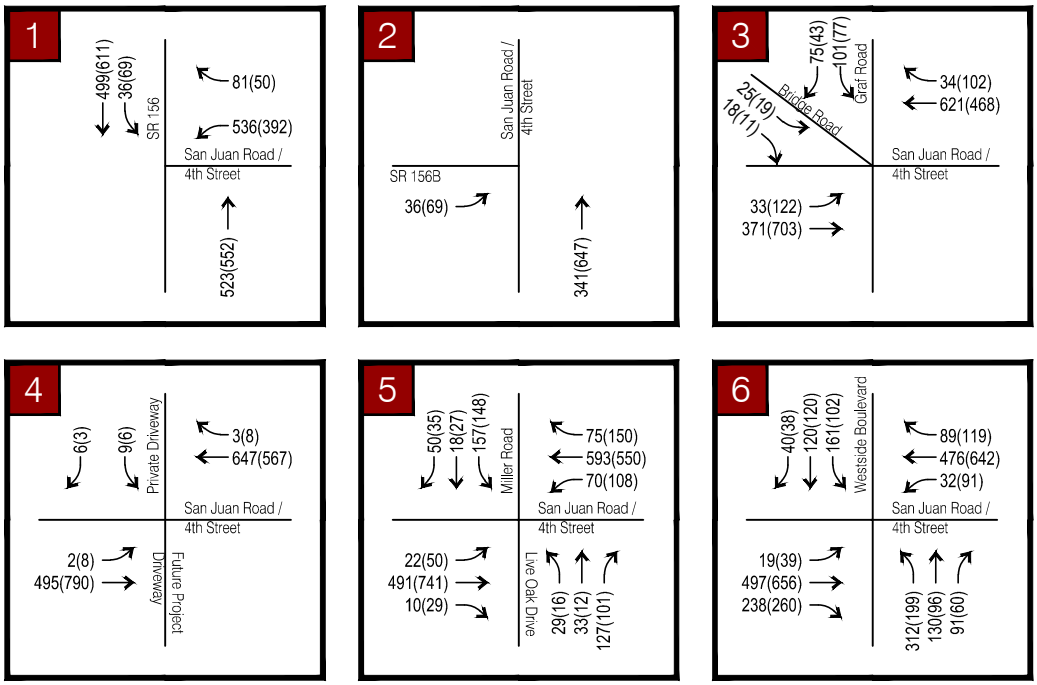
#	Intersection	LOS Criteria	Jurisdiction [1]	Control	Cumulative			
					AM Peak		PM Peak	
					LOS	Delay[2] (sec)	LOS	Delay[2] (sec)
1	San Juan Road/4th Street & SR 156	C	Caltrans	Signal	B	15.0	B	14.3
2	San Juan Road/4th Street & SR 156	C	City	SSSC	A	1.0	A	1.1
	Worst Approach				B	10.3	B	11.8
3	San Juan Road/4th Street & Graf Road	C	City	Roundabout	A	8.3	B	12.0
4	San Juan Road/4th Street & Project Driveway	C	City	SSSC	A	0.2	A	0.2
	Worst Approach				C	15.3	C	16.7
5	San Juan Road/4th Street & Miller Road	C	City	Signal	B	17.0	B	19.0
6	San Juan Road/4th Street & Westside Boulevard	C	City	Signal	C	23.9	C	23.3

Note: Intersections that are operating below acceptable levels are shown in **BOLD**.

1 City = Hollister

2 The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC





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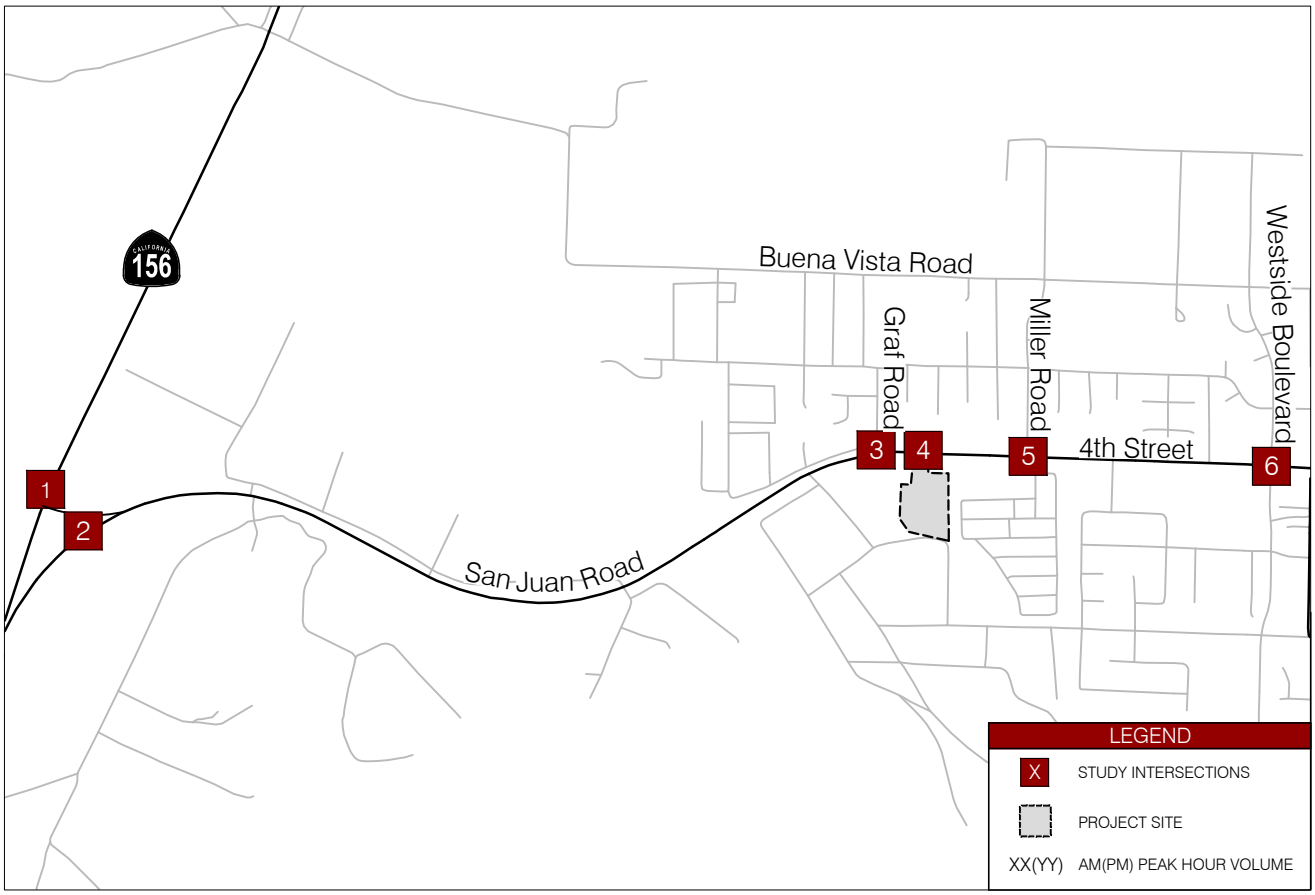
FIGURE 14
CUMULATIVE CONDITION
PEAK HOUR TURNING MOVEMENT COUNTS

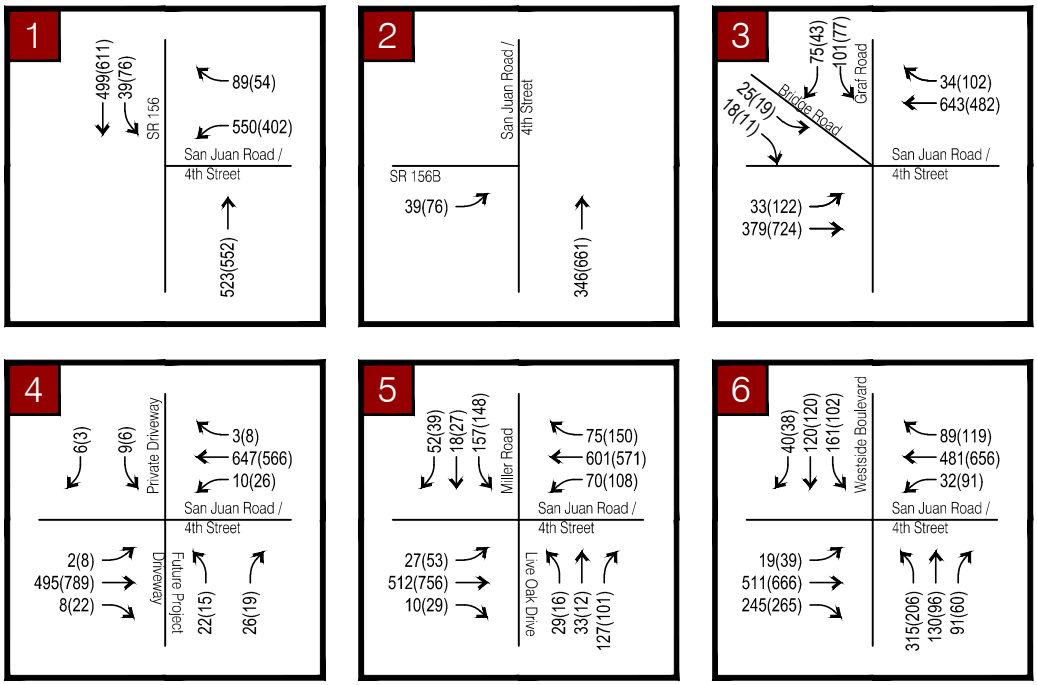
CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE

Cumulative Plus Project traffic conditions were evaluated at the study intersections and are shown in **Figure 15**. Results are presented in **Table 9** and intersections operating unacceptably are bolded and project deficiencies are highlighted. The following intersections would operate at an unacceptable level of service in the Cumulative Plus Project Conditions:

- Intersection #4 – San Juan Road/4th Street & Project Driveway (AM and PM Peak Hours)
    - Intersection operating at an acceptable LOS C in the AM and PM peak hours without the project and the project degrades the intersection to an unacceptable LOS D in the AM peak and LOS E in the PM peak for the worst approach but does not meet the peak hour signal warrant – Not a Deficiency

Analysis sheets are provided in the **Appendix**.





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FIGURE 15

CUMULATIVE PLUS PROJECT CONDITION
PEAK HOUR TURNING MOVEMENT COUNTS

Table 8 - Cumulative Plus Project Intersection Level of Service Summary

#	Intersection	LOS Criteria	Jurisdiction[1]	Control	Cumulative				Cumulative+ Project					
					AM Peak		PM Peak		AM Peak			PM Peak		
					LOS	Delay[2] (sec)	LOS	Delay[2] (sec)	LOS	Delay[2] (sec)	Delay[2] Var	LOS	Delay (sec)	Delay[2] Var
1	San Juan Road/4th Street & SR 156	C	Caltrans	Signal	B	15.0	B	14.3	B	15.3	0.3	B	14.6	0.3
2	San Juan Road/4th Street & SR 156	C	City	SSSC	A	1.0	A	1.1	A	1.0	0.0	A	1.2	0.1
	Worst Approach				B	10.3	B	11.8	B	10.3	0.0	B	12.0	0.2
3	San Juan Road/4th Street & Graf Road	C	City	Roundabout	A	8.3	B	12.0	A	8.6	0.3	B	12.6	0.6
4	San Juan Road/4th Street & Project Driv	C	City	SSSC	A	0.2	A	0.2	A	1.4	1.2	A	1.3	1.1
	Worst Approach				C	15.3	C	16.7	**D**	**26.6**	**11.3**	**E**	**40.2**	**23.5**
5	San Juan Road/4th Street & Miller Road	C	City	Signal	B	17.0	B	19.0	B	17.5	0.5	B	19.6	0.6
6	San Juan Road/4th Street & Westside E	C	City	Signal	C	23.9	C	23.3	C	24.3	0.4	C	23.9	0.6

Note: Intersections that are operating below acceptable levels are shown in **BOLD** and impacts are highlighted.

1 City = Hollister

2 The average control delay is reported for signalized and AWSC intersections. The delay for the worst movement is reported for SSSC intersections.

8. VEHICLE QUEUING AND SITE ACCESS AND CIRCULATION

This chapter presents the results from the vehicle queuing analysis completed for each of the study intersections and discussion of site access and circulation for the proposed project site.

VEHICLE QUEUING

As congestion increases, it is common for traffic at intersections to form lines of stopped (or queued) vehicles. Queue lengths were determined for each turn lane and measure the distance that vehicles will back up in each direction approaching an intersection. Synchro software calculates the 95th percentile queues based on Synchro software. The 95th percentile queue is used to account for fluctuations in traffic and represents a condition where 95 percent of the time during the peak period, traffic volumes will be less than or equal to the queue determined by the analysis. It is used as a benchmark for determining deficiencies as a standard transportation engineering practice. A typical vehicle length of 25 feet was used in the queuing analysis. An operational deficiency was assumed to occur if the queue increases by one or more vehicles and the vehicle queue exceeds the turn pocket length. A summary of the queuing results is included in the **Appendix**.

The analysis showed that several existing turn bay storage lengths are exceeded under each analysis scenario. In all cases, the inadequate queue lengths are not associated with the project but are a result of pre-existing deficiencies. For example, the 95th percentile northbound left turn queue length at the intersection of San Juan Road/4th Street and Westside Boulevard is 331 feet during the AM peak in the Existing Conditions and is 340 feet during the AM peak in the Existing Plus Project Conditions. Although the turn pocket length is 210 feet and the queue spills out of the turn pocket, the result is a pre-existing deficiency not associated with the project and is therefore not a new deficiency since the project did not increase the queue by at least one vehicle length. (i.e., 25 feet).

SITE ACCESS AND CIRCULATION

As shown in **Figure 1** of the site plan, the proposed development will be accessible from one driveway along San Juan Road/4th Street. It is assumed that the project access will be unsignalized and will provide full access. The project driveway is located adjacent to the Shop N Save driveway, located to the east of the project site. The driveways for the Shop N Save and the Project site are closely spaced and are offset to the north leg of the intersection. Due to the location of the two driveways and their close proximity, vehicles making a northbound left-turn out of the Shop N Save driveway may conflict with vehicles making a westbound left-turn into the project driveway. In addition, vehicles making a westbound left into the project site may drive into the eastbound left-turn pocket and conflict with vehicles making an eastbound left-turn into the Vista de Oro Apartments. Therefore, it is recommended that the two driveways be consolidated into one driveway to provide access for both land uses and for the new combined driveway to align with the north leg of the intersection to avoid conflicts. It is recommended that the project applicant work with the City of Hollister and the owners of the Shop N Save to come to an agreement for the consolidation and realignment of the two driveways.

Within the project site, parking is available on the surface parking spaces surrounding the residential units, adjacent to the commercial building and adjacent to the community space. Based on the site plan, a southbound left-turn is not permitted at the internal intersection of Road A and Road B for direct access to the Buildings 2, 3, and 5 on the east side of the site. Instead, vehicles will have to make a southbound through at the intersection of Road A and Road B and a southbound left-turn at the internal intersection adjacent to Building 6. To avoid this detour and allow direct access to these buildings, it is recommended

that the center island at Road A and Road B be removed and allow vehicles to make a southbound left-turn at this intersection. This would also allow fire trucks direct access to these buildings in the case of an emergency.

9. PUBLIC TRANSIT, BICYCLE, AND PEDESTRIAN FACILITIES

The proposed project was evaluated to review the project's access and connection to transit, pedestrian, and bicycle facilities.

TRANSIT

For those taking transit, the Blue and Green Lines operate within the vicinity of the project site with the nearest bus stop located at the intersection of Graf Road and Central Avenue and is less than ¼ mile walking distance from the project site. The nearest bus stop for the Intercounty Service routes is located at the intersection of San Juan Road/4th Street and Miller Road and is located approximately 970 feet east of the project site. Bus stops for the Blue and Green Lines are located close to nearby schools which provide access for students between the schools and the project site. Several nearby schools with bus stops for the Blue and Green Lines include San Benito High School with a bus stop near the intersection of Nash Road and Quail Run, Calaveras Elementary with a bus stop at the intersection of Central Avenue and Felice Drive, and Gavilan College with a bus stop at the intersection of San Benito Street and 4th Street.

PEDESTRIAN

As noted in the Existing Conditions, there are existing sidewalks along both sides of San Juan Road/4th Street, beginning 460 feet east of Graf Road with continuous sidewalks up to Sally Street. There are also sidewalks along Miller Road and Central Avenue allowing pedestrians to access Calaveras Elementary School and Calaveras Park located northeast of the project site. Pedestrians accessing other nearby schools such as RO Hardin Elementary School and Sacred Heart School can use the existing sidewalks along San Juan Road/4th Street and Westside Boulevard. The project is proposing to construct sidewalks adjacent to its property frontage. However, there are still missing gaps in the pedestrian facility along San Juan Road/4th Street to the west of the project site which will provide difficulty for pedestrians to access the bus stop at Graf Road and Central Avenue as well as the community parks along Central Avenue northwest of the project site. With the West Gateway Beautification project, sidewalks are proposed to be constructed on San Juan Road/4th Street from the project site to Graf Road. Crosswalks are also proposed on the north and east leg of the roundabout at Graf Road and San Juan Road/4th Street. Therefore, with the proposed Phase 1 improvements of the West Gateway Beautification project that are estimated to be in place in Background Plus Project Conditions, pedestrians will be able to access the bus stop at Graf Road and Central Avenue and the community parks located northwest of the project site.

Within the project site, pedestrians can access the residential and commercial buildings using the sidewalks on both sides of the project driveway and curb ramps are provided at the southeast and southwest corner of the project driveway. Sidewalks are also provided within the cluster of residential buildings for pedestrian access to the back entrance of the residential units. Pedestrian paths are not provided along the perimeter of the buildings, adjacent to the drive aisles as to reduce pedestrian and vehicular conflicts. These sidewalks also provide access to the main entrance of the commercial building and the community space.

BICYCLE

There are existing Class II bicycle lanes just east of the project site and provides access to the commercial uses located at San Juan Road/4th Street and Miller Road. Bicyclists can also access nearby schools such as Calaveras Elementary School, RO Hardin Elementary School, and Sacred Heart School using the Class II bicycle lanes along San Juan Road/4th Street and Westside Boulevard. Similar to pedestrian facilities, there are no bicycle facilities along San Juan Road/4th Street west of the project site and therefore access to the community parks located along Central Avenue northwest of the project site will be challenging. However, with Phase 1 of the West Gateway Beautification project, which is estimated to be in place in Background Plus Project Conditions Class II bicycle lanes will be constructed from the project site to Graf Road and therefore bicyclists can access the community parks northwest of the project site.

10. SUMMARY OF IMPACTS AND RECOMMENDED MITIGATIONS

Based on the results of the traffic analysis and evaluation of the proposed project, there are no significant impacts related to VMT as a result of the proposed project. There are also no intersection LOS or queuing deficiencies as a result of the proposed project.

APPENDIX

A – TURNING MOVEMENT COUNTS

B – EXISTING TRAFFIC CONDITIONS

C – EXISTING PLUS PROJECT TRAFFIC CONDITIONS

D – BACKGROUND TRAFFIC CONDITIONS

E – BACKGROUND PLUS PROJECT TRAFFIC CONDITIONS

F – CUMULATIVE TRAFFIC CONDITIONS

G – CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

H – SIDRA OUTPUTS

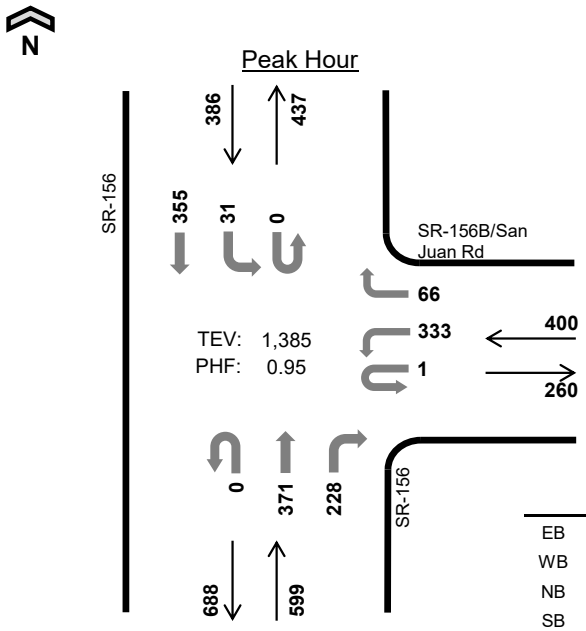
I – QUEUING SUMMARY

J – SIGNAL WARRANTS

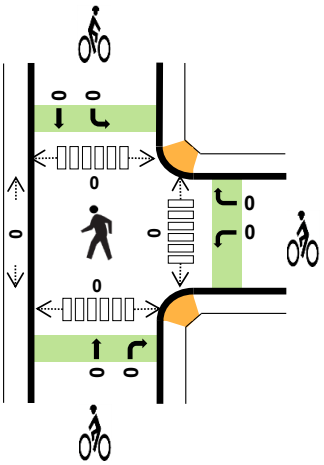
A – Turning Movement Counts

SR-156
SR-156B/San Juan Rd

Date: 08-22-2019
Count Period: 6:30 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	-	-
WB	5.0%	0.75
NB	12.2%	0.86
SB	31.1%	0.83
TOTAL	15.4%	0.95



Two-and-a-Half-Hour Count Summaries

Interval Start		n/a				SR-156B/San Juan Rd				SR-156				SR-156				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	0	0	0	1	115	0	17	0	0	65	46	0	9	91	0	344	0
7:30 AM		0	0	0	0	0	90	0	14	0	0	91	55	0	4	112	0	366	0
7:45 AM		0	0	0	0	0	77	0	15	0	0	107	67	0	9	66	0	341	0
8:00 AM		0	0	0	0	0	51	0	20	0	0	108	60	0	9	86	0	334	1,385
Peak Hour	All	0	0	0	0	1	333	0	66	0	0	371	228	0	31	355	0	1,385	0
	HV	0	0	0	0	0	15	0	5	0	0	68	5	0	8	112	0	213	0
	HV%	-	-	-	-	0%	5%	-	8%	-	-	18%	2%	-	26%	32%	-	15%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:15 AM	0	6	14	27	*47*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	1	16	38	*55*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	8	23	29	*60*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	0	5	20	26	*51*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	0	20	73	120	*213*	0	0	0	0	*0*	0	0	0	0	*0*

Two-and-a-Half-Hour Count Summaries

Interval Start	n/a				SR-156B/San Juan Rd				SR-156				SR-156				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	96	0	19	0	0	48	63	0	1	70	0	297	0
6:45 AM	0	0	0	0	0	87	0	13	0	0	70	59	0	8	95	0	332	0
7:00 AM	0	0	0	0	0	112	0	19	0	0	51	45	0	6	86	0	319	0
7:15 AM	**0**	**0**	**0**	**0**	**1**	**115**	**0**	**17**	**0**	**0**	**65**	**46**	**0**	**9**	**91**	**0**	**344**	1,292
7:30 AM	**0**	**0**	**0**	**0**	**0**	**90**	**0**	**14**	**0**	**0**	**91**	**55**	**0**	**4**	**112**	**0**	**366**	1,361
7:45 AM	**0**	**0**	**0**	**0**	**0**	**77**	**0**	**15**	**0**	**0**	**107**	**67**	**0**	**9**	**66**	**0**	**341**	1,370
8:00 AM	**0**	**0**	**0**	**0**	**0**	**51**	**0**	**20**	**0**	**0**	**108**	**60**	**0**	**9**	**86**	**0**	**334**	**1,385**
8:15 AM	0	0	0	0	0	69	0	14	0	0	85	48	0	6	91	0	313	1,354
8:30 AM	0	0	0	0	0	57	0	12	0	0	93	36	0	9	90	0	297	1,285
8:45 AM	0	0	0	0	0	44	0	19	0	0	63	44	0	7	90	0	267	1,211
Count Total	0	0	0	0	1	798	0	162	0	0	781	523	0	68	877	0	3,210	0
Peak Hour All	**0**	**0**	**0**	**0**	**1**	**333**	**0**	**66**	**0**	**0**	**371**	**228**	**0**	**31**	**355**	**0**	**1,385**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**5**	**0**	**0**	**68**	**5**	**0**	**8**	**112**	**0**	**213**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**0%**	**5%**	**-**	**8%**	**-**	**-**	**18%**	**2%**	**-**	**26%**	**32%**	**-**	**15%**	**0**

Note: Two-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:30 AM	0	5	14	21	*40*	0	0	0	0	*0*	0	0	0	0	*0*
6:45 AM	0	2	19	29	*50*	0	0	0	0	*0*	0	0	0	0	*0*
7:00 AM	0	6	13	24	*43*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**0**	**6**	**14**	**27**	***47***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**0**	**1**	**16**	**38**	***55***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**8**	**23**	**29**	***60***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**5**	**20**	**26**	***51***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	0	1	24	27	*52*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	0	2	33	39	*74*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	5	16	31	*52*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	41	192	291	*524*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**0**	**20**	**73**	**120**	***213***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	n/a				SR-156B/San Juan Rd				SR-156				SR-156				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:30 AM	0	0	0	0	0	4	0	1	0	0	13	1	0	0	21	0	40	0
6:45 AM	0	0	0	0	0	2	0	0	0	0	18	1	0	1	28	0	50	0
7:00 AM	0	0	0	0	0	5	0	1	0	0	12	1	0	0	24	0	43	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**13**	**1**	**0**	**1**	**26**	**0**	**47**	180
7:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**2**	**36**	**0**	**55**	195
7:45 AM	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**22**	**1**	**0**	**4**	**25**	**0**	**60**	205
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**17**	**3**	**0**	**1**	**25**	**0**	**51**	**213**
8:15 AM	0	0	0	0	0	1	0	0	0	0	23	1	0	1	26	0	52	218
8:30 AM	0	0	0	0	0	2	0	0	0	0	30	3	0	5	34	0	74	237
8:45 AM	0	0	0	0	0	2	0	3	0	0	15	1	0	1	30	0	52	229
Count Total	0	0	0	0	0	31	0	10	0	0	179	13	0	16	275	0	524	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**5**	**0**	**0**	**68**	**5**	**0**	**8**	**112**	**0**	**213**	**0**

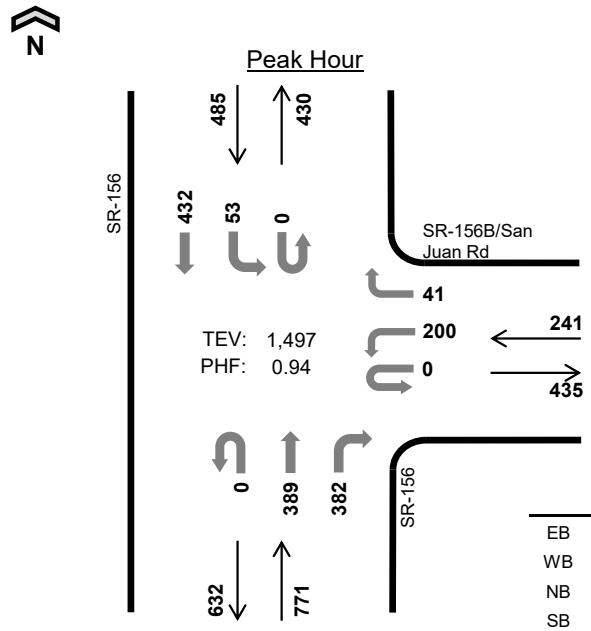
Two-and-a-Half-Hour Count Summaries - Bikes

Interval Start	n/a			SR-156B/San Juan Rd			SR-156			SR-156			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

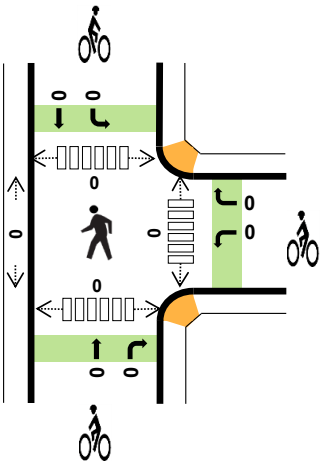
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

SR-156
SR-156B/San Juan Rd

Date: 08-22-2019
Count Period: 3:00 PM to 5:00 PM
Peak Hour: 3:45 PM to 4:45 PM



	HV %:	PHF
EB	-	-
WB	2.1%	0.84
NB	10.1%	0.94
SB	24.7%	0.93
TOTAL	13.6%	0.94



Two-Hour Count Summaries

Interval Start	n/a				SR-156B/San Juan Rd				SR-156				SR-156				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	42	0	8	0	0	95	84	0	9	121	0	359	0
3:15 PM	0	0	0	0	0	65	0	6	0	0	104	79	0	7	99	0	360	0
3:30 PM	0	0	0	0	0	56	0	12	0	0	94	87	0	12	94	0	355	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**8**	**0**	**0**	**88**	**100**	**0**	**15**	**115**	**0**	**378**	1,452
4:00 PM	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**12**	**0**	**0**	**103**	**91**	**0**	**17**	**96**	**0**	**362**	1,455
4:15 PM	**0**	**0**	**0**	**0**	**0**	**58**	**0**	**14**	**0**	**0**	**111**	**93**	**0**	**9**	**114**	**0**	**399**	1,494
4:30 PM	**0**	**0**	**0**	**0**	**0**	**47**	**0**	**7**	**0**	**0**	**87**	**98**	**0**	**12**	**107**	**0**	**358**	**1,497**
4:45 PM	0	0	0	0	0	38	0	12	0	0	100	98	0	11	107	0	366	1,485
Count Total	0	0	0	0	0	401	0	79	0	0	782	730	0	92	853	0	2,937	0
Peak Hour **All**	**0**	**0**	**0**	**0**	**0**	**200**	**0**	**41**	**0**	**0**	**389**	**382**	**0**	**53**	**432**	**0**	**1,497**	**0**
Peak Hour **HV**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**76**	**2**	**0**	**4**	**116**	**0**	**203**	**0**
Peak Hour **HV%**	**-**	**-**	**-**	**-**	**-**	**1%**	**-**	**7%**	**-**	**-**	**20%**	**1%**	**-**	**8%**	**27%**	**-**	**14%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	0	2	32	36	*70*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	0	1	24	34	*59*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	0	2	30	39	*71*	0	0	0	0	*0*	0	0	0	0	*0*
3:45 PM	**0**	**1**	**19**	**30**	***50***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:00 PM	**0**	**2**	**20**	**29**	***51***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**1**	**16**	**38**	***55***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**1**	**23**	**23**	***47***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
4:45 PM	0	2	23	26	*51*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	12	187	255	*454*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**0**	**5**	**78**	**120**	***203***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

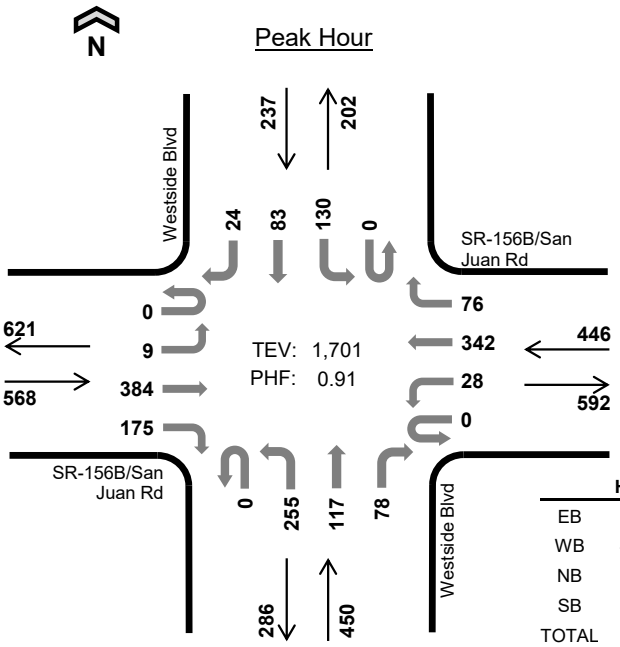
Interval Start	n/a				SR-156B/San Juan Rd				SR-156				SR-156				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	2	0	0	0	0	28	4	0	1	35	0	70	0
3:15 PM	0	0	0	0	0	1	0	0	0	0	24	0	0	1	33	0	59	0
3:30 PM	0	0	0	0	0	1	0	1	0	0	28	2	0	0	39	0	71	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**1**	**29**	**0**	**50**	250
4:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**19**	**1**	**0**	**2**	**27**	**0**	**51**	231
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**16**	**0**	**0**	**1**	**37**	**0**	**55**	227
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**22**	**1**	**0**	**0**	**23**	**0**	**47**	**203**
4:45 PM	0	0	0	0	0	1	0	1	0	0	19	4	0	0	26	0	51	204
Count Total	0	0	0	0	0	7	0	5	0	0	175	12	0	6	249	0	454	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**76**	**2**	**0**	**4**	**116**	**0**	**203**	**0**

Two-Hour Count Summaries - Bikes

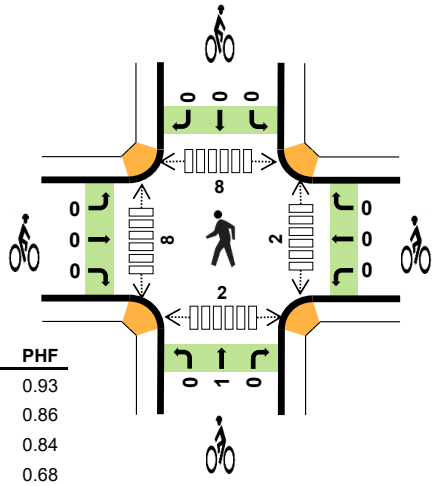
Interval Start	n/a			SR-156B/San Juan Rd			SR-156			SR-156			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Westside Blvd
SR-156B/San Juan Rd



Date: 08-22-2019
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	3.0%	0.93
WB	4.0%	0.86
NB	2.4%	0.84
SB	1.3%	0.68
TOTAL	2.9%	0.91

Three-Hour Count Summaries

Interval Start		SR-156B/San Juan Rd Eastbound				SR-156B/San Juan Rd Westbound				Westside Blvd Northbound				Westside Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	2	76	59	0	5	83	13	0	61	28	17	0	17	20	4	385	0
7:30 AM		0	0	87	39	0	5	85	20	0	72	43	19	0	24	15	5	414	0
7:45 AM		0	5	105	42	0	8	89	33	0	65	33	23	0	35	22	8	468	0
8:00 AM		0	2	116	35	0	10	85	10	0	57	13	19	0	54	26	7	434	1,701
Peak Hour	All	0	9	384	175	0	28	342	76	0	255	117	78	0	130	83	24	1,701	0
	HV	0	1	8	8	0	2	16	0	0	7	2	2	0	2	0	1	49	0
	HV%	-	11%	2%	5%	-	7%	5%	0%	-	3%	2%	3%	-	2%	0%	4%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:15 AM	4	6	1	1	*12*	0	0	1	0	*1*	0	2	1	0	*3*
7:30 AM	3	4	2	1	*10*	0	0	0	0	*0*	1	4	5	0	*10*
7:45 AM	7	5	3	0	*15*	0	0	0	0	*0*	1	2	0	2	*5*
8:00 AM	3	3	5	1	*12*	0	0	0	0	*0*	0	0	2	0	*2*
Peak Hour	17	18	11	3	*49*	0	0	1	0	*1*	2	8	8	2	*20*

Three-Hour Count Summaries

Interval Start	SR-156B/San Juan Rd Eastbound				SR-156B/San Juan Rd Westbound				Westside Blvd Northbound				Westside Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	50	7	0	2	93	2	0	48	19	8	0	2	2	3	236	0
6:15 AM	0	2	64	14	0	2	57	6	0	19	7	9	0	5	4	5	194	0
6:30 AM	0	1	68	23	0	7	79	6	0	40	21	20	0	7	5	4	281	0
6:45 AM	0	1	77	26	0	10	63	14	0	43	18	21	0	13	11	5	302	1,013
7:00 AM	0	0	63	38	0	6	85	9	0	42	13	12	0	10	12	6	296	1,073
7:15 AM	**0**	**2**	**76**	**59**	**0**	**5**	**83**	**13**	**0**	**61**	**28**	**17**	**0**	**17**	**20**	**4**	**385**	1,264
7:30 AM	**0**	**0**	**87**	**39**	**0**	**5**	**85**	**20**	**0**	**72**	**43**	**19**	**0**	**24**	**15**	**5**	**414**	1,397
7:45 AM	**0**	**5**	**105**	**42**	**0**	**8**	**89**	**33**	**0**	**65**	**33**	**23**	**0**	**35**	**22**	**8**	**468**	1,563
8:00 AM	**0**	**2**	**116**	**35**	**0**	**10**	**85**	**10**	**0**	**57**	**13**	**19**	**0**	**54**	**26**	**7**	**434**	**1,701**
8:15 AM	0	2	106	36	0	14	88	10	0	37	11	25	0	23	16	9	377	1,693
8:30 AM	0	0	61	31	0	15	92	13	0	41	12	15	0	20	12	0	312	1,591
8:45 AM	0	2	78	22	0	11	72	5	0	40	19	12	0	12	5	0	278	1,401
Count Total	0	17	951	372	0	95	971	141	0	565	237	200	0	222	150	56	3,977	0
Peak Hour All	**0**	**9**	**384**	**175**	**0**	**28**	**342**	**76**	**0**	**255**	**117**	**78**	**0**	**130**	**83**	**24**	**1,701**	**0**
Peak Hour HV	**0**	**1**	**8**	**8**	**0**	**2**	**16**	**0**	**0**	**7**	**2**	**2**	**0**	**2**	**0**	**1**	**49**	**0**
Peak Hour HV%	**-**	**11%**	**2%**	**5%**	**-**	**7%**	**5%**	**0%**	**-**	**3%**	**2%**	**3%**	**-**	**2%**	**0%**	**4%**	**3%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
6:00 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
6:15 AM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
6:30 AM	4	4	2	0	*10*	0	0	0	0	*0*	0	0	1	1	*2*
6:45 AM	1	4	2	1	*8*	0	0	0	0	*0*	0	2	1	0	*3*
7:00 AM	3	5	3	2	*13*	0	0	0	0	*0*	0	4	1	0	*5*
7:15 AM	**4**	**6**	**1**	**1**	***12***	**0**	**0**	**1**	**0**	***1***	**0**	**2**	**1**	**0**	*3*
7:30 AM	**3**	**4**	**2**	**1**	***10***	**0**	**0**	**0**	**0**	***0***	**1**	**4**	**5**	**0**	*10*
7:45 AM	**7**	**5**	**3**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**0**	**2**	*5*
8:00 AM	**3**	**3**	**5**	**1**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	***2***
8:15 AM	6	4	1	0	*11*	0	0	0	0	*0*	0	2	2	3	*7*
8:30 AM	8	5	3	0	*16*	0	0	0	0	*0*	0	0	1	0	*1*
8:45 AM	6	6	5	0	*17*	0	0	0	0	*0*	1	0	2	1	*4*
Count Total	48	47	27	6	*128*	0	0	1	0	*1*	3	16	16	7	*42*
Peak Hour	**17**	**18**	**11**	**3**	***49***	**0**	**0**	**1**	**0**	***1***	**2**	**8**	**8**	**2**	***20***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	SR-156B/San Juan Rd				SR-156B/San Juan Rd				Westside Blvd				Westside Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:15 AM	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3	0
6:30 AM	0	0	1	3	0	1	3	0	0	0	0	2	0	0	0	0	10	0
6:45 AM	0	0	0	1	0	0	4	0	0	0	1	1	0	0	1	0	8	22
7:00 AM	0	0	1	2	0	0	5	0	0	3	0	0	0	0	1	1	13	34
7:15 AM	**0**	**0**	**3**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**12**	43
7:30 AM	**0**	**0**	**2**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**10**	43
7:45 AM	**0**	**1**	**1**	**5**	**0**	**0**	**5**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	50
8:00 AM	**0**	**0**	**2**	**1**	**0**	**2**	**1**	**0**	**0**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**12**	**49**
8:15 AM	0	0	5	1	0	2	2	0	0	0	0	1	0	0	0	0	11	48
8:30 AM	0	0	4	4	0	1	4	0	0	1	0	2	0	0	0	0	16	54
8:45 AM	0	0	1	5	0	1	5	0	0	5	0	0	0	0	0	0	17	56
Count Total	0	1	21	26	0	7	40	0	0	16	3	8	0	2	2	2	128	0
Peak Hour	**0**	**1**	**8**	**8**	**0**	**2**	**16**	**0**	**0**	**7**	**2**	**2**	**0**	**2**	**0**	**1**	**49**	**0**

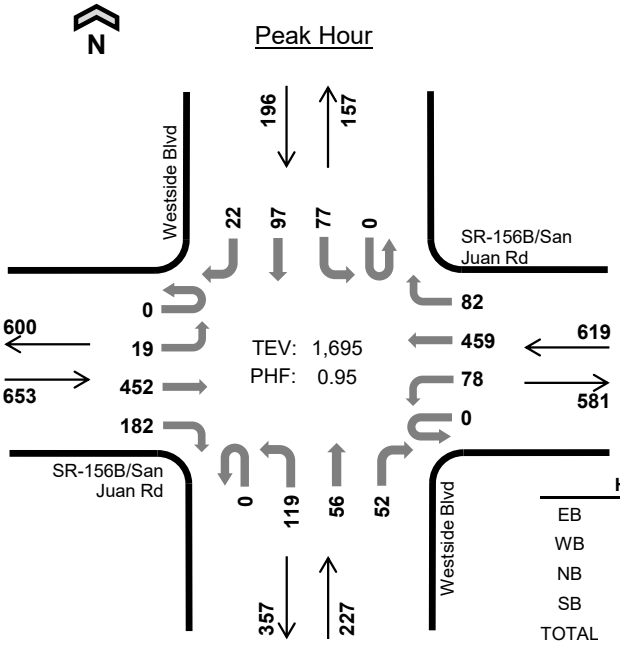
Three-Hour Count Summaries - Bikes

Interval Start	SR-156B/San Juan Rd			SR-156B/San Juan Rd			Westside Blvd			Westside Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	1
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**

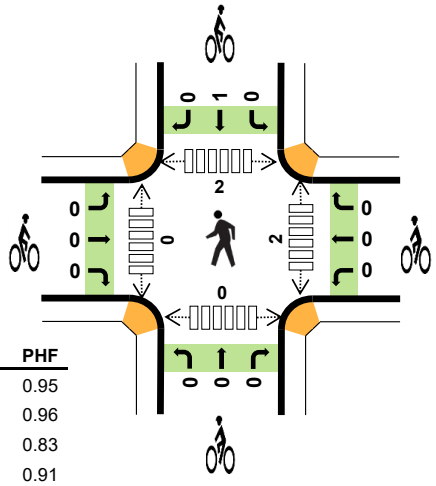
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Westside Blvd
SR-156B/San Juan Rd

Date: 08-22-2019
Count Period: 3:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	1.2%	0.95
WB	0.8%	0.96
NB	1.8%	0.83
SB	1.0%	0.91
TOTAL	1.1%	0.95



Three-Hour Count Summaries

Interval Start		SR-156B/San Juan Rd Eastbound				SR-156B/San Juan Rd Westbound				Westside Blvd Northbound				Westside Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:45 PM		0	5	102	47	0	23	108	25	0	33	15	15	0	20	27	7	427	0
5:00 PM		0	4	123	45	0	14	120	22	0	35	19	14	0	20	24	6	446	0
5:15 PM		0	6	117	47	0	20	104	21	0	16	11	10	0	18	24	5	399	0
5:30 PM		0	4	110	43	0	21	127	14	0	35	11	13	0	19	22	4	423	1,695
Peak Hour	All	0	19	452	182	0	78	459	82	0	119	56	52	0	77	97	22	1,695	0
	HV	0	0	8	0	0	0	4	1	0	2	2	0	0	0	1	1	19	0
	HV%	-	0%	2%	0%	-	0%	1%	1%	-	2%	4%	0%	-	0%	1%	5%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:45 PM	1	2	1	2	*6*	0	0	0	1	*1*	1	0	1	0	*2*
5:00 PM	4	1	1	0	*6*	0	0	0	0	*0*	1	0	1	0	*2*
5:15 PM	0	1	1	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	3	1	1	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	8	5	4	2	*19*	0	0	0	1	*1*	2	0	2	0	*4*

Three-Hour Count Summaries

Interval Start	SR-156B/San Juan Rd Eastbound				SR-156B/San Juan Rd Westbound				Westside Blvd Northbound				Westside Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	2	105	28	0	12	102	12	0	33	19	24	0	9	13	6	365	0
3:15 PM	0	2	100	35	0	15	108	14	0	39	15	13	0	16	27	1	385	0
3:30 PM	0	4	103	39	0	10	107	7	0	44	10	15	0	16	18	3	376	0
3:45 PM	0	2	113	31	0	20	86	7	0	38	10	15	0	23	16	6	367	1,493
4:00 PM	0	7	100	31	0	31	103	13	0	27	9	10	0	10	15	5	361	1,489
4:15 PM	0	3	99	43	0	22	109	20	0	40	8	13	0	19	21	3	400	1,504
4:30 PM	0	4	99	36	0	31	92	14	0	39	11	21	0	18	21	3	389	1,517
4:45 PM	**0**	**5**	**102**	**47**	**0**	**23**	**108**	**25**	**0**	**33**	**15**	**15**	**0**	**20**	**27**	**7**	**427**	1,577
5:00 PM	**0**	**4**	**123**	**45**	**0**	**14**	**120**	**22**	**0**	**35**	**19**	**14**	**0**	**20**	**24**	**6**	**446**	1,662
5:15 PM	**0**	**6**	**117**	**47**	**0**	**20**	**104**	**21**	**0**	**16**	**11**	**10**	**0**	**18**	**24**	**5**	**399**	1,661
5:30 PM	**0**	**4**	**110**	**43**	**0**	**21**	**127**	**14**	**0**	**35**	**11**	**13**	**0**	**19**	**22**	**4**	**423**	**1,695**
5:45 PM	0	4	132	53	0	20	86	19	0	33	8	17	0	13	24	3	412	1,680
Count Total	0	47	1,303	478	0	239	1,252	188	0	412	146	180	0	201	252	52	4,750	0
Peak Hour All	**0**	**19**	**452**	**182**	**0**	**78**	**459**	**82**	**0**	**119**	**56**	**52**	**0**	**77**	**97**	**22**	**1,695**	**0**
Peak Hour HV	**0**	**0**	**8**	**0**	**0**	**0**	**4**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**1**	**1**	**19**	**0**
Peak Hour HV%	**-**	**0%**	**2%**	**0%**	**-**	**0%**	**1%**	**1%**	**-**	**2%**	**4%**	**0%**	**-**	**0%**	**1%**	**5%**	**1%**	**0**

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	6	3	1	0	*10*	0	0	0	0	*0*	0	0	0	0	*0*
3:15 PM	4	1	3	0	*8*	0	0	0	0	*0*	2	0	5	3	*10*
3:30 PM	2	3	1	1	*7*	0	0	0	0	*0*	0	4	3	1	*8*
3:45 PM	2	3	1	0	*6*	0	0	0	1	*1*	0	0	1	1	*2*
4:00 PM	3	6	0	0	*9*	0	0	0	1	*1*	2	0	3	0	*5*
4:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	4	0	*4*
4:30 PM	2	1	0	1	*4*	0	0	0	0	*0*	1	1	1	4	*7*
4:45 PM	**1**	**2**	**1**	**2**	***6***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**1**	**0**	*2*
5:00 PM	**4**	**1**	**1**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	*2*
5:15 PM	**0**	**1**	**1**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**3**	**1**	**1**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:45 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	2	0	*2*
Count Total	28	24	10	4	*66*	0	0	0	3	*3*	7	5	21	9	*42*
Peak Hour	**8**	**5**	**4**	**2**	***19***	**0**	**0**	**0**	**1**	***1***	**2**	**0**	**2**	**0**	***4***

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	SR-156B/San Juan Rd				SR-156B/San Juan Rd				Westside Blvd				Westside Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	3	3	0	0	3	0	0	1	0	0	0	0	0	0	10	0
3:15 PM	0	0	4	0	0	0	1	0	0	1	1	1	0	0	0	0	8	0
3:30 PM	0	0	1	1	0	0	3	0	0	1	0	0	0	1	0	0	7	0
3:45 PM	0	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	6	31
4:00 PM	0	0	2	1	0	1	5	0	0	0	0	0	0	0	0	0	9	30
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	23
4:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	4	20
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**6**	20
5:00 PM	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	17
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	18
5:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**19**
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	15
Count Total	0	0	23	5	0	1	22	1	0	5	3	2	0	1	1	2	66	0
Peak Hour	**0**	**0**	**8**	**0**	**0**	**0**	**4**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**1**	**1**	**19**	**0**

Three-Hour Count Summaries - Bikes

Interval Start	SR-156B/San Juan Rd			SR-156B/San Juan Rd			Westside Blvd			Westside Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	3	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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Groups Printed- Vehicles - Buses - Trucks

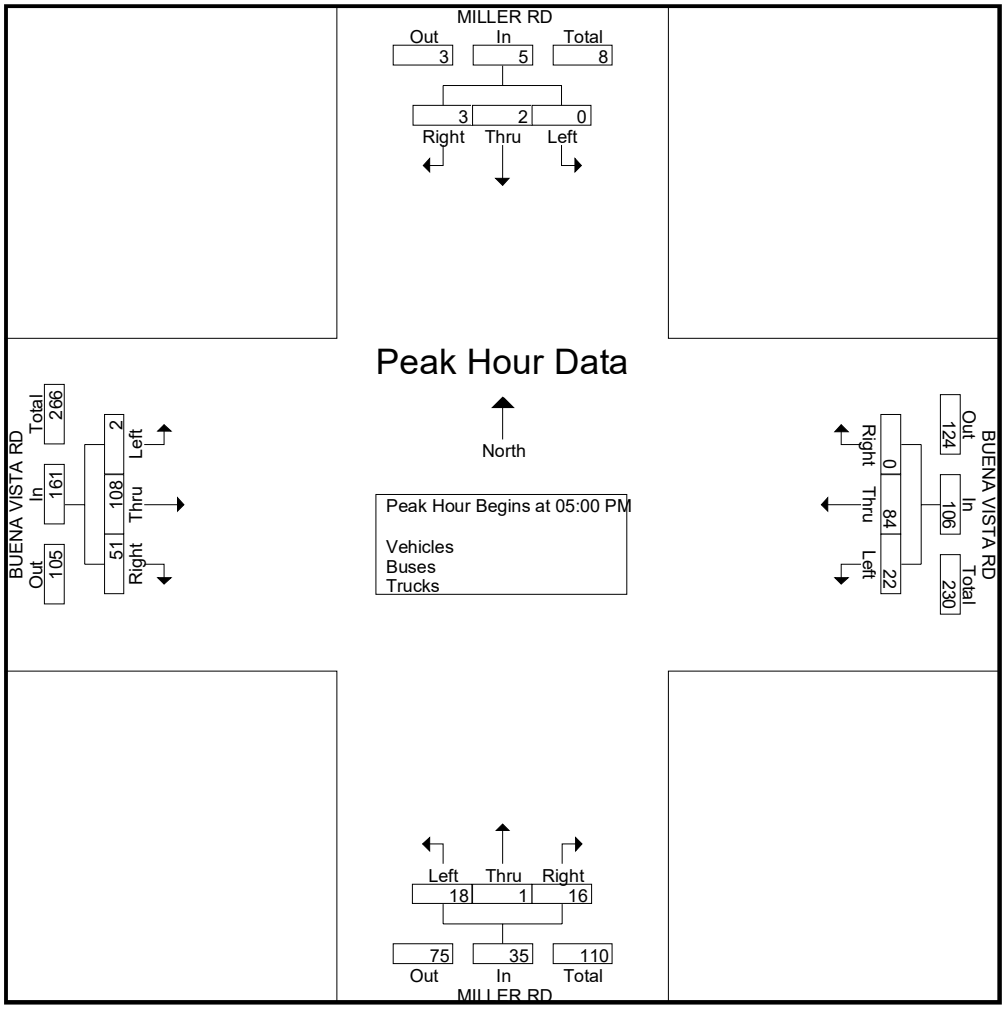
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	17	2	0	19	3	1	4	0	8	6	22	2	0	30	57
04:15 PM	0	1	0	1	2	0	22	2	1	25	1	0	9	0	10	14	24	1	0	39	76
04:30 PM	0	0	0	0	0	0	24	3	0	27	2	0	4	0	6	9	23	0	0	32	65
04:45 PM	0	0	0	0	0	0	11	3	0	14	4	0	1	0	5	17	24	0	0	41	60
Total	0	1	0	1	2	0	74	10	1	85	10	1	18	0	29	46	93	3	0	142	258
05:00 PM	1	0	0	0	1	0	19	2	0	21	2	1	6	0	9	11	27	1	0	39	70
05:15 PM	1	0	0	0	1	0	16	2	0	18	3	0	6	0	9	16	25	1	0	42	70
05:30 PM	0	0	0	0	0	0	30	6	0	36	7	0	5	1	13	15	30	0	0	45	94
05:45 PM	1	2	0	0	3	0	19	12	0	31	4	0	1	4	9	9	26	0	0	35	78
Total	3	2	0	0	5	0	84	22	0	106	16	1	18	5	40	51	108	2	0	161	312
Grand Total	3	3	0	1	7	0	158	32	1	191	26	2	36	5	69	97	201	5	0	303	570
Apprch %	42.9	42.9	0	14.3		0	82.7	16.8	0.5		37.7	2.9	52.2	7.2		32	66.3	1.7	0		
Total %	0.5	0.5	0	0.2	1.2	0	27.7	5.6	0.2	33.5	4.6	0.4	6.3	0.9	12.1	17	35.3	0.9	0	53.2	
Vehicles	3	3	0	1	7	0	157	32	1	190	26	2	36	5	69	96	198	5	0	299	565
% Vehicles	100	100	0	100	100	0	99.4	100	100	99.5	100	100	100	100	100	99	98.5	100	0	98.7	99.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.3	0.2
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
% Trucks	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	1	1	0	0	1	0.7

	MILLER RD Southbound				BUENA VISTA RD Westbound				MILLER RD Northbound				BUENA VISTA RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	0	0	1	0	19	2	21	2	**1**	**6**	9	11	27	**1**	39	70
05:15 PM	1	0	0	1	0	16	2	18	3	0	6	9	**16**	25	1	42	70
05:30 PM	0	0	0	0	0	**30**	6	**36**	**7**	0	5	**12**	15	**30**	0	**45**	**93**
05:45 PM	1	**2**	0	**3**	0	19	**12**	31	4	0	1	5	9	26	0	35	74
Total Volume	3	2	0	5	0	84	22	106	16	1	18	35	51	108	2	161	307
% App. Total	60	40	0		0	79.2	20.8		45.7	2.9	51.4		31.7	67.1	1.2		
PHF	.750	.250	.000	.417	.000	.700	.458	.736	.571	.250	.750	.729	.797	.900	.500	.894	.825

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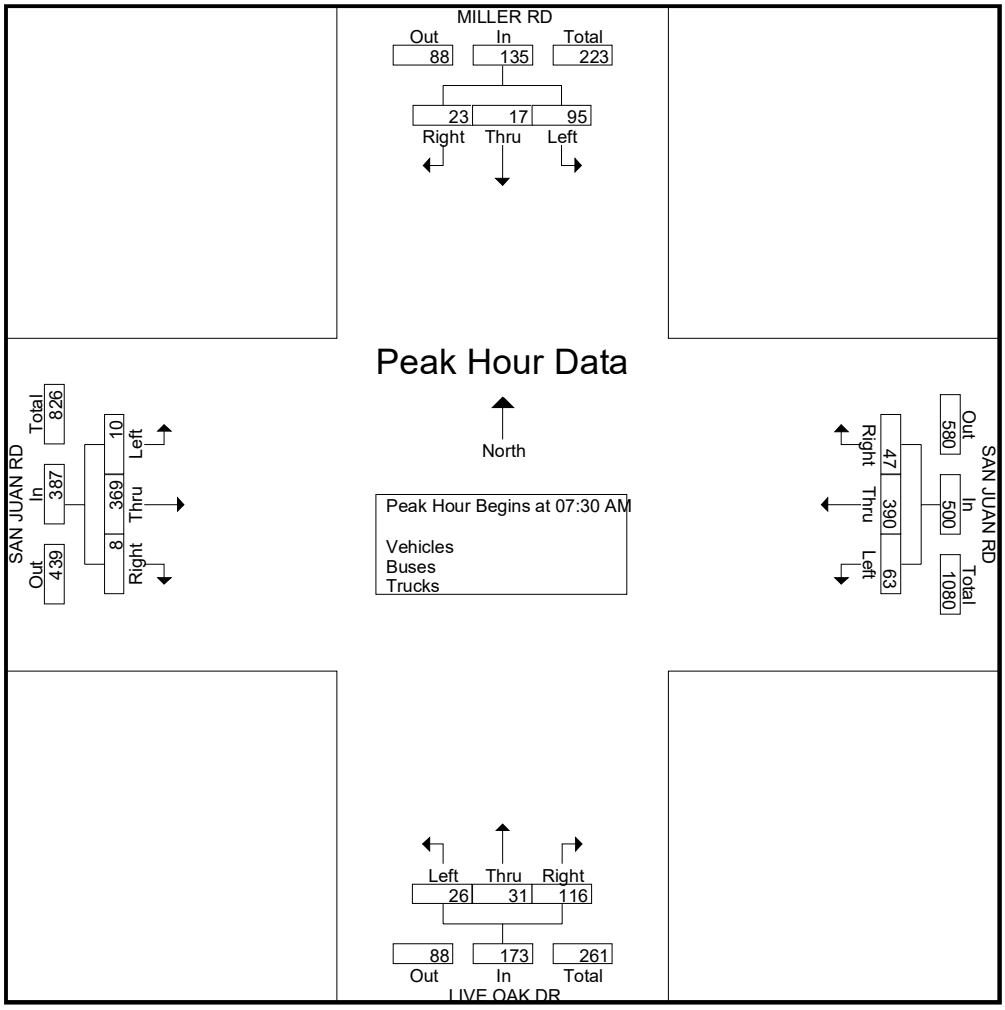
	MILLER RD Southbound					SAN JUAN RD Westbound					LIVE OAK DR Northbound					SAN JUAN RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	1	11	0	18	6	118	3	2	129	13	4	8	0	25	2	64	0	0	66	238
07:15 AM	2	0	18	1	21	10	134	9	3	156	14	1	3	0	18	3	43	2	0	48	243
07:30 AM	3	2	20	0	25	9	102	11	5	127	19	7	8	0	34	3	87	4	0	94	280
07:45 AM	10	4	24	0	38	15	91	10	11	127	39	10	7	0	56	2	112	3	0	117	338
Total	21	7	73	1	102	40	445	33	21	539	85	22	26	0	133	10	306	9	0	325	1099
08:00 AM	6	10	24	0	40	15	93	26	2	136	36	11	6	0	53	0	77	2	0	79	308
08:15 AM	4	1	27	0	32	8	104	16	3	131	22	3	5	4	34	3	93	1	0	97	294
08:30 AM	5	4	18	3	30	16	87	11	0	114	20	4	4	2	30	0	57	0	0	57	231
08:45 AM	3	2	14	0	19	19	75	15	2	111	11	1	3	0	15	1	88	3	0	92	237
Total	18	17	83	3	121	58	359	68	7	492	89	19	18	6	132	4	315	6	0	325	1070
Grand Total	39	24	156	4	223	98	804	101	28	1031	174	41	44	6	265	14	621	15	0	650	2169
Apprch %	17.5	10.8	70	1.8		9.5	78	9.8	2.7		65.7	15.5	16.6	2.3		2.2	95.5	2.3	0		
Total %	1.8	1.1	7.2	0.2	10.3	4.5	37.1	4.7	1.3	47.5	8	1.9	2	0.3	12.2	0.6	28.6	0.7	0	30	
Vehicles	39	24	153	4	220	94	776	99	28	997	173	41	41	6	261	13	596	15	0	624	2102
% Vehicles	100	100	98.1	100	98.7	95.9	96.5	98	100	96.7	99.4	100	93.2	100	98.5	92.9	96	100	0	96	96.9
Buses	0	0	3	0	3	3	6	2	0	11	1	0	2	0	3	1	9	0	0	10	27
% Buses	0	0	1.9	0	1.3	3.1	0.7	2	0	1.1	0.6	0	4.5	0	1.1	7.1	1.4	0	0	1.5	1.2
Trucks	0	0	0	0	0	1	22	0	0	23	0	0	1	0	1	0	16	0	0	16	40
% Trucks	0	0	0	0	0	1	2.7	0	0	2.2	0	0	2.3	0	0.4	0	2.6	0	0	2.5	1.8

	MILLER RD Southbound				SAN JUAN RD Westbound				LIVE OAK DR Northbound				SAN JUAN RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	2	20	25	9	102	11	122	19	7	**8**	34	**3**	87	**4**	94	275
07:45 AM	**10**	4	24	38	**15**	91	10	116	**39**	10	7	**56**	2	**112**	3	**117**	**327**
08:00 AM	6	**10**	24	**40**	15	93	**26**	**134**	36	**11**	6	53	0	77	2	79	306
08:15 AM	4	1	**27**	32	8	**104**	16	128	22	3	5	30	3	93	1	97	287
Total Volume	23	17	95	135	47	390	63	500	116	31	26	173	8	369	10	387	1195
% App. Total	17	12.6	70.4		9.4	78	12.6		67.1	17.9	15		2.1	95.3	2.6		
PHF	.575	.425	.880	.844	.783	.938	.606	.933	.744	.705	.813	.772	.667	.824	.625	.827	.914

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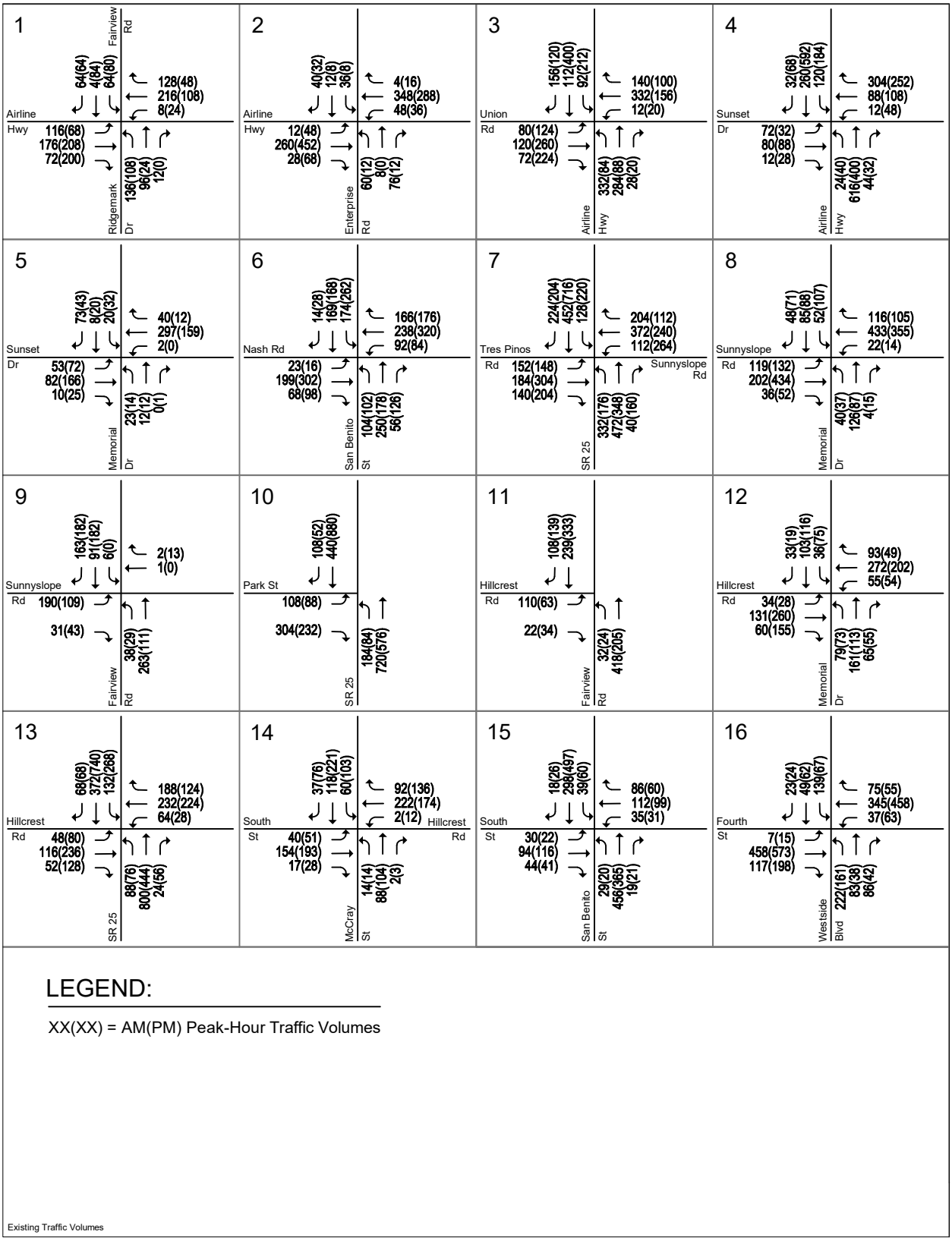
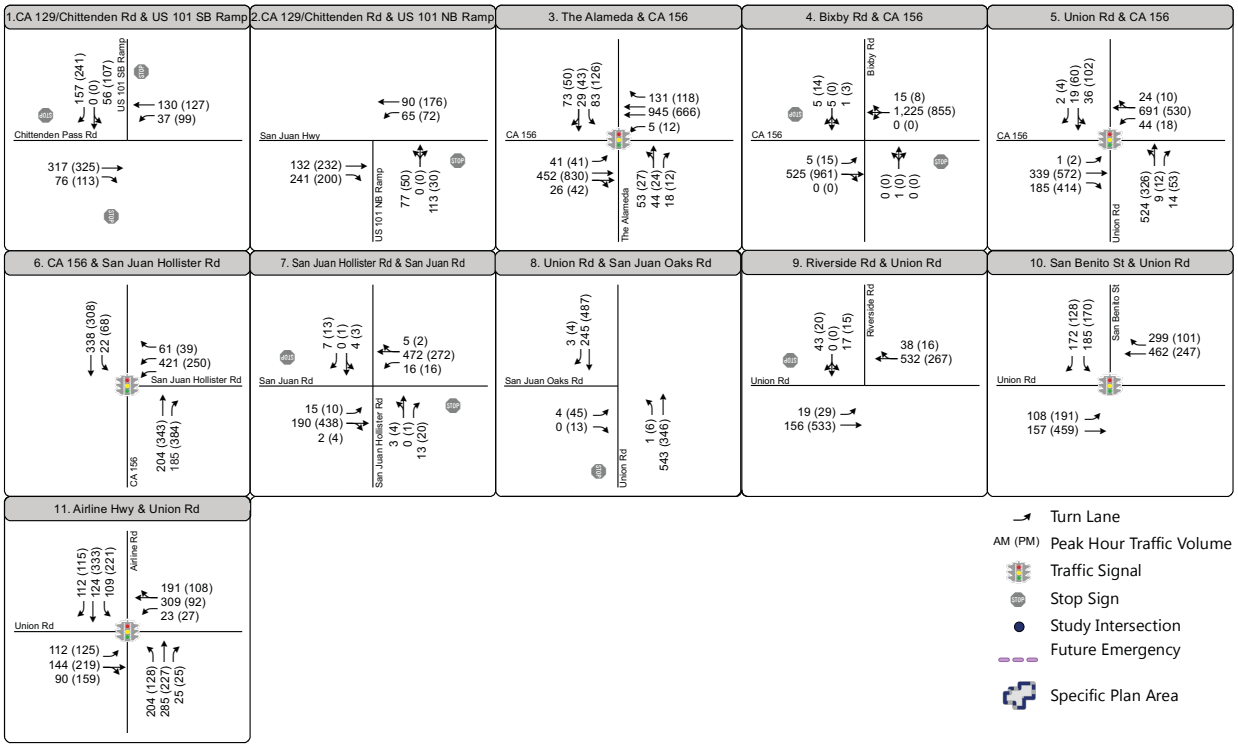
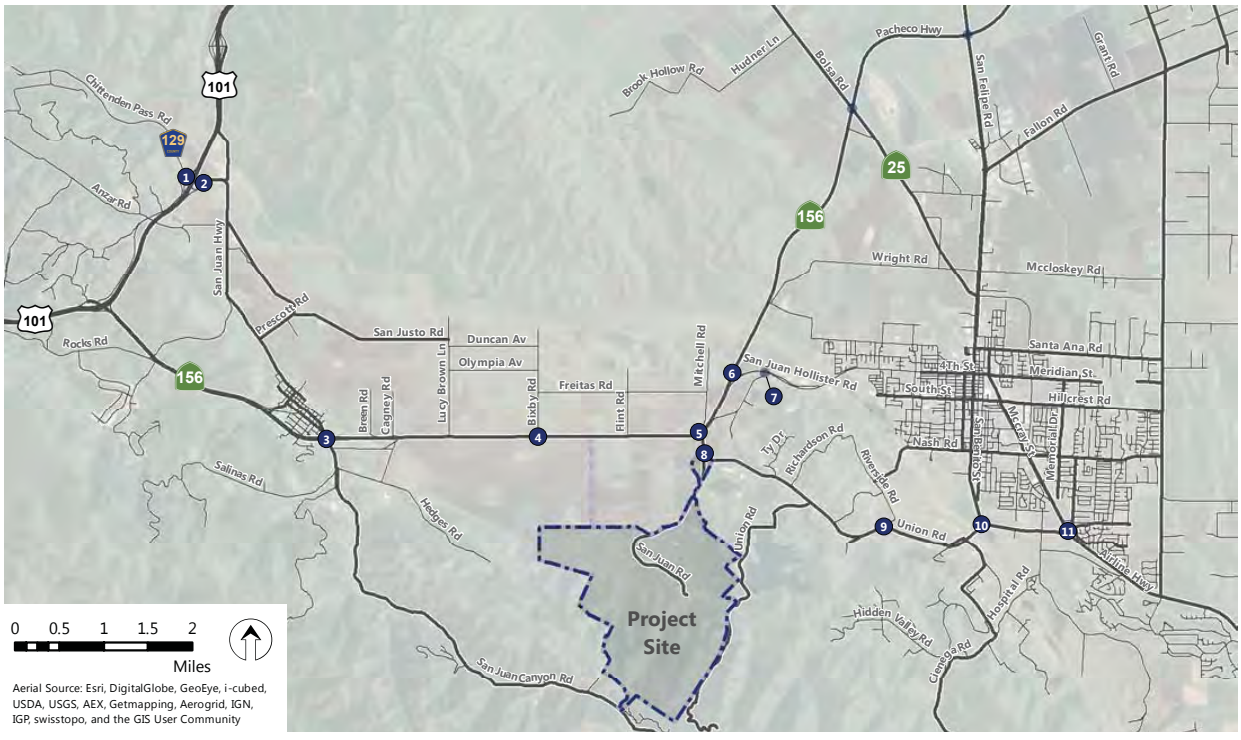


Figure 6
Existing Traffic Volumes





Existing (2014) Peak Hour Intersection Volumes

Figure 4.13-1

Source: Fehr & Peers, 2015

B - Existing Traffic Conditions



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	341	67	379	0	32	362
Future Volume (veh/h)	341	67	379	0	32	362
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1826	1781	1633	1633	1515	1426
Adj Flow Rate, veh/h	359	0	399	0	34	381
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	8	18	18	26	32
Cap, veh/h	557		563	0	69	741
Arrive On Green	0.17	0.00	0.34	0.00	0.05	0.52
Sat Flow, veh/h	3374	1510	1633	0	1443	1426
Grp Volume(v), veh/h	359	0	399	0	34	381
Grp Sat Flow(s),veh/h/ln	1687	1510	1633	0	1443	1426
Q Serve(g_s), s	3.6	0.0	7.7	0.0	0.8	6.3
Cycle Q Clear(g_c), s	3.6	0.0	7.7	0.0	0.8	6.3
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	557		563	0	69	741
V/C Ratio(X)	0.64		0.71	0.00	0.49	0.51
Avail Cap(c_a), veh/h	1677		2707	0	239	2363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	10.3	0.0	16.8	5.7
Incr Delay (d2), s/veh	0.5	0.0	2.0	0.0	2.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.7	0.0	0.2	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	0.0	12.3	0.0	18.8	6.4
LnGrp LOS	B		B	A	B	A
Approach Vol, veh/h	359	A	399			415
Approach Delay, s/veh	14.6		12.3			7.4
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.3	19.3			25.6	10.6
Change Period (Y+Rc), s	4.6	6.8			6.8	4.6
Max Green Setting (Gmax), s	6.0	60.0			60.0	18.0
Max Q Clear Time (g_c+I1), s	2.8	9.7			8.3	5.6
Green Ext Time (p_c), s	0.0	2.8			2.7	0.6

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

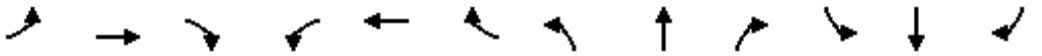
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	0	0	233	0	0
Future Vol, veh/h	32	0	0	233	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16979	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	26	2	2	2	2	2
Mvmt Flow	35	0	0	253	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	127	-	-	0
Stage 1	0	-	-	-
Stage 2	127	-	-	-
Critical Hdwy	7.32	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.32	-	-	-
Follow-up Hdwy	3.76	-	-	-
Pot Cap-1 Maneuver	790	0	0	-
Stage 1	-	0	0	-
Stage 2	818	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	790	-	-	-
Mov Cap-2 Maneuver	790	-	-	-
Stage 1	-	-	-	-
Stage 2	818	-	-	-

Approach	EB	NB
HCM Control Delay, s	9.8	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	790
HCM Lane V/C Ratio	-	0.044
HCM Control Delay (s)	-	9.8
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	259	1	1	403	40	2	0	2	121	0	91
Future Volume (veh/h)	31	259	1	1	403	40	2	0	2	121	0	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1856	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	282	1	1	438	43	2	0	2	132	0	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	3	2	4	2	2	2	2	2	2	2
Cap, veh/h	57	533	2	161	638	549	290	46	180	329	22	141
Arrive On Green	0.03	0.29	0.29	0.09	0.35	0.35	0.22	0.00	0.22	0.22	0.00	0.22
Sat Flow, veh/h	1781	1848	7	1781	1841	1585	617	211	828	760	102	647
Grp Volume(v), veh/h	34	0	283	1	438	43	4	0	0	231	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1854	1781	1841	1585	1655	0	0	1509	0	0
Q Serve(g_s), s	0.7	0.0	4.4	0.0	7.1	0.6	0.0	0.0	0.0	4.1	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	4.4	0.0	7.1	0.6	0.1	0.0	0.0	4.8	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.50		0.50	0.57		0.43
Lane Grp Cap(c), veh/h	57	0	535	161	638	549	516	0	0	492	0	0
V/C Ratio(X)	0.59	0.00	0.53	0.01	0.69	0.08	0.01	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	1541	0	3208	1541	3184	2742	1439	0	0	1879	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.6	0.0	10.4	14.4	9.7	7.6	10.6	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	9.4	0.0	0.8	0.0	1.3	0.1	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.3	0.0	1.9	0.1	0.0	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.0	11.2	14.4	11.0	7.7	10.6	0.0	0.0	13.2	0.0	0.0
LnGrp LOS	C	A	B	B	B	A	B	A	A	B	A	A
Approach Vol, veh/h		317			482			4			231	
Approach Delay, s/veh		12.8			10.8			10.6			13.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	16.0		11.6	5.1	18.0		11.6				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		40.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	2.0	6.4		6.8	2.7	9.1		2.1				
Green Ext Time (p_c), s	0.0	1.7		1.6	0.1	2.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		11.9	
HCM 6th LOS		B	

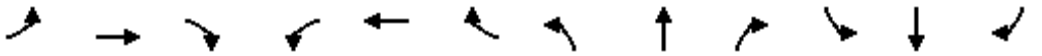
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	380	437	3	9	6
Future Vol, veh/h	2	380	437	3	9	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	3	4	2	2	2
Mvmt Flow	2	413	475	3	10	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	478	0	-	0	894	477
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1084	-	-	-	312	588
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1084	-	-	-	311	588
Mov Cap-2 Maneuver	-	-	-	-	435	-
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1084	-	-	-	486
HCM Lane V/C Ratio	0.002	-	-	-	0.034
HCM Control Delay (s)	8.3	-	-	-	12.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	389	8	66	411	50	27	33	122	100	18	24
Future Volume (veh/h)	11	389	8	66	411	50	27	33	122	100	18	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	427	9	73	452	55	30	36	134	110	20	26
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	3	3	3	2	2	2	2	2	2
Cap, veh/h	82	615	13	103	657	556	148	77	215	369	71	53
Arrive On Green	0.05	0.34	0.34	0.06	0.35	0.35	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1753	1796	38	1767	1856	1572	147	388	1085	973	357	266
Grp Volume(v), veh/h	12	0	436	73	452	55	200	0	0	156	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	1834	1767	1856	1572	1620	0	0	1597	0	0
Q Serve(g_s), s	0.2	0.0	7.2	1.4	7.3	0.8	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	7.2	1.4	7.3	0.8	3.9	0.0	0.0	2.6	0.0	0.0
Prop In Lane	1.00		0.02	1.00		1.00	0.15		0.67	0.71		0.17
Lane Grp Cap(c), veh/h	82	0	628	103	657	556	440	0	0	492	0	0
V/C Ratio(X)	0.15	0.00	0.69	0.71	0.69	0.10	0.45	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1507	0	3153	1519	3190	2704	1491	0	0	1370	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.0	0.0	9.9	16.1	9.6	7.5	12.8	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	1.4	8.7	1.3	0.1	0.7	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.0	0.7	2.0	0.2	1.3	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	0.0	11.3	24.9	10.9	7.6	13.5	0.0	0.0	12.6	0.0	0.0
LnGrp LOS	B	A	B	C	B	A	B	A	A	B	A	A
Approach Vol, veh/h		448			580			200			156	
Approach Delay, s/veh		11.4			12.4			13.5			12.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	18.0		10.9	5.6	18.3		10.9				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	3.4	9.2		4.6	2.2	9.3		5.9				
Green Ext Time (p_c), s	0.2	2.8		1.0	0.0	3.1		1.3				

Intersection Summary			
HCM 6th Ctrl Delay		12.3	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	388	177	28	346	77	258	118	79	131	84	24
Future Volume (veh/h)	9	388	177	28	346	77	258	118	79	131	84	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1870	1826	1796	1826	1900	1856	1870	1870	1870	1900	1841
Adj Flow Rate, veh/h	10	426	195	31	380	85	284	130	87	144	92	26
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	11	2	5	7	5	0	3	2	2	2	0	4
Cap, veh/h	17	591	489	48	609	537	360	197	132	194	177	145
Arrive On Green	0.01	0.32	0.32	0.03	0.33	0.33	0.20	0.19	0.19	0.11	0.09	0.09
Sat Flow, veh/h	1654	1870	1547	1711	1826	1610	1767	1045	699	1781	1900	1560
Grp Volume(v), veh/h	10	426	195	31	380	85	284	0	217	144	92	26
Grp Sat Flow(s),veh/h/ln	1654	1870	1547	1711	1826	1610	1767	0	1744	1781	1900	1560
Q Serve(g_s), s	0.3	10.1	4.9	0.9	8.8	1.9	7.6	0.0	5.8	3.9	2.3	0.8
Cycle Q Clear(g_c), s	0.3	10.1	4.9	0.9	8.8	1.9	7.6	0.0	5.8	3.9	2.3	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	17	591	489	48	609	537	360	0	329	194	177	145
V/C Ratio(X)	0.58	0.72	0.40	0.65	0.62	0.16	0.79	0.00	0.66	0.74	0.52	0.18
Avail Cap(c_a), veh/h	990	2240	1853	1024	2186	1928	1058	0	1393	1066	2275	1868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	15.2	13.4	24.1	14.1	11.8	18.9	0.0	18.9	21.7	21.7	21.0
Incr Delay (d2), s/veh	27.6	1.7	0.5	13.7	1.1	0.1	3.9	0.0	0.9	5.6	0.9	0.2
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.2	3.9	1.5	0.5	3.1	0.6	3.1	0.0	2.1	1.8	1.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	16.9	13.9	37.9	15.1	11.9	22.8	0.0	19.7	27.2	22.5	21.2
LnGrp LOS	D	B	B	D	B	B	C	A	B	C	C	C
Approach Vol, veh/h		631			496			501			262	
Approach Delay, s/veh		16.5			16.0			21.4			25.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	21.8	14.2	8.7	4.5	22.7	9.4	13.4
Change Period (Y+Rc), s	4.0	6.0	4.0	4.0	4.0	6.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	2.9	12.1	9.6	4.3	2.3	10.8	5.9	7.8
Green Ext Time (p_c), s	0.1	3.7	0.8	0.4	0.0	2.8	0.4	0.8

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	204	42	397	0	54	441
Future Volume (veh/h)	204	42	397	0	54	441
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1796	1604	1604	1781	1500
Adj Flow Rate, veh/h	217	0	422	0	57	469
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	7	20	20	8	27
Cap, veh/h	497		579	0	121	832
Arrive On Green	0.14	0.00	0.36	0.00	0.07	0.55
Sat Flow, veh/h	3483	1522	1604	0	1697	1500
Grp Volume(v), veh/h	217	0	422	0	57	469
Grp Sat Flow(s),veh/h/ln	1742	1522	1604	0	1697	1500
Q Serve(g_s), s	2.1	0.0	8.6	0.0	1.2	7.6
Cycle Q Clear(g_c), s	2.1	0.0	8.6	0.0	1.2	7.6
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	497		579	0	121	832
V/C Ratio(X)	0.44		0.73	0.00	0.47	0.56
Avail Cap(c_a), veh/h	1663		2552	0	270	2387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	10.4	0.0	16.8	5.4
Incr Delay (d2), s/veh	0.2	0.0	2.1	0.0	1.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.9	0.0	0.4	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	0.0	12.6	0.0	17.9	6.2
LnGrp LOS	B		B	A	B	A
Approach Vol, veh/h	217	A	422			526
Approach Delay, s/veh	15.0		12.6			7.4
Approach LOS	B		B			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	7.3	20.4				27.7	10.0
Change Period (Y+Rc), s	4.6	6.8				6.8	4.6
Max Green Setting (Gmax), s	6.0	60.0				60.0	18.0
Max Q Clear Time (g_c+I1), s	3.2	10.6				9.6	4.1
Green Ext Time (p_c), s	0.0	3.0				3.5	0.3

Intersection Summary		
HCM 6th Ctrl Delay		10.7
HCM 6th LOS		B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

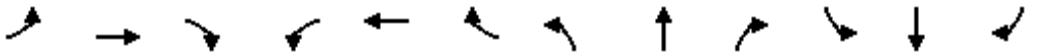
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	54	0	0	390	0	0
Future Vol, veh/h	54	0	0	390	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16979	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	2	2	1	2	2
Mvmt Flow	59	0	0	424	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	212	-	-	0
Stage 1	0	-	-	-
Stage 2	212	-	-	-
Critical Hdwy	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-
Follow-up Hdwy	3.58	-	-	-
Pot Cap-1 Maneuver	740	0	0	-
Stage 1	-	0	0	-
Stage 2	785	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	740	-	-	-
Mov Cap-2 Maneuver	740	-	-	-
Stage 1	-	-	-	-
Stage 2	785	-	-	-

Approach	EB	NB
HCM Control Delay, s	10.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	740
HCM Lane V/C Ratio	-	0.079
HCM Control Delay (s)	-	10.3
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	433	1	1	248	119	0	0	1	88	0	51
Future Volume (veh/h)	119	433	1	1	248	119	0	0	1	88	0	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	471	1	1	270	129	0	0	1	96	0	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	174	695	1	75	584	503	0	0	224	317	2	76
Arrive On Green	0.10	0.37	0.37	0.04	0.32	0.32	0.00	0.00	0.14	0.14	0.00	0.14
Sat Flow, veh/h	1781	1866	4	1781	1841	1585	0	0	1585	925	14	538
Grp Volume(v), veh/h	129	0	472	1	270	129	0	0	1	151	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1870	1781	1841	1585	0	0	1585	1477	0	0
Q Serve(g_s), s	2.2	0.0	6.7	0.0	3.7	1.9	0.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	6.7	0.0	3.7	1.9	0.0	0.0	0.0	3.1	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	0.64		0.36
Lane Grp Cap(c), veh/h	174	0	697	75	584	503	0	0	224	395	0	0
V/C Ratio(X)	0.74	0.00	0.68	0.01	0.46	0.26	0.00	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	1695	0	3559	1695	3504	3017	0	0	1509	2057	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.8	0.0	8.3	14.5	8.6	8.0	0.0	0.0	11.6	12.9	0.0	0.0
Incr Delay (d2), s/veh	6.2	0.0	1.2	0.2	0.6	0.3	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.6	0.0	0.9	0.4	0.0	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	0.0	9.5	14.6	9.2	8.3	0.0	0.0	11.6	13.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	B	B	A	A
Approach Vol, veh/h		601			400			1			151	
Approach Delay, s/veh		11.7			8.9			11.6			13.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	17.7		8.4	7.1	16.0		8.4				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		40.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	2.0	8.7		5.1	4.2	5.7		2.0				
Green Ext Time (p_c), s	0.0	3.1		1.0	0.3	2.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		11.0	
HCM 6th LOS		B	

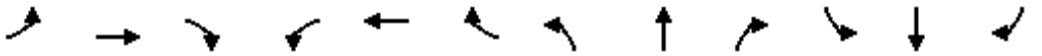
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	513	364	8	6	3
Future Vol, veh/h	8	513	364	8	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	9	558	396	9	7	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	405	0	-	0	977	401
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	576	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1154	-	-	-	278	649
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	562	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1154	-	-	-	276	649
Mov Cap-2 Maneuver	-	-	-	-	403	-
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	562	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1154	-	-	-	461
HCM Lane V/C Ratio	0.008	-	-	-	0.021
HCM Control Delay (s)	8.1	-	-	-	13
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	498	25	97	370	76	13	12	91	96	27	15
Future Volume (veh/h)	20	498	25	97	370	76	13	12	91	96	27	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	519	26	101	385	79	14	12	95	100	28	16
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	712	36	133	571	484	125	34	185	316	52	25
Arrive On Green	0.17	0.40	0.40	0.07	0.31	0.31	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	1766	88	1781	1870	1585	114	238	1288	1054	360	177
Grp Volume(v), veh/h	21	0	545	101	385	79	121	0	0	144	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1854	1781	1870	1585	1640	0	0	1592	0	0
Q Serve(g_s), s	0.4	0.0	9.2	2.1	6.7	1.3	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	9.2	2.1	6.7	1.3	2.5	0.0	0.0	2.8	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.12		0.79	0.69		0.11
Lane Grp Cap(c), veh/h	308	0	748	133	571	484	344	0	0	393	0	0
V/C Ratio(X)	0.07	0.00	0.73	0.76	0.67	0.16	0.35	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	1444	0	3007	1444	3033	2570	1398	0	0	1328	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.8	0.0	9.3	16.8	11.2	9.4	14.7	0.0	0.0	14.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.4	8.4	1.4	0.2	0.6	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.4	1.0	2.1	0.3	0.9	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	0.0	10.7	25.2	12.6	9.6	15.3	0.0	0.0	15.3	0.0	0.0
LnGrp LOS	B	A	B	C	B	A	B	A	A	B	A	A
Approach Vol, veh/h		566			565			121			144	
Approach Delay, s/veh		10.8			14.4			15.3			15.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	20.9		9.3	10.4	17.3		9.3				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	4.1	11.2		4.8	2.4	8.7		4.5				
Green Ext Time (p_c), s	0.2	3.7		0.9	0.0	2.6		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			13.1									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	452	182	78	459	82	119	56	52	77	97	22
Future Volume (veh/h)	19	452	182	78	459	82	119	56	52	77	97	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1885	1885	1870	1841	1841	1900	1885	1826
Adj Flow Rate, veh/h	20	476	192	82	483	86	125	59	55	81	102	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	1	1	2	4	4	0	1	5
Cap, veh/h	35	662	570	108	743	630	168	120	112	107	191	157
Arrive On Green	0.02	0.35	0.35	0.06	0.39	0.39	0.09	0.14	0.14	0.06	0.10	0.10
Sat Flow, veh/h	1810	1870	1610	1810	1885	1598	1781	877	817	1810	1885	1547
Grp Volume(v), veh/h	20	476	192	82	483	86	125	0	114	81	102	23
Grp Sat Flow(s),veh/h/ln	1810	1870	1610	1810	1885	1598	1781	0	1694	1810	1885	1547
Q Serve(g_s), s	0.5	10.2	4.0	2.1	9.6	1.6	3.2	0.0	2.9	2.0	2.4	0.6
Cycle Q Clear(g_c), s	0.5	10.2	4.0	2.1	9.6	1.6	3.2	0.0	2.9	2.0	2.4	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	35	662	570	108	743	630	168	0	232	107	191	157
V/C Ratio(X)	0.56	0.72	0.34	0.76	0.65	0.14	0.74	0.00	0.49	0.76	0.53	0.15
Avail Cap(c_a), veh/h	1177	2433	2094	1177	2452	2078	1159	0	1469	1177	2452	2013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	12.9	10.9	21.4	11.4	8.9	20.3	0.0	18.4	21.4	19.7	18.9
Incr Delay (d2), s/veh	13.3	1.5	0.3	10.3	1.0	0.1	6.3	0.0	0.6	10.4	0.9	0.2
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.3	3.7	1.2	1.1	3.2	0.4	1.4	0.0	1.0	1.1	1.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	14.4	11.3	31.6	12.3	9.0	26.7	0.0	19.0	31.8	20.5	19.1
LnGrp LOS	D	B	B	C	B	A	C	A	B	C	C	B
Approach Vol, veh/h		688			651			239			206	
Approach Delay, s/veh		14.1			14.3			23.0			24.8	
Approach LOS		B			B			C			C	

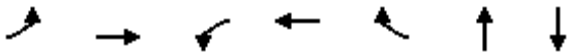
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	22.3	8.4	8.7	4.9	24.2	6.7	10.3
Change Period (Y+Rc), s	4.0	6.0	4.0	4.0	4.0	6.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.1	12.2	5.2	4.4	2.5	11.6	4.0	4.9
Green Ext Time (p_c), s	0.2	4.2	0.3	0.4	0.0	3.6	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B



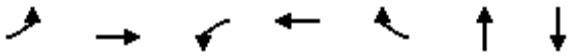
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	359	71	399	34	381
v/c Ratio	0.48	0.18	0.59	0.16	0.54
Control Delay	19.7	7.6	15.1	25.5	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	7.6	15.1	25.5	10.3
Queue Length 50th (ft)	35	0	56	7	55
Queue Length 95th (ft)	102	29	188	38	123
Internal Link Dist (ft)	920		727		794
Turn Bay Length (ft)	600	305		590	
Base Capacity (vph)	1490	707	1584	213	1439
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.10	0.25	0.16	0.26

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	34	283	1	438	43	4	231
v/c Ratio	0.13	0.36	0.00	0.59	0.06	0.01	0.49
Control Delay	28.6	14.5	26.0	18.4	6.5	0.0	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	14.5	26.0	18.4	6.5	0.0	17.4
Queue Length 50th (ft)	8	41	0	71	1	0	35
Queue Length 95th (ft)	42	182	4	259	20	0	137
Internal Link Dist (ft)		1087		392		913	607
Turn Bay Length (ft)	360		50		105		
Base Capacity (vph)	1197	1700	1197	1685	1463	1260	1160
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.17	0.00	0.26	0.03	0.00	0.20

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	12	436	73	452	55	200	156
v/c Ratio	0.06	0.67	0.28	0.51	0.07	0.38	0.41
Control Delay	32.7	25.0	33.1	15.9	12.2	15.7	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.7	25.0	33.1	15.9	12.2	15.7	23.4
Queue Length 50th (ft)	4	137	26	91	9	39	46
Queue Length 95th (ft)	22	304	79	314	45	109	118
Internal Link Dist (ft)		760		1155		226	678
Turn Bay Length (ft)	115		115		115		
Base Capacity (vph)	958	1609	967	1630	1385	915	685
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.27	0.08	0.28	0.04	0.22	0.23

Intersection Summary



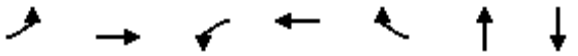
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	10	426	195	31	380	85	284	217	144	92	26
v/c Ratio	0.09	0.76	0.36	0.22	0.59	0.14	0.48	0.39	0.52	0.38	0.10
Control Delay	53.3	40.3	14.4	52.0	29.2	9.3	34.3	31.0	47.2	45.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	40.3	14.4	52.0	29.2	9.3	34.3	31.0	47.2	45.2	0.8
Queue Length 50th (ft)	6	228	36	18	160	7	135	97	79	52	0
Queue Length 95th (ft)	28	436	114	60	370	49	331	222	183	116	1
Internal Link Dist (ft)		274			225			886		382	
Turn Bay Length (ft)	210		210	105			210		125		125
Base Capacity (vph)	550	1260	1077	570	1224	1113	592	1185	598	1285	1070
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.34	0.18	0.05	0.31	0.08	0.48	0.18	0.24	0.07	0.02

Intersection Summary



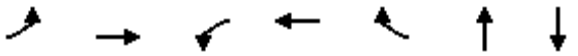
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	217	45	422	57	469
v/c Ratio	0.38	0.16	0.58	0.26	0.54
Control Delay	21.3	9.4	14.7	25.6	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	9.4	14.7	25.6	8.5
Queue Length 50th (ft)	28	0	94	15	61
Queue Length 95th (ft)	64	24	183	51	132
Internal Link Dist (ft)	920		727		794
Turn Bay Length (ft)	600	305		590	
Base Capacity (vph)	1380	627	1577	221	1496
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.07	0.27	0.26	0.31

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	129	472	1	270	129	1	151
v/c Ratio	0.36	0.52	0.00	0.48	0.23	0.00	0.37
Control Delay	26.0	13.9	28.0	21.3	7.6	0.0	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	13.9	28.0	21.3	7.6	0.0	14.9
Queue Length 50th (ft)	31	59	0	61	4	0	24
Queue Length 95th (ft)	102	277	5	170	44	0	78
Internal Link Dist (ft)		1087		392		913	607
Turn Bay Length (ft)	360		50		105		
Base Capacity (vph)	1131	1748	1131	1714	1492	1379	1144
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.27	0.00	0.16	0.09	0.00	0.13

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	21	545	101	385	79	122	144
v/c Ratio	0.09	0.71	0.35	0.39	0.10	0.26	0.42
Control Delay	31.5	24.6	35.0	14.3	12.5	10.6	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	24.6	35.0	14.3	12.5	10.6	28.9
Queue Length 50th (ft)	8	174	36	62	11	8	47
Queue Length 95th (ft)	30	383	108	287	65	58	132
Internal Link Dist (ft)		760		1155		226	678
Turn Bay Length (ft)	115		115		115		
Base Capacity (vph)	918	1581	918	1591	1352	879	715
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.34	0.11	0.24	0.06	0.14	0.20

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	20	476	192	82	483	86	125	114	81	102	23
v/c Ratio	0.14	0.73	0.30	0.36	0.53	0.11	0.45	0.35	0.36	0.38	0.08
Control Delay	49.7	33.7	13.0	46.4	21.6	9.4	44.4	31.2	46.5	41.7	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	33.7	13.0	46.4	21.6	9.4	44.4	31.2	46.5	41.7	0.6
Queue Length 50th (ft)	10	206	32	39	144	8	58	41	38	48	0
Queue Length 95th (ft)	44	474	113	120	436	51	166	116	119	126	0
Internal Link Dist (ft)		274			225			886		382	
Turn Bay Length (ft)	210		210	105			210		125		125
Base Capacity (vph)	671	1372	1215	671	1385	1191	658	1278	671	1385	1149
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.35	0.16	0.12	0.35	0.07	0.19	0.09	0.12	0.07	0.02

Intersection Summary

C – Existing Plus Project Traffic Conditions



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	355	75	379	0	35	362
Future Volume (veh/h)	355	75	379	0	35	362
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1826	1781	1633	1870	1515	1426
Adj Flow Rate, veh/h	374	0	399	0	37	381
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	8	18	2	26	32
Cap, veh/h	573		561	0	74	741
Arrive On Green	0.17	0.00	0.34	0.00	0.05	0.52
Sat Flow, veh/h	3374	1510	1633	0	1443	1426
Grp Volume(v), veh/h	374	0	399	0	37	381
Grp Sat Flow(s),veh/h/ln	1687	1510	1633	0	1443	1426
Q Serve(g_s), s	3.8	0.0	7.8	0.0	0.9	6.4
Cycle Q Clear(g_c), s	3.8	0.0	7.8	0.0	0.9	6.4
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	573		561	0	74	741
V/C Ratio(X)	0.65		0.71	0.00	0.50	0.51
Avail Cap(c_a), veh/h	1653		2667	0	236	2328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	10.5	0.0	17.0	5.8
Incr Delay (d2), s/veh	0.5	0.0	2.0	0.0	1.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.7	0.0	0.3	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.7	0.0	12.5	0.0	18.9	6.4
LnGrp LOS	B		B	A	B	A
Approach Vol, veh/h	374	A	399			418
Approach Delay, s/veh	14.7		12.5			7.5
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.5	19.4			25.9	10.8
Change Period (Y+Rc), s	4.6	6.8			6.8	4.6
Max Green Setting (Gmax), s	6.0	60.0			60.0	18.0
Max Q Clear Time (g_c+I1), s	2.9	9.8			8.4	5.8
Green Ext Time (p_c), s	0.0	2.8			2.7	0.6

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

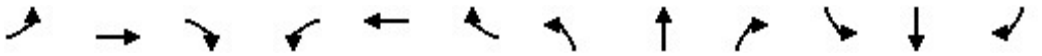
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	0	0	238	0	0
Future Vol, veh/h	35	0	0	238	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	26	2	2	2	2	2
Mvmt Flow	38	0	0	259	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	130	-	-	0
Stage 1	0	-	-	-
Stage 2	130	-	-	-
Critical Hdwy	7.32	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.32	-	-	-
Follow-up Hdwy	3.76	-	-	-
Pot Cap-1 Maneuver	786	0	0	-
Stage 1	-	0	0	-
Stage 2	815	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	786	-	-	-
Mov Cap-2 Maneuver	786	-	-	-
Stage 1	-	-	-	-
Stage 2	815	-	-	-

Approach	EB	NB
HCM Control Delay, s	9.8	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	786
HCM Lane V/C Ratio	-	0.048
HCM Control Delay (s)	-	9.8
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	267	1	1	425	40	2	0	2	121	0	91
Future Volume (veh/h)	31	267	1	1	425	40	2	0	2	121	0	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	290	1	1	462	43	2	0	2	132	0	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	3	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	57	518	2	197	660	569	286	45	180	323	22	140
Arrive On Green	0.03	0.28	0.28	0.11	0.36	0.36	0.22	0.00	0.22	0.22	0.00	0.22
Sat Flow, veh/h	1781	1848	6	1781	1841	1585	622	207	829	761	102	647
Grp Volume(v), veh/h	34	0	291	1	462	43	4	0	0	231	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1854	1781	1841	1585	1657	0	0	1509	0	0
Q Serve(g_s), s	0.7	0.0	4.8	0.0	7.7	0.6	0.0	0.0	0.0	4.2	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	4.8	0.0	7.7	0.6	0.1	0.0	0.0	5.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.50		0.50	0.57		0.43
Lane Grp Cap(c), veh/h	57	0	520	197	660	569	511	0	0	486	0	0
V/C Ratio(X)	0.60	0.00	0.56	0.01	0.70	0.08	0.01	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	1498	0	3118	1498	3095	2665	1401	0	0	1827	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.0	0.0	11.0	14.1	9.8	7.5	11.0	0.0	0.0	12.8	0.0	0.0
Incr Delay (d2), s/veh	9.5	0.0	0.9	0.0	1.4	0.1	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.4	0.0	2.1	0.1	0.0	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	11.9	14.1	11.2	7.6	11.0	0.0	0.0	13.6	0.0	0.0
LnGrp LOS	C	A	B	B	B	A	B	A	A	B	A	A
Approach Vol, veh/h		325			506			4			231	
Approach Delay, s/veh		13.4			10.9			11.0			13.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	16.0		11.7	5.1	18.8		11.7				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		40.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	2.0	6.8		7.0	2.7	9.7		2.1				
Green Ext Time (p_c), s	0.0	1.7		1.6	0.1	3.1		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		12.2	
HCM 6th LOS		B	

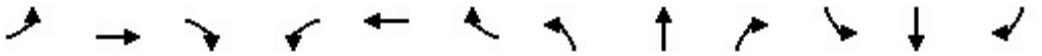
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	380	8	10	437	3	22	0	26	9	0	6
Future Vol, veh/h	2	380	8	10	437	3	22	0	26	9	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	3	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	2	413	9	11	475	3	24	0	28	10	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	478	0	0	422	0	0	924	922	418	935	925	477
Stage 1	-	-	-	-	-	-	422	422	-	499	499	-
Stage 2	-	-	-	-	-	-	502	500	-	436	426	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1084	-	-	1137	-	-	250	270	635	246	269	588
Stage 1	-	-	-	-	-	-	609	588	-	554	544	-
Stage 2	-	-	-	-	-	-	552	543	-	599	586	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1084	-	-	1137	-	-	245	267	635	233	266	588
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	267	-	233	266	-
Stage 1	-	-	-	-	-	-	608	587	-	553	539	-
Stage 2	-	-	-	-	-	-	541	538	-	571	585	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	16.4	17.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	367	1084	-	-	1137	-	-	307
HCM Lane V/C Ratio	0.142	0.002	-	-	0.01	-	-	0.053
HCM Control Delay (s)	16.4	8.3	-	-	8.2	-	-	17.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	410	8	66	419	50	27	33	122	100	18	26
Future Volume (veh/h)	16	410	8	66	419	50	27	33	122	100	18	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	451	9	73	460	55	30	36	134	110	20	29
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	3	3	3	2	2	2	2	2	2
Cap, veh/h	99	639	13	102	661	560	144	76	214	358	69	57
Arrive On Green	0.06	0.36	0.36	0.06	0.36	0.36	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1753	1798	36	1767	1856	1572	147	388	1087	959	349	292
Grp Volume(v), veh/h	18	0	460	73	460	55	200	0	0	159	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	1834	1767	1856	1572	1622	0	0	1600	0	0
Q Serve(g_s), s	0.4	0.0	7.7	1.5	7.6	0.8	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	7.7	1.5	7.6	0.8	4.0	0.0	0.0	2.8	0.0	0.0
Prop In Lane	1.00		0.02	1.00		1.00	0.15		0.67	0.69		0.18
Lane Grp Cap(c), veh/h	99	0	651	102	661	560	434	0	0	484	0	0
V/C Ratio(X)	0.18	0.00	0.71	0.72	0.70	0.10	0.46	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	1468	0	3072	1480	3107	2633	1452	0	0	1337	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.1	0.0	9.9	16.6	9.9	7.7	13.1	0.0	0.0	12.7	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.4	9.0	1.3	0.1	0.8	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.1	0.7	2.1	0.2	1.3	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	0.0	11.4	25.6	11.2	7.8	13.9	0.0	0.0	13.1	0.0	0.0
LnGrp LOS	B	A	B	C	B	A	B	A	A	B	A	A
Approach Vol, veh/h		478			588			200			159	
Approach Delay, s/veh		11.6			12.7			13.9			13.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	18.7		11.0	6.0	18.8		11.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	3.5	9.7		4.8	2.4	9.6		6.0				
Green Ext Time (p_c), s	0.2	3.0		1.0	0.0	3.2		1.3				

Intersection Summary			
HCM 6th Ctrl Delay		12.5	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	402	184	28	351	77	261	118	79	131	84	24
Future Volume (veh/h)	9	402	184	28	351	77	261	118	79	131	84	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1870	1826	1796	1826	1900	1856	1870	1856	1870	1900	1841
Adj Flow Rate, veh/h	10	442	202	31	386	85	287	130	87	144	92	26
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	11	2	5	7	5	0	3	2	3	2	0	4
Cap, veh/h	17	606	501	48	624	550	362	197	132	193	175	143
Arrive On Green	0.01	0.32	0.32	0.03	0.34	0.34	0.21	0.19	0.19	0.11	0.09	0.09
Sat Flow, veh/h	1654	1870	1547	1711	1826	1610	1767	1045	699	1781	1900	1560
Grp Volume(v), veh/h	10	442	202	31	386	85	287	0	217	144	92	26
Grp Sat Flow(s),veh/h/ln	1654	1870	1547	1711	1826	1610	1767	0	1744	1781	1900	1560
Q Serve(g_s), s	0.3	10.7	5.2	0.9	9.1	1.9	7.9	0.0	5.9	4.0	2.4	0.8
Cycle Q Clear(g_c), s	0.3	10.7	5.2	0.9	9.1	1.9	7.9	0.0	5.9	4.0	2.4	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	17	606	501	48	624	550	362	0	329	193	175	143
V/C Ratio(X)	0.58	0.73	0.40	0.65	0.62	0.15	0.79	0.00	0.66	0.75	0.53	0.18
Avail Cap(c_a), veh/h	968	2189	1811	1001	2137	1884	1034	0	1361	1042	2223	1825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	15.3	13.5	24.7	14.1	11.7	19.3	0.0	19.3	22.2	22.2	21.5
Incr Delay (d2), s/veh	27.7	1.7	0.5	14.0	1.0	0.1	3.9	0.0	0.8	5.6	0.9	0.2
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.2	4.2	1.6	0.5	3.2	0.6	3.2	0.0	2.2	1.8	1.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	17.0	14.0	38.6	15.1	11.9	23.3	0.0	20.1	27.8	23.1	21.7
LnGrp LOS	D	B	B	D	B	B	C	A	C	C	C	C
Approach Vol, veh/h		654			502			504			262	
Approach Delay, s/veh		16.7			16.0			21.9			25.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	22.6	14.5	8.7	4.5	23.5	9.6	13.7
Change Period (Y+Rc), s	4.0	6.0	4.0	4.0	4.0	6.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	2.9	12.7	9.9	4.4	2.3	11.1	6.0	7.9
Green Ext Time (p_c), s	0.1	3.9	0.8	0.4	0.0	2.8	0.4	0.8

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	214	46	397	0	61	441
Future Volume (veh/h)	214	46	397	0	61	441
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1796	1604	1870	1781	1500
Adj Flow Rate, veh/h	228	0	422	0	65	469
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	7	20	2	8	27
Cap, veh/h	498		577	0	133	838
Arrive On Green	0.14	0.00	0.36	0.00	0.08	0.56
Sat Flow, veh/h	3483	1522	1604	0	1697	1500
Grp Volume(v), veh/h	228	0	422	0	65	469
Grp Sat Flow(s),veh/h/ln	1742	1522	1604	0	1697	1500
Q Serve(g_s), s	2.3	0.0	8.7	0.0	1.4	7.7
Cycle Q Clear(g_c), s	2.3	0.0	8.7	0.0	1.4	7.7
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	498		577	0	133	838
V/C Ratio(X)	0.46		0.73	0.00	0.49	0.56
Avail Cap(c_a), veh/h	1641		2518	0	266	2355
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	10.6	0.0	16.9	5.4
Incr Delay (d2), s/veh	0.2	0.0	2.2	0.0	1.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.9	0.0	0.4	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.3	0.0	12.8	0.0	17.9	6.1
LnGrp LOS	B		B	A	B	A
Approach Vol, veh/h	228	A	422			534
Approach Delay, s/veh	15.3		12.8			7.6
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.6	20.6			28.1	10.1
Change Period (Y+Rc), s	4.6	6.8			6.8	4.6
Max Green Setting (Gmax), s	6.0	60.0			60.0	18.0
Max Q Clear Time (g_c+I1), s	3.4	10.7			9.7	4.3
Green Ext Time (p_c), s	0.0	3.0			3.5	0.3

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

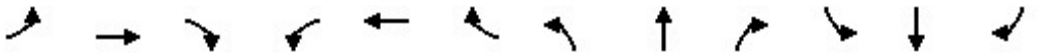
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	61	0	0	404	0	0
Future Vol, veh/h	61	0	0	404	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	2	2	1	2	2
Mvmt Flow	66	0	0	439	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	220	-	-	0
Stage 1	0	-	-	-
Stage 2	220	-	-	-
Critical Hdwy	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-
Follow-up Hdwy	3.58	-	-	-
Pot Cap-1 Maneuver	732	0	0	-
Stage 1	-	0	0	-
Stage 2	778	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	732	-	-	-
Mov Cap-2 Maneuver	732	-	-	-
Stage 1	-	-	-	-
Stage 2	778	-	-	-

Approach	EB	NB
HCM Control Delay, s	10.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	732
HCM Lane V/C Ratio	-	0.091
HCM Control Delay (s)	-	10.4
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	454	1	1	262	119	0	0	1	88	0	51
Future Volume (veh/h)	119	454	1	1	262	119	0	0	1	88	0	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1841	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	129	493	1	1	285	129	0	0	1	96	0	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	4	2	2	2	2	2	2	2
Cap, veh/h	174	722	1	49	584	503	0	0	224	317	2	76
Arrive On Green	0.10	0.39	0.39	0.03	0.32	0.32	0.00	0.00	0.14	0.14	0.00	0.14
Sat Flow, veh/h	1781	1866	4	1781	1841	1585	0	0	1585	925	14	538
Grp Volume(v), veh/h	129	0	494	1	285	129	0	0	1	151	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1870	1781	1841	1585	0	0	1585	1477	0	0
Q Serve(g_s), s	2.2	0.0	6.9	0.0	3.9	1.9	0.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	6.9	0.0	3.9	1.9	0.0	0.0	0.0	3.1	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	0.64		0.36
Lane Grp Cap(c), veh/h	174	0	723	49	584	503	0	0	224	395	0	0
V/C Ratio(X)	0.74	0.00	0.68	0.02	0.49	0.26	0.00	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	1695	0	3559	1695	3504	3017	0	0	1509	2057	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.8	0.0	8.1	14.9	8.7	8.0	0.0	0.0	11.6	12.9	0.0	0.0
Incr Delay (d2), s/veh	6.2	0.0	1.1	0.3	0.6	0.3	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.6	0.0	1.0	0.4	0.0	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	0.0	9.2	15.3	9.3	8.3	0.0	0.0	11.6	13.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	B	B	A	A
Approach Vol, veh/h		623			415			1			151	
Approach Delay, s/veh		11.4			9.0			11.6			13.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	18.2		8.4	7.1	16.0		8.4				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		40.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	2.0	8.9		5.1	4.2	5.9		2.0				
Green Ext Time (p_c), s	0.0	3.3		1.0	0.3	2.1		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		10.9	
HCM 6th LOS		B	

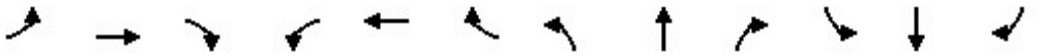
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	512	22	26	363	8	15	0	19	6	0	3
Future Vol, veh/h	8	512	22	26	363	8	15	0	19	6	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	557	24	28	395	9	16	0	21	7	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	404	0	0	581	0	0	1044	1047	569	1054	1055	400
Stage 1	-	-	-	-	-	-	587	587	-	456	456	-
Stage 2	-	-	-	-	-	-	457	460	-	598	599	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1155	-	-	993	-	-	207	228	522	204	226	650
Stage 1	-	-	-	-	-	-	496	497	-	584	568	-
Stage 2	-	-	-	-	-	-	583	566	-	489	490	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1155	-	-	993	-	-	200	220	522	191	218	650
Mov Cap-2 Maneuver	-	-	-	-	-	-	200	220	-	191	218	-
Stage 1	-	-	-	-	-	-	492	493	-	579	552	-
Stage 2	-	-	-	-	-	-	564	550	-	466	486	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	18.4	20
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	305	1155	-	-	993	-	-	250
HCM Lane V/C Ratio	0.121	0.008	-	-	0.028	-	-	0.039
HCM Control Delay (s)	18.4	8.1	-	-	8.7	-	-	20
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	513	25	97	391	76	13	12	91	96	27	19
Future Volume (veh/h)	23	513	25	97	391	76	13	12	91	96	27	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	534	26	101	407	79	14	12	95	100	28	20
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	725	35	134	592	502	122	35	188	307	53	31
Arrive On Green	0.17	0.41	0.41	0.08	0.32	0.32	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	1769	86	1781	1870	1585	112	241	1287	1015	362	215
Grp Volume(v), veh/h	24	0	560	101	407	79	121	0	0	148	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1855	1781	1870	1585	1640	0	0	1592	0	0
Q Serve(g_s), s	0.4	0.0	9.7	2.1	7.2	1.4	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	9.7	2.1	7.2	1.4	2.5	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.12		0.79	0.68		0.14
Lane Grp Cap(c), veh/h	300	0	760	134	592	502	345	0	0	391	0	0
V/C Ratio(X)	0.08	0.00	0.74	0.76	0.69	0.16	0.35	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	1409	0	2935	1409	2960	2508	1364	0	0	1298	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.3	0.0	9.5	17.2	11.3	9.3	14.9	0.0	0.0	15.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.4	8.4	1.4	0.1	0.6	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.6	1.0	2.2	0.3	0.9	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	0.0	10.9	25.6	12.7	9.5	15.5	0.0	0.0	15.7	0.0	0.0
LnGrp LOS	B	A	B	C	B	A	B	A	A	B	A	A
Approach Vol, veh/h		584			587			121			148	
Approach Delay, s/veh		11.0			14.5			15.5			15.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	21.5		9.5	10.4	18.0		9.5				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	4.1	11.7		5.0	2.4	9.2		4.5				
Green Ext Time (p_c), s	0.2	3.9		0.9	0.0	2.8		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		13.3	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	462	187	78	473	82	126	56	52	77	97	22
Future Volume (veh/h)	19	462	187	78	473	82	126	56	52	77	97	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1885	1885	1870	1841	1900	1900	1885	1826
Adj Flow Rate, veh/h	20	486	197	82	498	86	133	59	55	81	102	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	1	1	2	4	0	0	1	5
Cap, veh/h	35	670	577	108	751	637	179	124	116	107	189	155
Arrive On Green	0.02	0.36	0.36	0.06	0.40	0.40	0.10	0.14	0.14	0.06	0.10	0.10
Sat Flow, veh/h	1810	1870	1610	1810	1885	1598	1781	877	817	1810	1885	1547
Grp Volume(v), veh/h	20	486	197	82	498	86	133	0	114	81	102	23
Grp Sat Flow(s),veh/h/ln	1810	1870	1610	1810	1885	1598	1781	0	1694	1810	1885	1547
Q Serve(g_s), s	0.5	10.6	4.2	2.1	10.2	1.6	3.4	0.0	2.9	2.1	2.4	0.6
Cycle Q Clear(g_c), s	0.5	10.6	4.2	2.1	10.2	1.6	3.4	0.0	2.9	2.1	2.4	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	35	670	577	108	751	637	179	0	240	107	189	155
V/C Ratio(X)	0.57	0.73	0.34	0.76	0.66	0.14	0.74	0.00	0.47	0.76	0.54	0.15
Avail Cap(c_a), veh/h	1149	2375	2045	1149	2394	2029	1131	0	1434	1149	2394	1965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	13.2	11.1	21.9	11.6	9.0	20.7	0.0	18.7	21.9	20.2	19.4
Incr Delay (d2), s/veh	13.4	1.5	0.3	10.2	1.0	0.1	5.9	0.0	0.5	10.4	0.9	0.2
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.3	3.9	1.2	1.1	3.5	0.4	1.5	0.0	1.0	1.1	1.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	14.7	11.4	32.1	12.6	9.1	26.6	0.0	19.2	32.3	21.1	19.6
LnGrp LOS	D	B	B	C	B	A	C	A	B	C	C	B
Approach Vol, veh/h		703			666			247			206	
Approach Delay, s/veh		14.4			14.6			23.2			25.3	
Approach LOS		B			B			C			C	

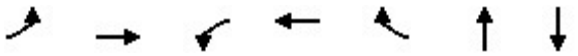
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	22.9	8.8	8.7	4.9	24.8	6.8	10.7
Change Period (Y+Rc), s	4.0	6.0	4.0	4.0	4.0	6.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.1	12.6	5.4	4.4	2.5	12.2	4.1	4.9
Green Ext Time (p_c), s	0.2	4.3	0.3	0.4	0.0	3.7	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B



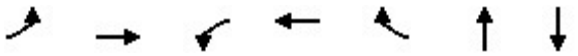
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	374	79	399	37	381
v/c Ratio	0.49	0.20	0.59	0.18	0.54
Control Delay	19.8	7.3	15.3	25.9	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	7.3	15.3	25.9	10.4
Queue Length 50th (ft)	37	0	57	8	56
Queue Length 95th (ft)	106	30	190	40	125
Internal Link Dist (ft)	920		727		794
Turn Bay Length (ft)	600	305		590	
Base Capacity (vph)	1479	706	1582	211	1439
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.11	0.25	0.18	0.26

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	34	291	1	462	43	4	231
v/c Ratio	0.13	0.37	0.00	0.61	0.06	0.01	0.49
Control Delay	29.4	14.5	26.0	18.5	6.3	0.0	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	14.5	26.0	18.5	6.3	0.0	18.1
Queue Length 50th (ft)	8	44	0	78	1	0	36
Queue Length 95th (ft)	43	190	5	275	20	0	142
Internal Link Dist (ft)		1087		392		913	607
Turn Bay Length (ft)	360		50		105		
Base Capacity (vph)	1171	1687	1171	1672	1452	1244	1144
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.17	0.00	0.28	0.03	0.00	0.20

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	18	460	73	460	55	200	159
v/c Ratio	0.09	0.69	0.29	0.51	0.07	0.38	0.43
Control Delay	33.6	25.4	34.0	15.9	12.2	16.3	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	25.4	34.0	15.9	12.2	16.3	24.4
Queue Length 50th (ft)	7	151	27	95	9	40	49
Queue Length 95th (ft)	29	325	81	324	45	113	124
Internal Link Dist (ft)		760		1155		226	678
Turn Bay Length (ft)	115		115		115		
Base Capacity (vph)	938	1586	947	1607	1366	897	668
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.29	0.08	0.29	0.04	0.22	0.24

Intersection Summary



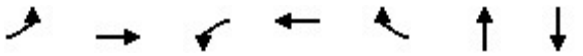
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	10	442	202	31	386	85	287	217	144	92	26
v/c Ratio	0.09	0.76	0.36	0.22	0.59	0.14	0.49	0.40	0.52	0.38	0.10
Control Delay	54.2	40.5	14.6	52.9	29.0	9.2	35.2	31.8	47.9	46.0	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	40.5	14.6	52.9	29.0	9.2	35.2	31.8	47.9	46.0	0.8
Queue Length 50th (ft)	6	240	40	18	164	7	139	99	80	53	0
Queue Length 95th (ft)	28	454	120	60	376	49	340	225	185	118	1
Internal Link Dist (ft)		274			225			886		382	
Turn Bay Length (ft)	210		210	105			210		125		125
Base Capacity (vph)	543	1245	1065	564	1210	1100	585	1171	591	1270	1058
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.36	0.19	0.05	0.32	0.08	0.49	0.19	0.24	0.07	0.02

Intersection Summary



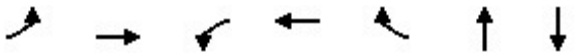
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	228	49	422	65	469
v/c Ratio	0.39	0.16	0.58	0.29	0.54
Control Delay	21.4	9.3	14.9	26.4	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	9.3	14.9	26.4	8.7
Queue Length 50th (ft)	30	0	95	17	62
Queue Length 95th (ft)	68	24	184	56	134
Internal Link Dist (ft)	920		727		794
Turn Bay Length (ft)	600	305		590	
Base Capacity (vph)	1389	634	1574	223	1496
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.08	0.27	0.29	0.31

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	129	494	1	285	129	1	151
v/c Ratio	0.36	0.53	0.00	0.49	0.23	0.00	0.37
Control Delay	26.4	14.0	29.0	21.3	7.9	0.0	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	14.0	29.0	21.3	7.9	0.0	15.4
Queue Length 50th (ft)	32	63	0	65	6	0	25
Queue Length 95th (ft)	104	294	5	180	46	0	80
Internal Link Dist (ft)		1087		392		913	607
Turn Bay Length (ft)	360		50		105		
Base Capacity (vph)	1119	1737	1119	1704	1483	1367	1131
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.28	0.00	0.17	0.09	0.00	0.13

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	24	560	101	407	79	122	148
v/c Ratio	0.08	0.72	0.36	0.46	0.10	0.26	0.43
Control Delay	29.4	25.0	35.9	18.6	16.0	10.8	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	25.0	35.9	18.6	16.0	10.8	29.5
Queue Length 50th (ft)	9	183	37	68	11	9	49
Queue Length 95th (ft)	34	404	110	306	65	58	137
Internal Link Dist (ft)		760		1155		226	678
Turn Bay Length (ft)	115		115		115		
Base Capacity (vph)	902	1564	902	1575	1338	865	706
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.36	0.11	0.26	0.06	0.14	0.21

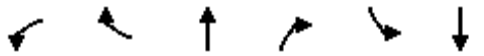
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	20	486	197	82	498	86	133	114	81	102	23
v/c Ratio	0.14	0.73	0.31	0.37	0.55	0.11	0.47	0.35	0.37	0.38	0.09
Control Delay	51.1	33.9	13.3	47.8	22.0	9.5	45.3	31.6	47.8	43.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	33.9	13.3	47.8	22.0	9.5	45.3	31.6	47.8	43.0	0.6
Queue Length 50th (ft)	10	216	34	40	153	8	64	42	39	50	0
Queue Length 95th (ft)	45	490	118	123	457	52	178	118	121	129	0
Internal Link Dist (ft)		274			225			886		382	
Turn Bay Length (ft)	210		210	105			210		125		125
Base Capacity (vph)	655	1346	1195	655	1359	1170	642	1255	655	1359	1129
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.36	0.16	0.13	0.37	0.07	0.21	0.09	0.12	0.08	0.02

Intersection Summary

D - Background Traffic Conditions



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	426	75	413	0	35	394
Future Volume (veh/h)	426	75	413	0	35	394
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1826	1781	1633	1633	1515	1426
Adj Flow Rate, veh/h	448	0	435	0	37	415
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	8	18	18	26	32
Cap, veh/h	640		588	0	73	749
Arrive On Green	0.19	0.00	0.36	0.00	0.05	0.53
Sat Flow, veh/h	3374	1510	1633	0	1443	1426
Grp Volume(v), veh/h	448	0	435	0	37	415
Grp Sat Flow(s),veh/h/ln	1687	1510	1633	0	1443	1426
Q Serve(g_s), s	5.0	0.0	9.3	0.0	1.0	7.8
Cycle Q Clear(g_c), s	5.0	0.0	9.3	0.0	1.0	7.8
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	640		588	0	73	749
V/C Ratio(X)	0.70		0.74	0.00	0.51	0.55
Avail Cap(c_a), veh/h	1516		2446	0	216	2135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	11.2	0.0	18.5	6.4
Incr Delay (d2), s/veh	0.5	0.0	2.2	0.0	2.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	2.2	0.0	0.3	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.7	0.0	13.4	0.0	20.6	7.1
LnGrp LOS	B		B	A	C	A
Approach Vol, veh/h	448	A	435			452
Approach Delay, s/veh	15.7		13.4			8.2
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.6	21.2			27.9	12.2
Change Period (Y+Rc), s	4.6	6.8			6.8	4.6
Max Green Setting (Gmax), s	6.0	60.0			60.0	18.0
Max Q Clear Time (g_c+I1), s	3.0	11.3			9.8	7.0
Green Ext Time (p_c), s	0.0	3.1			3.0	0.7

Intersection Summary		
HCM 6th Ctrl Delay		12.4
HCM 6th LOS		B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	0	0	297	0	0
Future Vol, veh/h	35	0	0	297	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16979	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	26	2	2	2	2	2
Mvmt Flow	38	0	0	323	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	162	-	-	0
Stage 1	0	-	-	-
Stage 2	162	-	-	-
Critical Hdwy	7.32	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.32	-	-	-
Follow-up Hdwy	3.76	-	-	-
Pot Cap-1 Maneuver	749	0	0	-
Stage 1	-	0	0	-
Stage 2	783	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	749	-	-	-
Mov Cap-2 Maneuver	749	-	-	-
Stage 1	-	-	-	-
Stage 2	783	-	-	-

Approach	EB	NB
HCM Control Delay, s	10.1	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	749
HCM Lane V/C Ratio	-	0.051
HCM Control Delay (s)	-	10.1
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.2

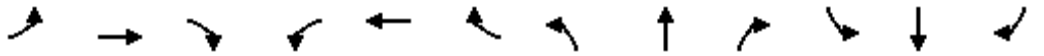
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	447	530	3	9	6
Future Vol, veh/h	2	447	530	3	9	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	3	4	2	2	2
Mvmt Flow	2	486	576	3	10	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	579	0	-	0	1068	578
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	995	-	-	-	245	516
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	995	-	-	-	245	516
Mov Cap-2 Maneuver	-	-	-	-	379	-
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	616	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	995	-	-	-	424
HCM Lane V/C Ratio	0.002	-	-	-	0.038
HCM Control Delay (s)	8.6	-	-	-	13.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	447	10	68	489	63	29	33	125	129	18	37
Future Volume (veh/h)	18	447	10	68	489	63	29	33	125	129	18	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	491	11	75	537	69	32	36	137	142	20	41
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	3	3	3	2	2	2	2	2	2
Cap, veh/h	35	665	15	157	708	91	135	74	211	350	43	60
Arrive On Green	0.02	0.37	0.37	0.09	0.44	0.44	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1753	1793	40	1767	1611	207	162	390	1112	1034	224	318
Grp Volume(v), veh/h	20	0	502	75	0	606	205	0	0	203	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	1833	1767	0	1818	1664	0	0	1577	0	0
Q Serve(g_s), s	0.5	0.0	9.5	1.6	0.0	11.2	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	9.5	1.6	0.0	11.2	4.4	0.0	0.0	4.2	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.11	0.16		0.67	0.70		0.20
Lane Grp Cap(c), veh/h	35	0	680	157	0	799	420	0	0	453	0	0
V/C Ratio(X)	0.57	0.00	0.74	0.48	0.00	0.76	0.49	0.00	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	1317	0	2755	1328	0	2732	1309	0	0	1194	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.4	0.0	10.9	17.3	0.0	9.4	14.9	0.0	0.0	14.8	0.0	0.0
Incr Delay (d2), s/veh	13.9	0.0	1.6	2.3	0.0	1.5	0.9	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.8	0.6	0.0	2.9	1.6	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	0.0	12.5	19.6	0.0	10.9	15.8	0.0	0.0	15.5	0.0	0.0
LnGrp LOS	C	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		522			681			205			203	
Approach Delay, s/veh		13.3			11.9			15.8			15.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	20.8		11.6	4.8	23.6		11.6				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	3.6	11.5		6.2	2.5	13.2		6.4				
Green Ext Time (p_c), s	0.2	3.3		1.3	0.0	4.4		1.3				

Intersection Summary			
HCM 6th Ctrl Delay		13.3	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	443	219	29	384	84	290	124	83	146	101	35
Future Volume (veh/h)	18	443	219	29	384	84	290	124	83	146	101	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1870	1826	1796	1826	1900	1856	1870	1870	1870	1900	1841
Adj Flow Rate, veh/h	20	487	241	32	422	92	319	136	91	160	111	38
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	11	2	5	7	5	0	3	2	2	2	0	4
Cap, veh/h	31	642	531	48	643	567	389	208	139	211	186	153
Arrive On Green	0.02	0.34	0.34	0.03	0.35	0.35	0.22	0.20	0.20	0.12	0.10	0.10
Sat Flow, veh/h	1654	1870	1547	1711	1826	1610	1767	1045	699	1781	1900	1560
Grp Volume(v), veh/h	20	487	241	32	422	92	319	0	227	160	111	38
Grp Sat Flow(s),veh/h/ln	1654	1870	1547	1711	1826	1610	1767	0	1744	1781	1900	1560
Q Serve(g_s), s	0.7	13.4	7.0	1.1	11.3	2.3	9.9	0.0	6.9	5.0	3.2	1.3
Cycle Q Clear(g_c), s	0.7	13.4	7.0	1.1	11.3	2.3	9.9	0.0	6.9	5.0	3.2	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	31	642	531	48	643	567	389	0	348	211	186	153
V/C Ratio(X)	0.64	0.76	0.45	0.67	0.66	0.16	0.82	0.00	0.65	0.76	0.60	0.25
Avail Cap(c_a), veh/h	857	1938	1603	886	1892	1668	916	0	1205	923	1969	1616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	16.9	14.8	27.9	15.8	12.9	21.5	0.0	21.3	24.7	25.0	24.1
Incr Delay (d2), s/veh	19.4	1.9	0.6	15.3	1.1	0.1	4.3	0.0	0.8	5.4	1.1	0.3
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.4	5.4	2.2	0.6	4.2	0.7	4.1	0.0	2.6	2.3	1.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	18.8	15.4	43.1	17.0	13.0	25.8	0.0	22.1	30.1	26.1	24.5
LnGrp LOS	D	B	B	D	B	B	C	A	C	C	C	C
Approach Vol, veh/h		748			546			546			309	
Approach Delay, s/veh		18.4			17.8			24.3			28.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	25.9	16.7	9.7	5.1	26.4	10.9	15.5
Change Period (Y+Rc), s	4.0	6.0	4.0	4.0	4.0	6.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	3.1	15.4	11.9	5.2	2.7	13.3	7.0	8.9
Green Ext Time (p_c), s	0.1	4.5	0.9	0.4	0.0	3.1	0.4	0.9

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	300	47	437	0	63	483
Future Volume (veh/h)	300	47	437	0	63	483
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1796	1604	1604	1781	1500
Adj Flow Rate, veh/h	319	0	465	0	67	514
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	7	20	20	8	27
Cap, veh/h	500		617	0	133	864
Arrive On Green	0.14	0.00	0.38	0.00	0.08	0.58
Sat Flow, veh/h	3483	1522	1604	0	1697	1500
Grp Volume(v), veh/h	319	0	465	0	67	514
Grp Sat Flow(s),veh/h/ln	1742	1522	1604	0	1697	1500
Q Serve(g_s), s	3.5	0.0	10.2	0.0	1.5	9.0
Cycle Q Clear(g_c), s	3.5	0.0	10.2	0.0	1.5	9.0
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	500		617	0	133	864
V/C Ratio(X)	0.64		0.75	0.00	0.50	0.59
Avail Cap(c_a), veh/h	1542		2367	0	250	2214
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	10.8	0.0	18.0	5.6
Incr Delay (d2), s/veh	0.5	0.0	2.3	0.0	1.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	2.3	0.0	0.5	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.9	0.0	13.1	0.0	19.1	6.4
LnGrp LOS	B		B	A	B	A
Approach Vol, veh/h	319	A	465			581
Approach Delay, s/veh	16.9		13.1			7.8
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.8	22.4			30.2	10.4
Change Period (Y+Rc), s	4.6	6.8			6.8	4.6
Max Green Setting (Gmax), s	6.0	60.0			60.0	18.0
Max Q Clear Time (g_c+I1), s	3.5	12.2			11.0	5.5
Green Ext Time (p_c), s	0.0	3.4			3.9	0.5

Intersection Summary		
HCM 6th Ctrl Delay		11.8
HCM 6th LOS		B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	63	0	0	509	0	0
Future Vol, veh/h	63	0	0	509	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16979	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	2	2	1	2	2
Mvmt Flow	68	0	0	553	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	277	-	-	0
Stage 1	0	-	-	-
Stage 2	277	-	-	-
Critical Hdwy	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-
Follow-up Hdwy	3.58	-	-	-
Pot Cap-1 Maneuver	673	0	0	-
Stage 1	-	0	0	-
Stage 2	727	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	673	-	-	-
Mov Cap-2 Maneuver	673	-	-	-
Stage 1	-	-	-	-
Stage 2	727	-	-	-

Approach	EB	NB
HCM Control Delay, s	11	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	673
HCM Lane V/C Ratio	-	0.102
HCM Control Delay (s)	-	11
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.3

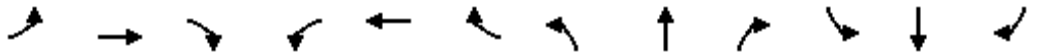
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	642	467	8	6	3
Future Vol, veh/h	8	642	467	8	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	9	698	508	9	7	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	517	0	-	0	1229	513
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	716	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1049	-	-	-	196	561
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1049	-	-	-	194	561
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1049	-	-	-	383
HCM Lane V/C Ratio	0.008	-	-	-	0.026
HCM Control Delay (s)	8.5	-	-	-	14.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	607	29	102	458	112	16	12	96	122	27	27
Future Volume (veh/h)	36	607	29	102	458	112	16	12	96	122	27	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	632	30	106	477	117	17	12	100	127	28	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	801	38	142	609	149	107	42	212	302	50	40
Arrive On Green	0.11	0.45	0.45	0.08	0.42	0.42	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	1771	84	1781	1451	356	118	252	1277	1026	303	240
Grp Volume(v), veh/h	38	0	662	106	0	594	129	0	0	183	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1855	1781	0	1806	1647	0	0	1569	0	0
Q Serve(g_s), s	0.9	0.0	14.1	2.7	0.0	13.2	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	14.1	2.7	0.0	13.2	3.3	0.0	0.0	4.7	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.20	0.13		0.78	0.69		0.15
Lane Grp Cap(c), veh/h	199	0	839	142	0	758	362	0	0	392	0	0
V/C Ratio(X)	0.19	0.00	0.79	0.75	0.00	0.78	0.36	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	1153	0	2402	1153	0	2338	1117	0	0	1060	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.7	0.0	10.8	20.9	0.0	11.6	17.5	0.0	0.0	18.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	1.7	7.7	0.0	1.8	0.6	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.3	0.0	4.2	1.3	0.0	4.0	1.2	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	12.5	28.5	0.0	13.4	18.1	0.0	0.0	18.8	0.0	0.0
LnGrp LOS	B	A	B	C	A	B	B	A	A	B	A	A
Approach Vol, veh/h		700			700			129			183	
Approach Delay, s/veh		12.9			15.7			18.1			18.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	27.0		11.7	9.2	25.5		11.7				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	4.7	16.1		6.7	2.9	15.2		5.3				
Green Ext Time (p_c), s	0.2	4.9		1.1	0.1	4.3		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		15.1	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	519	234	83	533	101	173	75	55	91	109	34
Future Volume (veh/h)	34	519	234	83	533	101	173	75	55	91	109	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1885	1885	1870	1841	1841	1900	1885	1826
Adj Flow Rate, veh/h	36	546	246	87	561	106	182	79	58	96	115	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	1	1	2	4	4	0	1	5
Cap, veh/h	55	713	613	116	782	662	239	162	119	129	192	157
Arrive On Green	0.03	0.38	0.38	0.06	0.41	0.41	0.13	0.16	0.16	0.07	0.10	0.10
Sat Flow, veh/h	1810	1870	1610	1810	1885	1598	1781	986	724	1810	1885	1547
Grp Volume(v), veh/h	36	546	246	87	561	106	182	0	137	96	115	36
Grp Sat Flow(s),veh/h/ln	1810	1870	1610	1810	1885	1598	1781	0	1710	1810	1885	1547
Q Serve(g_s), s	1.1	14.4	6.3	2.7	14.0	2.3	5.6	0.0	4.1	2.9	3.3	1.2
Cycle Q Clear(g_c), s	1.1	14.4	6.3	2.7	14.0	2.3	5.6	0.0	4.1	2.9	3.3	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	55	713	613	116	782	662	239	0	282	129	192	157
V/C Ratio(X)	0.65	0.77	0.40	0.75	0.72	0.16	0.76	0.00	0.49	0.75	0.60	0.23
Avail Cap(c_a), veh/h	962	1990	1713	962	2005	1700	947	0	1213	962	2005	1646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	15.3	12.8	25.9	13.8	10.4	23.5	0.0	21.4	25.7	24.2	23.3
Incr Delay (d2), s/veh	12.2	1.8	0.4	9.3	1.3	0.1	5.0	0.0	0.5	8.3	1.1	0.3
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.6	5.6	2.0	1.4	5.1	0.7	2.4	0.0	1.5	1.5	1.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	17.0	13.2	35.2	15.0	10.5	28.5	0.0	21.9	34.0	25.4	23.6
LnGrp LOS	D	B	B	D	B	B	C	A	C	C	C	C
Approach Vol, veh/h		828			754			319			247	
Approach Delay, s/veh		16.8			16.7			25.7			28.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	27.5	11.6	9.7	5.7	29.4	8.0	13.3
Change Period (Y+Rc), s	4.0	6.0	4.0	4.0	4.0	6.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.7	16.4	7.6	5.3	3.1	16.0	4.9	6.1
Green Ext Time (p_c), s	0.2	5.1	0.5	0.5	0.1	4.4	0.2	0.5

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	448	79	435	37	415
v/c Ratio	0.55	0.19	0.62	0.19	0.58
Control Delay	21.1	7.2	16.7	28.7	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	7.2	16.7	28.7	11.8
Queue Length 50th (ft)	50	0	71	9	69
Queue Length 95th (ft)	131	30	227	43	156
Internal Link Dist (ft)	920		727		794
Turn Bay Length (ft)	600	305		590	
Base Capacity (vph)	1366	659	1556	195	1437
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.12	0.28	0.19	0.29

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	20	502	75	606	205	203
v/c Ratio	0.13	0.75	0.37	0.75	0.33	0.46
Control Delay	40.6	30.7	41.7	26.0	16.5	26.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	30.7	41.7	26.0	16.5	26.3
Queue Length 50th (ft)	10	227	35	215	45	71
Queue Length 95th (ft)	35	361	88	440	130	180
Internal Link Dist (ft)		760		1155	226	678
Turn Bay Length (ft)	115		115			
Base Capacity (vph)	692	1401	698	1395	675	479
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.36	0.11	0.43	0.30	0.42

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	20	487	241	32	422	92	319	227	160	111	38
v/c Ratio	0.17	0.76	0.40	0.24	0.67	0.15	0.59	0.46	0.55	0.45	0.15
Control Delay	57.8	39.3	15.3	57.2	34.7	10.9	40.9	37.1	51.0	50.3	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.8	39.3	15.3	57.2	34.7	10.9	40.9	37.1	51.0	50.3	5.3
Queue Length 50th (ft)	13	282	56	20	232	12	179	119	97	69	0
Queue Length 95th (ft)	46	509	148	64	423	54	#450	258	214	146	14
Internal Link Dist (ft)		274			225			886		382	
Turn Bay Length (ft)	210		210	105			210		125		125
Base Capacity (vph)	505	1159	1002	525	1126	1028	545	1091	550	1182	989
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.42	0.24	0.06	0.37	0.09	0.59	0.21	0.29	0.09	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	319	50	465	67	514
v/c Ratio	0.50	0.16	0.68	0.33	0.59
Control Delay	24.5	9.2	18.5	31.1	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	9.2	18.5	31.1	9.8
Queue Length 50th (ft)	47	0	116	20	80
Queue Length 95th (ft)	100	26	224	#67	175
Internal Link Dist (ft)	920		727		794
Turn Bay Length (ft)	600	305		590	
Base Capacity (vph)	1274	586	1537	204	1496
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.09	0.30	0.33	0.34

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	38	662	106	594	130	183
v/c Ratio	0.15	0.78	0.41	0.69	0.27	0.56
Control Delay	37.4	28.4	44.4	25.3	12.4	38.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	28.4	44.4	25.3	12.4	38.4
Queue Length 50th (ft)	17	284	51	251	12	79
Queue Length 95th (ft)	55	547	132	527	68	197
Internal Link Dist (ft)		760		1155	226	678
Turn Bay Length (ft)	115		115			
Base Capacity (vph)	744	1381	744	1349	727	531
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.48	0.14	0.44	0.18	0.34

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	36	546	246	87	561	106	182	137	96	115	36
v/c Ratio	0.26	0.71	0.34	0.44	0.64	0.14	0.60	0.41	0.46	0.47	0.14
Control Delay	59.7	34.4	14.5	58.1	28.4	11.6	53.6	38.8	57.6	53.2	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.7	34.4	14.5	58.1	28.4	11.6	53.6	38.8	57.6	53.2	4.8
Queue Length 50th (ft)	23	288	55	54	278	19	111	69	60	72	0
Queue Length 95th (ft)	74	606	163	142	584	69	251	159	153	162	12
Internal Link Dist (ft)		274			225			886		382	
Turn Bay Length (ft)	210		210	105			210		125		125
Base Capacity (vph)	535	1105	1002	535	1130	982	524	1039	535	1116	937
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.49	0.25	0.16	0.50	0.11	0.35	0.13	0.18	0.10	0.04

Intersection Summary

E - Background Plus Project Traffic Conditions



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	440	83	413	0	38	394
Future Volume (veh/h)	440	83	413	0	38	394
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1826	1781	1633	1870	1515	1426
Adj Flow Rate, veh/h	463	0	435	0	40	415
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	8	18	2	26	32
Cap, veh/h	654		586	0	77	750
Arrive On Green	0.19	0.00	0.36	0.00	0.05	0.53
Sat Flow, veh/h	3374	1510	1633	0	1443	1426
Grp Volume(v), veh/h	463	0	435	0	40	415
Grp Sat Flow(s),veh/h/ln	1687	1510	1633	0	1443	1426
Q Serve(g_s), s	5.2	0.0	9.5	0.0	1.1	7.9
Cycle Q Clear(g_c), s	5.2	0.0	9.5	0.0	1.1	7.9
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	654		586	0	77	750
V/C Ratio(X)	0.71		0.74	0.00	0.52	0.55
Avail Cap(c_a), veh/h	1494		2411	0	213	2104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	11.4	0.0	18.7	6.4
Incr Delay (d2), s/veh	0.5	0.0	2.3	0.0	2.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.3	0.0	0.3	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.8	0.0	13.6	0.0	20.7	7.2
LnGrp LOS	B		B	A	C	A
Approach Vol, veh/h	463	A	435			455
Approach Delay, s/veh	15.8		13.6			8.4
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.8	21.4			28.2	12.5
Change Period (Y+Rc), s	4.6	6.8			6.8	4.6
Max Green Setting (Gmax), s	6.0	60.0			60.0	18.0
Max Q Clear Time (g_c+I1), s	3.1	11.5			9.9	7.2
Green Ext Time (p_c), s	0.0	3.1			3.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	0	0	302	0	0
Future Vol, veh/h	38	0	0	302	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	26	2	2	2	2	2
Mvmt Flow	41	0	0	328	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	164	-	-	0
Stage 1	0	-	-	-
Stage 2	164	-	-	-
Critical Hdwy	7.32	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.32	-	-	-
Follow-up Hdwy	3.76	-	-	-
Pot Cap-1 Maneuver	746	0	0	-
Stage 1	-	0	0	-
Stage 2	781	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	746	-	-	-
Mov Cap-2 Maneuver	746	-	-	-
Stage 1	-	-	-	-
Stage 2	781	-	-	-

Approach	EB	NB
HCM Control Delay, s	10.1	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	746
HCM Lane V/C Ratio	-	0.055
HCM Control Delay (s)	-	10.1
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.2

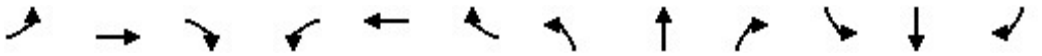
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	447	8	10	530	3	22	0	26	9	0	6
Future Vol, veh/h	2	447	8	10	530	3	22	0	26	9	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	3	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	2	486	9	11	576	3	24	0	28	10	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	579	0	0	495	0	0	1098	1096	491	1109	1099	578
Stage 1	-	-	-	-	-	-	495	495	-	600	600	-
Stage 2	-	-	-	-	-	-	603	601	-	509	499	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	995	-	-	1069	-	-	190	213	578	187	212	516
Stage 1	-	-	-	-	-	-	556	546	-	488	490	-
Stage 2	-	-	-	-	-	-	486	489	-	547	544	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	995	-	-	1069	-	-	186	210	578	176	209	516
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	210	-	176	209	-
Stage 1	-	-	-	-	-	-	555	545	-	487	485	-
Stage 2	-	-	-	-	-	-	475	484	-	519	543	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	19.9	21.2
HCM LOS			C	C

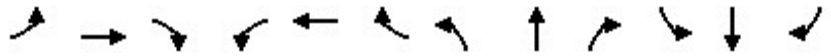
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	294	995	-	-	1069	-	-	239
HCM Lane V/C Ratio	0.177	0.002	-	-	0.01	-	-	0.068
HCM Control Delay (s)	19.9	8.6	-	-	8.4	-	-	21.2
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	468	10	68	497	63	29	33	125	129	18	39
Future Volume (veh/h)	23	468	10	68	497	63	29	33	125	129	18	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	514	11	75	546	69	32	36	137	142	20	43
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	3	3	3	2	2	2	2	2	2
Cap, veh/h	42	689	15	148	716	90	133	74	210	342	41	62
Arrive On Green	0.02	0.38	0.38	0.08	0.44	0.44	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1753	1795	38	1767	1615	204	163	391	1115	1020	219	329
Grp Volume(v), veh/h	25	0	525	75	0	615	205	0	0	205	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	1834	1767	0	1819	1669	0	0	1568	0	0
Q Serve(g_s), s	0.6	0.0	10.1	1.7	0.0	11.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	10.1	1.7	0.0	11.6	4.4	0.0	0.0	4.4	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.11	0.16		0.67	0.69		0.21
Lane Grp Cap(c), veh/h	42	0	703	148	0	806	417	0	0	445	0	0
V/C Ratio(X)	0.59	0.00	0.75	0.51	0.00	0.76	0.49	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	1293	0	2705	1303	0	2683	1285	0	0	1171	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.6	0.0	10.8	17.8	0.0	9.5	15.2	0.0	0.0	15.2	0.0	0.0
Incr Delay (d2), s/veh	12.3	0.0	1.6	2.7	0.0	1.5	0.9	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.0	0.7	0.0	3.1	1.6	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	0.0	12.4	20.5	0.0	11.1	16.1	0.0	0.0	15.9	0.0	0.0
LnGrp LOS	C	A	B	C	A	B	B	A	A	B	A	A
Approach Vol, veh/h		550			690			205			205	
Approach Delay, s/veh		13.3			12.1			16.1			15.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	21.6		11.7	5.0	24.0		11.7				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	3.7	12.1		6.4	2.6	13.6		6.4				
Green Ext Time (p_c), s	0.2	3.5		1.4	0.0	4.5		1.3				

Intersection Summary			
HCM 6th Ctrl Delay		13.5	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	457	226	29	389	84	293	124	83	146	101	35
Future Volume (veh/h)	18	457	226	29	389	84	293	124	83	146	101	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1870	1826	1796	1826	1900	1856	1870	1856	1870	1900	1841
Adj Flow Rate, veh/h	20	502	248	32	427	92	322	136	91	160	111	38
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	11	2	5	7	5	0	3	2	3	2	0	4
Cap, veh/h	31	656	542	47	656	579	391	209	140	211	185	152
Arrive On Green	0.02	0.35	0.35	0.03	0.36	0.36	0.22	0.20	0.20	0.12	0.10	0.10
Sat Flow, veh/h	1654	1870	1547	1711	1826	1610	1767	1045	699	1781	1900	1560
Grp Volume(v), veh/h	20	502	248	32	427	92	322	0	227	160	111	38
Grp Sat Flow(s),veh/h/ln	1654	1870	1547	1711	1826	1610	1767	0	1744	1781	1900	1560
Q Serve(g_s), s	0.7	14.1	7.3	1.1	11.6	2.3	10.3	0.0	7.1	5.2	3.3	1.3
Cycle Q Clear(g_c), s	0.7	14.1	7.3	1.1	11.6	2.3	10.3	0.0	7.1	5.2	3.3	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	31	656	542	47	656	579	391	0	348	211	185	152
V/C Ratio(X)	0.64	0.77	0.46	0.68	0.65	0.16	0.82	0.00	0.65	0.76	0.60	0.25
Avail Cap(c_a), veh/h	837	1893	1566	866	1848	1630	894	0	1177	901	1923	1579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	17.1	14.9	28.6	15.9	12.9	22.0	0.0	21.8	25.3	25.7	24.8
Incr Delay (d2), s/veh	19.6	1.9	0.6	15.6	1.1	0.1	4.4	0.0	0.8	5.5	1.2	0.3
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.4	5.7	2.3	0.6	4.3	0.7	4.3	0.0	2.7	2.3	1.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.5	19.0	15.5	44.1	17.0	13.0	26.4	0.0	22.6	30.8	26.8	25.1
LnGrp LOS	D	B	B	D	B	B	C	A	C	C	C	C
Approach Vol, veh/h		770			551			549			309	
Approach Delay, s/veh		18.6			17.9			24.8			28.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	26.8	17.1	9.8	5.1	27.3	11.0	15.8
Change Period (Y+Rc), s	4.0	6.0	4.0	4.0	4.0	6.0	4.0	4.0
Max Green Setting (Gmax), s	30.6	60.0	30.0	60.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	3.1	16.1	12.3	5.3	2.7	13.6	7.2	9.1
Green Ext Time (p_c), s	0.1	4.7	0.9	0.4	0.0	3.2	0.4	0.9

Intersection Summary	
HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	310	51	437	0	70	483
Future Volume (veh/h)	310	51	437	0	70	483
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1796	1604	1870	1781	1500
Adj Flow Rate, veh/h	330	0	465	0	74	514
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	7	20	2	8	27
Cap, veh/h	510		614	0	141	866
Arrive On Green	0.15	0.00	0.38	0.00	0.08	0.58
Sat Flow, veh/h	3483	1522	1604	0	1697	1500
Grp Volume(v), veh/h	330	0	465	0	74	514
Grp Sat Flow(s),veh/h/ln	1742	1522	1604	0	1697	1500
Q Serve(g_s), s	3.7	0.0	10.4	0.0	1.7	9.1
Cycle Q Clear(g_c), s	3.7	0.0	10.4	0.0	1.7	9.1
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	510		614	0	141	866
V/C Ratio(X)	0.65		0.76	0.00	0.52	0.59
Avail Cap(c_a), veh/h	1519		2331	0	247	2180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	11.1	0.0	18.1	5.6
Incr Delay (d2), s/veh	0.5	0.0	2.3	0.0	1.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	2.4	0.0	0.5	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.1	0.0	13.4	0.0	19.3	6.4
LnGrp LOS	B		B	A	B	A
Approach Vol, veh/h	330	A	465			588
Approach Delay, s/veh	17.1		13.4			8.0
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.0	22.6			30.6	10.6
Change Period (Y+Rc), s	4.6	6.8			6.8	4.6
Max Green Setting (Gmax), s	6.0	60.0			60.0	18.0
Max Q Clear Time (g_c+I1), s	3.7	12.4			11.1	5.7
Green Ext Time (p_c), s	0.0	3.4			3.9	0.5

Intersection Summary		
HCM 6th Ctrl Delay		12.0
HCM 6th LOS		B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	0	0	523	0	0
Future Vol, veh/h	70	0	0	523	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	2	2	1	2	2
Mvmt Flow	76	0	0	568	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	284	-	-	0
Stage 1	0	-	-	-
Stage 2	284	-	-	-
Critical Hdwy	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-
Follow-up Hdwy	3.58	-	-	-
Pot Cap-1 Maneuver	667	0	0	-
Stage 1	-	0	0	-
Stage 2	721	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	667	-	-	-
Mov Cap-2 Maneuver	667	-	-	-
Stage 1	-	-	-	-
Stage 2	721	-	-	-

Approach	EB	NB
HCM Control Delay, s	11.1	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	667
HCM Lane V/C Ratio	-	0.114
HCM Control Delay (s)	-	11.1
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.4

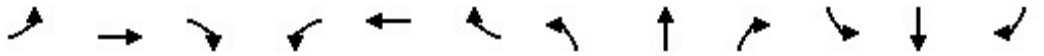
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	641	22	26	466	8	15	0	19	6	0	3
Future Vol, veh/h	8	641	22	26	466	8	15	0	19	6	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	697	24	28	507	9	16	0	21	7	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	516	0	0	721	0	0	1296	1299	709	1306	1307	512
Stage 1	-	-	-	-	-	-	727	727	-	568	568	-
Stage 2	-	-	-	-	-	-	569	572	-	738	739	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1050	-	-	881	-	-	139	161	434	137	160	562
Stage 1	-	-	-	-	-	-	415	429	-	508	506	-
Stage 2	-	-	-	-	-	-	507	504	-	410	424	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1050	-	-	881	-	-	134	154	434	126	153	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	134	154	-	126	153	-
Stage 1	-	-	-	-	-	-	411	425	-	503	490	-
Stage 2	-	-	-	-	-	-	488	488	-	387	420	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	24.9	27.5
HCM LOS			C	D

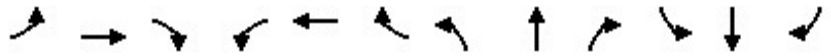
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	218	1050	-	-	881	-	-	170
HCM Lane V/C Ratio	0.17	0.008	-	-	0.032	-	-	0.058
HCM Control Delay (s)	24.9	8.5	-	-	9.2	-	-	27.5
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	622	29	102	479	112	16	12	96	122	27	31
Future Volume (veh/h)	39	622	29	102	479	112	16	12	96	122	27	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	648	30	106	499	117	17	12	100	127	28	32
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	814	38	142	631	148	105	43	215	294	51	45
Arrive On Green	0.11	0.46	0.46	0.08	0.43	0.43	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	1773	82	1781	1465	344	117	254	1278	999	301	268
Grp Volume(v), veh/h	41	0	678	106	0	616	129	0	0	187	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1856	1781	0	1809	1649	0	0	1569	0	0
Q Serve(g_s), s	1.0	0.0	14.9	2.8	0.0	14.0	0.0	0.0	0.0	1.6	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	14.9	2.8	0.0	14.0	3.4	0.0	0.0	5.0	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.19	0.13		0.78	0.68		0.17
Lane Grp Cap(c), veh/h	193	0	852	142	0	778	362	0	0	390	0	0
V/C Ratio(X)	0.21	0.00	0.80	0.75	0.00	0.79	0.36	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	1120	0	2333	1120	0	2274	1086	0	0	1032	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.4	0.0	11.0	21.5	0.0	11.7	17.9	0.0	0.0	18.5	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	1.7	7.7	0.0	1.9	0.6	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.5	1.3	0.0	4.3	1.2	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	0.0	12.7	29.2	0.0	13.6	18.5	0.0	0.0	19.4	0.0	0.0
LnGrp LOS	B	A	B	C	A	B	B	A	A	B	A	A
Approach Vol, veh/h		719			722			129			187	
Approach Delay, s/veh		13.2			15.9			18.5			19.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	27.9		12.0	9.2	26.5		12.0				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	4.8	16.9		7.0	3.0	16.0		5.4				
Green Ext Time (p_c), s	0.2	5.1		1.1	0.1	4.5		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		15.3	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	529	239	83	547	101	180	75	55	91	109	34
Future Volume (veh/h)	34	529	239	83	547	101	180	75	55	91	109	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1885	1885	1870	1841	1900	1900	1885	1826
Adj Flow Rate, veh/h	36	557	252	87	576	106	189	79	58	96	115	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	1	1	2	4	0	0	1	5
Cap, veh/h	55	721	621	116	791	670	246	166	122	129	190	156
Arrive On Green	0.03	0.39	0.39	0.06	0.42	0.42	0.14	0.17	0.17	0.07	0.10	0.10
Sat Flow, veh/h	1810	1870	1610	1810	1885	1598	1781	986	724	1810	1885	1547
Grp Volume(v), veh/h	36	557	252	87	576	106	189	0	137	96	115	36
Grp Sat Flow(s),veh/h/ln	1810	1870	1610	1810	1885	1598	1781	0	1710	1810	1885	1547
Q Serve(g_s), s	1.1	15.1	6.6	2.7	14.8	2.4	5.9	0.0	4.2	3.0	3.4	1.2
Cycle Q Clear(g_c), s	1.1	15.1	6.6	2.7	14.8	2.4	5.9	0.0	4.2	3.0	3.4	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	55	721	621	116	791	670	246	0	287	129	190	156
V/C Ratio(X)	0.65	0.77	0.41	0.75	0.73	0.16	0.77	0.00	0.48	0.75	0.61	0.23
Avail Cap(c_a), veh/h	939	1940	1670	939	1955	1657	924	0	1183	939	1955	1605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	15.5	12.9	26.6	14.0	10.4	24.0	0.0	21.8	26.4	24.9	24.0
Incr Delay (d2), s/veh	12.4	1.8	0.4	9.2	1.3	0.1	5.0	0.0	0.5	8.3	1.2	0.3
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.7	5.9	2.1	1.4	5.4	0.7	2.6	0.0	1.6	1.5	1.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	17.3	13.4	35.9	15.3	10.5	29.0	0.0	22.2	34.6	26.1	24.2
LnGrp LOS	D	B	B	D	B	B	C	A	C	C	C	C
Approach Vol, veh/h		845			769			326			247	
Approach Delay, s/veh		17.1			17.0			26.1			29.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	28.3	12.0	9.8	5.8	30.3	8.1	13.7
Change Period (Y+Rc), s	4.0	6.0	4.0	4.0	4.0	6.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.7	17.1	7.9	5.4	3.1	16.8	5.0	6.2
Green Ext Time (p_c), s	0.2	5.2	0.5	0.5	0.1	4.6	0.2	0.5

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	463	87	435	40	415
v/c Ratio	0.56	0.20	0.63	0.21	0.58
Control Delay	21.1	7.0	17.0	29.1	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	7.0	17.0	29.1	12.1
Queue Length 50th (ft)	52	0	73	10	71
Queue Length 95th (ft)	136	32	229	46	159
Internal Link Dist (ft)	920		727		794
Turn Bay Length (ft)	600	305		590	
Base Capacity (vph)	1351	657	1552	193	1435
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.13	0.28	0.21	0.29

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	25	525	75	615	205	205
v/c Ratio	0.16	0.77	0.37	0.75	0.33	0.47
Control Delay	41.7	31.2	42.8	26.0	17.0	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	31.2	42.8	26.0	17.0	27.4
Queue Length 50th (ft)	12	242	37	220	49	78
Queue Length 95th (ft)	41	383	89	447	132	186
Internal Link Dist (ft)		760		1155	226	678
Turn Bay Length (ft)	115		115			
Base Capacity (vph)	675	1375	681	1369	660	465
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.38	0.11	0.45	0.31	0.44

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	20	502	248	32	427	92	322	227	160	111	38
v/c Ratio	0.17	0.76	0.40	0.24	0.65	0.15	0.60	0.47	0.56	0.45	0.15
Control Delay	58.8	38.8	15.3	58.2	33.9	10.9	42.3	38.3	52.3	51.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.8	38.8	15.3	58.2	33.9	10.9	42.3	38.3	52.3	51.5	5.4
Queue Length 50th (ft)	13	294	59	21	237	13	188	123	100	71	0
Queue Length 95th (ft)	47	527	154	65	428	55	#467	262	216	149	15
Internal Link Dist (ft)		274			225			886		382	
Turn Bay Length (ft)	210		210	105			210		125		125
Base Capacity (vph)	496	1137	986	514	1104	1010	534	1071	540	1159	971
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.44	0.25	0.06	0.39	0.09	0.60	0.21	0.30	0.10	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	330	54	465	74	514
v/c Ratio	0.51	0.17	0.68	0.36	0.59
Control Delay	24.6	9.0	18.7	33.0	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.6	9.0	18.7	33.0	10.0
Queue Length 50th (ft)	48	0	117	22	81
Queue Length 95th (ft)	103	27	226	#81	177
Internal Link Dist (ft)	920		727		794
Turn Bay Length (ft)	600	305		590	
Base Capacity (vph)	1273	588	1534	204	1495
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.09	0.30	0.36	0.34

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	41	678	106	616	130	187
v/c Ratio	0.16	0.79	0.42	0.70	0.27	0.58
Control Delay	39.0	28.7	46.0	25.6	12.6	39.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	28.7	46.0	25.6	12.6	39.5
Queue Length 50th (ft)	19	303	53	272	12	84
Queue Length 95th (ft)	60	565	134	549	69	206
Internal Link Dist (ft)		760		1155	226	678
Turn Bay Length (ft)	115		115			
Base Capacity (vph)	721	1351	721	1322	708	515
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.50	0.15	0.47	0.18	0.36

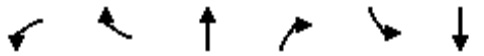
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	36	557	252	87	576	106	189	137	96	115	36
v/c Ratio	0.27	0.70	0.34	0.46	0.64	0.13	0.63	0.41	0.48	0.49	0.15
Control Delay	61.1	34.1	14.5	59.8	28.5	11.7	55.5	39.4	59.4	54.8	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	34.1	14.5	59.8	28.5	11.7	55.5	39.4	59.4	54.8	4.6
Queue Length 50th (ft)	23	299	58	56	293	19	120	71	62	74	0
Queue Length 95th (ft)	74	627	169	142	610	70	260	159	153	163	12
Internal Link Dist (ft)		274			225			886		382	
Turn Bay Length (ft)	210		210	105			210		125		125
Base Capacity (vph)	512	1057	964	512	1081	942	502	994	512	1067	899
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.53	0.26	0.17	0.53	0.11	0.38	0.14	0.19	0.11	0.04

Intersection Summary

F – Cumulative Traffic Conditions



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	536	81	523	0	36	499
Future Volume (veh/h)	536	81	523	0	36	499
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1826	1781	1633	1633	1515	1426
Adj Flow Rate, veh/h	564	0	551	0	38	525
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	8	18	18	26	32
Cap, veh/h	720		685	0	71	798
Arrive On Green	0.21	0.00	0.42	0.00	0.05	0.56
Sat Flow, veh/h	3374	1510	1633	0	1443	1426
Grp Volume(v), veh/h	564	0	551	0	38	525
Grp Sat Flow(s),veh/h/ln	1687	1510	1633	0	1443	1426
Q Serve(g_s), s	7.9	0.0	14.9	0.0	1.3	12.9
Cycle Q Clear(g_c), s	7.9	0.0	14.9	0.0	1.3	12.9
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	720		685	0	71	798
V/C Ratio(X)	0.78		0.80	0.00	0.54	0.66
Avail Cap(c_a), veh/h	1207		1948	0	172	1700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	12.8	0.0	23.4	7.7
Incr Delay (d2), s/veh	0.7	0.0	2.7	0.0	2.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	3.9	0.0	0.4	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.4	0.0	15.5	0.0	25.7	8.8
LnGrp LOS	B		B	A	C	A
Approach Vol, veh/h	564	A	551			563
Approach Delay, s/veh	19.4		15.5			10.0
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.1	27.9			35.0	15.3
Change Period (Y+Rc), s	4.6	6.8			6.8	4.6
Max Green Setting (Gmax), s	6.0	60.0			60.0	18.0
Max Q Clear Time (g_c+I1), s	3.3	16.9			14.9	9.9
Green Ext Time (p_c), s	0.0	4.2			4.0	0.8

Intersection Summary		
HCM 6th Ctrl Delay		15.0
HCM 6th LOS		B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	0	0	341	0	0
Future Vol, veh/h	36	0	0	341	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16979	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	26	2	2	2	2	2
Mvmt Flow	39	0	0	371	0	0

Major/Minor	Minor2			Major1		
Conflicting Flow All	186	-	-	0		
Stage 1	0	-	-	-		
Stage 2	186	-	-	-		
Critical Hdwy	7.32	-	-	-		
Critical Hdwy Stg 1	-	-	-	-		
Critical Hdwy Stg 2	6.32	-	-	-		
Follow-up Hdwy	3.76	-	-	-		
Pot Cap-1 Maneuver	722	0	0	-		
Stage 1	-	0	0	-		
Stage 2	760	0	0	-		
Platoon blocked, %				-		
Mov Cap-1 Maneuver	722	-	-	-		
Mov Cap-2 Maneuver	722	-	-	-		
Stage 1	-	-	-	-		
Stage 2	760	-	-	-		

Approach	EB	NB
HCM Control Delay, s	10.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	722
HCM Lane V/C Ratio	-	0.054
HCM Control Delay (s)	-	10.3
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.2

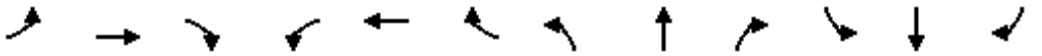
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	495	647	3	9	6
Future Vol, veh/h	2	495	647	3	9	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	3	4	2	2	2
Mvmt Flow	2	538	703	3	10	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	706	0	-	0	1247	705
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	542	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	892	-	-	-	192	436
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	892	-	-	-	192	436
Mov Cap-2 Maneuver	-	-	-	-	329	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	892	-	-	-	365
HCM Lane V/C Ratio	0.002	-	-	-	0.045
HCM Control Delay (s)	9	-	-	-	15.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	491	10	70	593	75	29	33	127	157	18	50
Future Volume (veh/h)	22	491	10	70	593	75	29	33	127	157	18	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	540	11	77	652	82	32	36	140	173	20	55
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	3	3	3	2	2	2	2	2	2
Cap, veh/h	39	675	14	241	791	99	112	91	260	323	39	71
Arrive On Green	0.02	0.38	0.38	0.14	0.49	0.49	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1753	1798	37	1767	1616	203	153	401	1142	917	171	310
Grp Volume(v), veh/h	24	0	551	77	0	734	208	0	0	248	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	1834	1767	0	1819	1697	0	0	1398	0	0
Q Serve(g_s), s	0.7	0.0	14.4	2.1	0.0	18.6	0.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	14.4	2.1	0.0	18.6	5.8	0.0	0.0	8.7	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.11	0.15		0.67	0.70		0.22
Lane Grp Cap(c), veh/h	39	0	688	241	0	890	464	0	0	432	0	0
V/C Ratio(X)	0.61	0.00	0.80	0.32	0.00	0.82	0.45	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	978	0	2046	986	0	2029	985	0	0	866	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.1	0.0	15.0	21.0	0.0	11.8	18.3	0.0	0.0	19.2	0.0	0.0
Incr Delay (d2), s/veh	14.4	0.0	2.2	0.8	0.0	2.0	0.7	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.4	0.0	5.2	0.8	0.0	5.8	2.2	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	0.0	17.2	21.7	0.0	13.8	19.0	0.0	0.0	20.4	0.0	0.0
LnGrp LOS	D	A	B	C	A	B	B	A	A	C	A	A
Approach Vol, veh/h		575			811			208			248	
Approach Delay, s/veh		18.2			14.5			19.0			20.4	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	26.2		16.3	5.2	32.3		16.3				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	4.1	16.4		10.7	2.7	20.6		7.8				
Green Ext Time (p_c), s	0.2	3.8		1.6	0.0	5.7		1.3				

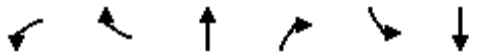
Intersection Summary												
HCM 6th Ctrl Delay			17.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	497	238	32	476	89	312	130	91	161	120	40
Future Volume (veh/h)	19	497	238	32	476	89	312	130	91	161	120	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1870	1826	1796	1826	1900	1856	1870	1870	1870	1900	1841
Adj Flow Rate, veh/h	21	546	262	35	523	98	343	143	100	177	132	44
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	11	2	5	7	5	0	3	2	2	2	0	4
Cap, veh/h	32	688	569	49	689	607	405	211	147	228	199	163
Arrive On Green	0.02	0.37	0.37	0.03	0.38	0.38	0.23	0.21	0.21	0.13	0.10	0.10
Sat Flow, veh/h	1654	1870	1547	1711	1826	1610	1767	1025	717	1781	1900	1560
Grp Volume(v), veh/h	21	546	262	35	523	98	343	0	243	177	132	44
Grp Sat Flow(s),veh/h/ln	1654	1870	1547	1711	1826	1610	1767	0	1741	1781	1900	1560
Q Serve(g_s), s	0.8	17.4	8.6	1.4	16.7	2.7	12.4	0.0	8.6	6.4	4.5	1.7
Cycle Q Clear(g_c), s	0.8	17.4	8.6	1.4	16.7	2.7	12.4	0.0	8.6	6.4	4.5	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	32	688	569	49	689	607	405	0	358	228	199	163
V/C Ratio(X)	0.66	0.79	0.46	0.72	0.76	0.16	0.85	0.00	0.68	0.78	0.66	0.27
Avail Cap(c_a), veh/h	744	1682	1392	769	1642	1448	795	0	1044	801	1709	1403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	18.8	16.0	32.1	18.1	13.8	24.6	0.0	24.5	28.2	28.7	27.5
Incr Delay (d2), s/veh	20.5	2.1	0.6	17.5	1.8	0.1	5.0	0.0	0.8	5.6	1.4	0.3
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.5	7.2	2.8	0.8	6.5	0.9	5.3	0.0	3.4	2.9	2.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	20.9	16.6	49.7	19.9	13.9	29.6	0.0	25.3	33.8	30.2	27.8
LnGrp LOS	D	C	B	D	B	B	C	A	C	C	C	C
Approach Vol, veh/h		829			656			586			353	
Approach Delay, s/veh		20.4			20.6			27.8			31.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	30.5	19.3	11.0	5.3	31.2	12.5	17.7
Change Period (Y+Rc), s	4.0	6.0	4.0	4.0	4.0	6.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	3.4	19.4	14.4	6.5	2.8	18.7	8.4	10.6
Green Ext Time (p_c), s	0.1	5.2	0.9	0.5	0.0	4.0	0.5	0.9

Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	392	50	552	0	69	611
Future Volume (veh/h)	392	50	552	0	69	611
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1796	1604	1604	1781	1500
Adj Flow Rate, veh/h	417	0	587	0	73	650
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	7	20	20	8	27
Cap, veh/h	572		718	0	128	920
Arrive On Green	0.16	0.00	0.45	0.00	0.08	0.61
Sat Flow, veh/h	3483	1522	1604	0	1697	1500
Grp Volume(v), veh/h	417	0	587	0	73	650
Grp Sat Flow(s),veh/h/ln	1742	1522	1604	0	1697	1500
Q Serve(g_s), s	5.8	0.0	16.3	0.0	2.1	15.1
Cycle Q Clear(g_c), s	5.8	0.0	16.3	0.0	2.1	15.1
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	572		718	0	128	920
V/C Ratio(X)	0.73		0.82	0.00	0.57	0.71
Avail Cap(c_a), veh/h	1224		1878	0	199	1757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	12.3	0.0	22.9	6.8
Incr Delay (d2), s/veh	0.7	0.0	2.8	0.0	1.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	4.1	0.0	0.7	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.0	0.0	15.1	0.0	24.3	8.0
LnGrp LOS	C		B	A	C	A
Approach Vol, veh/h	417	A	587			723
Approach Delay, s/veh	21.0		15.1			9.6
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.5	29.7			38.2	13.0
Change Period (Y+Rc), s	4.6	6.8			6.8	4.6
Max Green Setting (Gmax), s	6.0	60.0			60.0	18.0
Max Q Clear Time (g_c+I1), s	4.1	18.3			17.1	7.8
Green Ext Time (p_c), s	0.0	4.6			5.4	0.6

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	69	0	0	647	0	0
Future Vol, veh/h	69	0	0	647	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	16979	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	2	2	1	2	2
Mvmt Flow	75	0	0	703	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	352	-	-	0
Stage 1	0	-	-	-
Stage 2	352	-	-	-
Critical Hdwy	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-
Follow-up Hdwy	3.58	-	-	-
Pot Cap-1 Maneuver	603	0	0	-
Stage 1	-	0	0	-
Stage 2	665	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	603	-	-	-
Mov Cap-2 Maneuver	603	-	-	-
Stage 1	-	-	-	-
Stage 2	665	-	-	-

Approach	EB	NB
HCM Control Delay, s	11.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	603
HCM Lane V/C Ratio	-	0.124
HCM Control Delay (s)	-	11.8
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.4

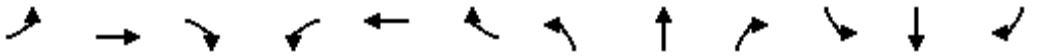
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	790	567	8	6	3
Future Vol, veh/h	8	790	567	8	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	9	859	616	9	7	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	625	0	-	0	1498	621
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	877	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	956	-	-	-	135	487
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	407	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	956	-	-	-	134	487
Mov Cap-2 Maneuver	-	-	-	-	270	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	407	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	956	-	-	-	317
HCM Lane V/C Ratio	0.009	-	-	-	0.031
HCM Control Delay (s)	8.8	-	-	-	16.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	741	29	108	550	150	16	12	101	148	27	35
Future Volume (veh/h)	50	741	29	108	550	150	16	12	101	148	27	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	772	30	112	573	156	17	12	105	154	28	36
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	908	35	149	676	184	85	47	242	287	43	46
Arrive On Green	0.11	0.51	0.51	0.08	0.48	0.48	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	1788	69	1781	1416	385	108	253	1307	1022	231	248
Grp Volume(v), veh/h	52	0	802	112	0	729	134	0	0	218	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1858	1781	0	1801	1668	0	0	1501	0	0
Q Serve(g_s), s	1.7	0.0	23.5	3.9	0.0	22.3	0.0	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	1.7	0.0	23.5	3.9	0.0	22.3	4.6	0.0	0.0	8.4	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.21	0.13		0.78	0.71		0.17
Lane Grp Cap(c), veh/h	203	0	943	149	0	860	374	0	0	376	0	0
V/C Ratio(X)	0.26	0.00	0.85	0.75	0.00	0.85	0.36	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	851	0	1775	851	0	1721	833	0	0	778	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.4	0.0	13.4	28.1	0.0	14.4	22.7	0.0	0.0	24.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	2.3	7.4	0.0	2.4	0.6	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.7	0.0	8.0	1.8	0.0	7.6	1.7	0.0	0.0	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	0.0	15.6	35.5	0.0	16.8	23.3	0.0	0.0	25.4	0.0	0.0
LnGrp LOS	C	A	B	D	A	B	C	A	A	C	A	A
Approach Vol, veh/h		854			841			134			218	
Approach Delay, s/veh		16.3			19.3			23.3			25.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	37.9		15.6	11.1	36.0		15.6				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	5.9	25.5		10.4	3.7	24.3		6.6				
Green Ext Time (p_c), s	0.3	6.4		1.3	0.1	5.7		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			19.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	656	260	91	642	119	199	96	60	102	120	38
Future Volume (veh/h)	39	656	260	91	642	119	199	96	60	102	120	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1885	1885	1870	1841	1841	1900	1885	1826
Adj Flow Rate, veh/h	41	691	274	96	676	125	209	101	63	107	126	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	1	1	2	4	4	0	1	5
Cap, veh/h	56	830	715	128	912	773	259	175	109	142	185	152
Arrive On Green	0.03	0.44	0.44	0.07	0.48	0.48	0.15	0.17	0.17	0.08	0.10	0.10
Sat Flow, veh/h	1810	1870	1610	1810	1885	1598	1781	1060	661	1810	1885	1547
Grp Volume(v), veh/h	41	691	274	96	676	125	209	0	164	107	126	40
Grp Sat Flow(s),veh/h/ln	1810	1870	1610	1810	1885	1598	1781	0	1722	1810	1885	1547
Q Serve(g_s), s	1.7	24.3	8.5	3.9	21.5	3.3	8.5	0.0	6.5	4.3	4.8	1.8
Cycle Q Clear(g_c), s	1.7	24.3	8.5	3.9	21.5	3.3	8.5	0.0	6.5	4.3	4.8	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	56	830	715	128	912	773	259	0	285	142	185	152
V/C Ratio(X)	0.74	0.83	0.38	0.75	0.74	0.16	0.81	0.00	0.58	0.75	0.68	0.26
Avail Cap(c_a), veh/h	729	1508	1298	729	1519	1288	718	0	925	729	1519	1247
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	18.3	13.9	33.9	15.5	10.8	30.8	0.0	28.7	33.6	32.4	31.1
Incr Delay (d2), s/veh	17.2	2.3	0.3	8.5	1.2	0.1	5.8	0.0	0.7	7.8	1.6	0.3
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	1.0	10.0	2.8	1.9	8.3	1.0	3.9	0.0	2.6	2.1	2.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	20.5	14.2	42.5	16.7	10.9	36.6	0.0	29.3	41.4	34.1	31.4
LnGrp LOS	D	C	B	D	B	B	D	A	C	D	C	C
Approach Vol, veh/h		1006			897			373			273	
Approach Delay, s/veh		20.1			18.6			33.4			36.6	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	39.0	14.8	11.3	6.3	42.0	9.8	16.3
Change Period (Y+Rc), s	4.0	6.0	4.0	4.0	4.0	6.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	5.9	26.3	10.5	6.8	3.7	23.5	6.3	8.5
Green Ext Time (p_c), s	0.2	6.8	0.5	0.5	0.1	5.6	0.2	0.6

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	564	85	551	38	525
v/c Ratio	0.62	0.18	0.73	0.25	0.70
Control Delay	26.0	7.8	20.2	36.6	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	7.8	20.2	36.6	15.5
Queue Length 50th (ft)	84	0	134	13	132
Queue Length 95th (ft)	#215	36	312	50	219
Internal Link Dist (ft)	920		727		794
Turn Bay Length (ft)	600	305		590	
Base Capacity (vph)	1084	543	1459	155	1382
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.52	0.16	0.38	0.25	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	24	551	77	734	208	248
v/c Ratio	0.18	0.78	0.29	0.84	0.36	0.67
Control Delay	49.1	35.3	39.4	30.8	20.9	40.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	35.3	39.4	30.8	20.9	40.5
Queue Length 50th (ft)	14	290	42	385	63	130
Queue Length 95th (ft)	44	486	89	568	154	#309
Internal Link Dist (ft)		760		2083	226	678
Turn Bay Length (ft)	115		115			
Base Capacity (vph)	583	1224	588	1218	574	372
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.45	0.13	0.60	0.36	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	21	546	262	35	523	98	343	243	177	132	44
v/c Ratio	0.20	0.74	0.39	0.29	0.69	0.14	0.73	0.57	0.63	0.53	0.17
Control Delay	64.4	38.7	16.0	64.5	34.4	12.4	53.7	46.8	59.3	58.1	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.4	38.7	16.0	64.5	34.4	12.4	53.7	46.8	59.3	58.1	7.3
Queue Length 50th (ft)	15	341	71	25	320	20	239	155	126	96	0
Queue Length 95th (ft)	50	590	170	71	552	64	#537	298	241	180	22
Internal Link Dist (ft)		2083			225			886		382	
Turn Bay Length (ft)	210		210	105			210		125		125
Base Capacity (vph)	434	994	876	450	970	891	467	937	472	1014	857
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.55	0.30	0.08	0.54	0.11	0.73	0.26	0.38	0.13	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	417	53	587	73	650
v/c Ratio	0.62	0.16	0.76	0.42	0.71
Control Delay	30.5	10.0	21.7	43.4	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	10.0	21.7	43.4	13.4
Queue Length 50th (ft)	79	0	183	28	141
Queue Length 95th (ft)	156	29	343	#106	300
Internal Link Dist (ft)	920		727		794
Turn Bay Length (ft)	600	305		590	
Base Capacity (vph)	1070	502	1396	172	1421
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.39	0.11	0.42	0.42	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	52	802	113	729	135	218
v/c Ratio	0.20	0.86	0.55	0.81	0.29	0.75
Control Delay	45.4	35.5	58.0	34.3	12.8	55.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	35.5	58.0	34.3	12.8	55.4
Queue Length 50th (ft)	33	499	82	516	17	145
Queue Length 95th (ft)	75	#808	142	657	71	#274
Internal Link Dist (ft)		760		2083	226	678
Turn Bay Length (ft)	115		115			
Base Capacity (vph)	508	1065	508	1036	531	338
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.75	0.22	0.70	0.25	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	41	691	274	96	676	125	209	164	107	126	40
v/c Ratio	0.34	0.78	0.33	0.55	0.68	0.14	0.72	0.51	0.57	0.57	0.17
Control Delay	69.0	37.7	16.7	69.4	30.6	12.6	66.2	48.4	69.3	64.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.0	37.7	16.7	69.4	30.6	12.6	66.2	48.4	69.3	64.8	6.3
Queue Length 50th (ft)	32	447	82	75	401	29	161	110	83	99	0
Queue Length 95th (ft)	83	#942	209	156	791	89	289	195	169	180	17
Internal Link Dist (ft)		2083			225			886		382	
Turn Bay Length (ft)	210		210	105			210		125		125
Base Capacity (vph)	430	889	821	430	989	866	422	842	430	897	766
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.78	0.33	0.22	0.68	0.14	0.50	0.19	0.25	0.14	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

G - Cumulative Plus Project Traffic Conditions



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	550	89	523	0	39	499
Future Volume (veh/h)	550	89	523	0	39	499
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1826	1781	1633	1870	1515	1426
Adj Flow Rate, veh/h	579	0	551	0	41	525
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	8	18	2	26	32
Cap, veh/h	732		683	0	75	798
Arrive On Green	0.22	0.00	0.42	0.00	0.05	0.56
Sat Flow, veh/h	3374	1510	1633	0	1443	1426
Grp Volume(v), veh/h	579	0	551	0	41	525
Grp Sat Flow(s),veh/h/ln	1687	1510	1633	0	1443	1426
Q Serve(g_s), s	8.3	0.0	15.1	0.0	1.4	13.1
Cycle Q Clear(g_c), s	8.3	0.0	15.1	0.0	1.4	13.1
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	732		683	0	75	798
V/C Ratio(X)	0.79		0.81	0.00	0.55	0.66
Avail Cap(c_a), veh/h	1188		1917	0	169	1674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	13.1	0.0	23.7	7.8
Incr Delay (d2), s/veh	0.7	0.0	2.8	0.0	2.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	4.1	0.0	0.4	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	0.0	15.8	0.0	26.0	9.0
LnGrp LOS	B		B	A	C	A
Approach Vol, veh/h	579	A	551			566
Approach Delay, s/veh	19.7		15.8			10.2
Approach LOS	B		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.2	28.2			35.4	15.7
Change Period (Y+Rc), s	4.6	6.8			6.8	4.6
Max Green Setting (Gmax), s	6.0	60.0			60.0	18.0
Max Q Clear Time (g_c+I1), s	3.4	17.1			15.1	10.3
Green Ext Time (p_c), s	0.0	4.2			4.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	0	0	346	0	0
Future Vol, veh/h	39	0	0	346	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	26	2	2	2	2	2
Mvmt Flow	42	0	0	376	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	188	-	-	0
Stage 1	0	-	-	-
Stage 2	188	-	-	-
Critical Hdwy	7.32	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	6.32	-	-	-
Follow-up Hdwy	3.76	-	-	-
Pot Cap-1 Maneuver	720	0	0	-
Stage 1	-	0	0	-
Stage 2	758	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	720	-	-	-
Mov Cap-2 Maneuver	720	-	-	-
Stage 1	-	-	-	-
Stage 2	758	-	-	-

Approach	EB	NB
HCM Control Delay, s	10.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	720
HCM Lane V/C Ratio	-	0.059
HCM Control Delay (s)	-	10.3
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.2

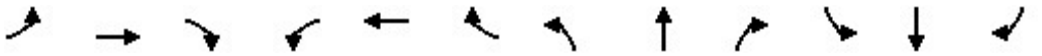
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	495	8	10	647	3	22	0	26	9	0	6
Future Vol, veh/h	2	495	8	10	647	3	22	0	26	9	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	3	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	2	538	9	11	703	3	24	0	28	10	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	706	0	0	547	0	0	1277	1275	543	1288	1278	705
Stage 1	-	-	-	-	-	-	547	547	-	727	727	-
Stage 2	-	-	-	-	-	-	730	728	-	561	551	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	892	-	-	1022	-	-	143	167	540	141	166	436
Stage 1	-	-	-	-	-	-	521	517	-	415	429	-
Stage 2	-	-	-	-	-	-	414	429	-	512	515	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	892	-	-	1022	-	-	139	165	540	132	164	436
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	165	-	132	164	-
Stage 1	-	-	-	-	-	-	520	516	-	414	424	-
Stage 2	-	-	-	-	-	-	403	424	-	484	514	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	24.9	26.6
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	233	892	-	-	1022	-	-	183
HCM Lane V/C Ratio	0.224	0.002	-	-	0.011	-	-	0.089
HCM Control Delay (s)	24.9	9	-	-	8.6	-	-	26.6
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	512	10	70	601	75	29	33	127	157	18	52
Future Volume (veh/h)	27	512	10	70	601	75	29	33	127	157	18	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	563	11	77	660	82	32	36	140	173	20	57
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	3	3	3	2	2	2	2	2	2
Cap, veh/h	47	696	14	232	795	99	110	92	263	317	39	73
Arrive On Green	0.03	0.39	0.39	0.13	0.49	0.49	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1753	1799	35	1767	1618	201	154	402	1144	903	168	316
Grp Volume(v), veh/h	30	0	574	77	0	742	208	0	0	250	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	1834	1767	0	1819	1700	0	0	1388	0	0
Q Serve(g_s), s	0.9	0.0	15.5	2.2	0.0	19.4	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	15.5	2.2	0.0	19.4	6.0	0.0	0.0	9.2	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.11	0.15		0.67	0.69		0.23
Lane Grp Cap(c), veh/h	47	0	710	232	0	894	465	0	0	428	0	0
V/C Ratio(X)	0.64	0.00	0.81	0.33	0.00	0.83	0.45	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	948	0	1984	955	0	1967	956	0	0	838	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.7	0.0	15.2	21.9	0.0	12.1	18.8	0.0	0.0	19.9	0.0	0.0
Incr Delay (d2), s/veh	13.7	0.0	2.3	0.8	0.0	2.1	0.7	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.5	0.0	5.6	0.9	0.0	6.2	2.3	0.0	0.0	2.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	0.0	17.4	22.7	0.0	14.2	19.5	0.0	0.0	21.1	0.0	0.0
LnGrp LOS	D	A	B	C	A	B	B	A	A	C	A	A
Approach Vol, veh/h		604			819			208			250	
Approach Delay, s/veh		18.6			15.0			19.5			21.1	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	27.5		16.7	5.5	33.3		16.7				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	4.2	17.5		11.2	2.9	21.4		8.0				
Green Ext Time (p_c), s	0.2	4.0		1.6	0.0	5.8		1.3				

Intersection Summary			
HCM 6th Ctrl Delay		17.5	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	511	245	32	481	89	315	130	91	161	120	40
Future Volume (veh/h)	19	511	245	32	481	89	315	130	91	161	120	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1870	1826	1796	1826	1900	1856	1870	1856	1870	1900	1841
Adj Flow Rate, veh/h	21	562	269	35	529	98	346	143	100	177	132	44
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	11	2	5	7	5	0	3	2	3	2	0	4
Cap, veh/h	32	702	581	49	702	619	406	211	148	227	197	162
Arrive On Green	0.02	0.38	0.38	0.03	0.38	0.38	0.23	0.21	0.21	0.13	0.10	0.10
Sat Flow, veh/h	1654	1870	1547	1711	1826	1610	1767	1025	717	1781	1900	1560
Grp Volume(v), veh/h	21	562	269	35	529	98	346	0	243	177	132	44
Grp Sat Flow(s),veh/h/ln	1654	1870	1547	1711	1826	1610	1767	0	1741	1781	1900	1560
Q Serve(g_s), s	0.9	18.4	9.0	1.4	17.2	2.7	12.9	0.0	8.8	6.6	4.6	1.8
Cycle Q Clear(g_c), s	0.9	18.4	9.0	1.4	17.2	2.7	12.9	0.0	8.8	6.6	4.6	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	32	702	581	49	702	619	406	0	359	227	197	162
V/C Ratio(X)	0.66	0.80	0.46	0.72	0.75	0.16	0.85	0.00	0.68	0.78	0.67	0.27
Avail Cap(c_a), veh/h	724	1637	1354	749	1598	1409	773	0	1016	780	1663	1365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	19.1	16.2	33.0	18.3	13.8	25.3	0.0	25.1	29.0	29.6	28.3
Incr Delay (d2), s/veh	20.9	2.2	0.6	18.1	1.7	0.1	5.1	0.0	0.8	5.7	1.5	0.3
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.5	7.7	3.0	0.8	6.7	0.9	5.6	0.0	3.5	3.0	2.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	21.3	16.8	51.1	19.9	13.9	30.4	0.0	26.0	34.7	31.1	28.7
LnGrp LOS	D	C	B	D	B	B	C	A	C	C	C	C
Approach Vol, veh/h		852			662			589			353	
Approach Delay, s/veh		20.7			20.7			28.6			32.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	31.7	19.7	11.1	5.3	32.4	12.7	18.1
Change Period (Y+Rc), s	4.0	6.0	4.0	4.0	4.0	6.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	3.4	20.4	14.9	6.6	2.9	19.2	8.6	10.8
Green Ext Time (p_c), s	0.1	5.4	0.9	0.5	0.0	4.1	0.4	0.9

Intersection Summary	
HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	402	54	552	0	76	611
Future Volume (veh/h)	402	54	552	0	76	611
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1796	1604	1870	1781	1500
Adj Flow Rate, veh/h	428	0	587	0	81	650
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	7	20	2	8	27
Cap, veh/h	581		716	0	135	922
Arrive On Green	0.17	0.00	0.45	0.00	0.08	0.61
Sat Flow, veh/h	3483	1522	1604	0	1697	1500
Grp Volume(v), veh/h	428	0	587	0	81	650
Grp Sat Flow(s),veh/h/ln	1742	1522	1604	0	1697	1500
Q Serve(g_s), s	6.1	0.0	16.6	0.0	2.4	15.4
Cycle Q Clear(g_c), s	6.1	0.0	16.6	0.0	2.4	15.4
Prop In Lane	1.00	1.00		0.00	1.00	
Lane Grp Cap(c), veh/h	581		716	0	135	922
V/C Ratio(X)	0.74		0.82	0.00	0.60	0.71
Avail Cap(c_a), veh/h	1204		1848	0	195	1728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	12.6	0.0	23.2	6.8
Incr Delay (d2), s/veh	0.7	0.0	2.9	0.0	1.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	4.3	0.0	0.8	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.3	0.0	15.5	0.0	24.8	8.0
LnGrp LOS	C		B	A	C	A
Approach Vol, veh/h	428	A	587			731
Approach Delay, s/veh	21.3		15.5			9.9
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.7	30.1			38.8	13.3
Change Period (Y+Rc), s	4.6	6.8			6.8	4.6
Max Green Setting (Gmax), s	6.0	60.0			60.0	18.0
Max Q Clear Time (g_c+I1), s	4.4	18.6			17.4	8.1
Green Ext Time (p_c), s	0.0	4.6			5.4	0.6

Intersection Summary		
HCM 6th Ctrl Delay		14.6
HCM 6th LOS		B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	0	0	661	0	0
Future Vol, veh/h	76	0	0	661	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	2	2	1	2	2
Mvmt Flow	83	0	0	718	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	359	-	-	0
Stage 1	0	-	-	-
Stage 2	359	-	-	-
Critical Hdwy	6.96	-	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-
Follow-up Hdwy	3.58	-	-	-
Pot Cap-1 Maneuver	597	0	0	-
Stage 1	-	0	0	-
Stage 2	660	0	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	597	-	-	-
Mov Cap-2 Maneuver	597	-	-	-
Stage 1	-	-	-	-
Stage 2	660	-	-	-

Approach	EB	NB
HCM Control Delay, s	12	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	597
HCM Lane V/C Ratio	-	0.138
HCM Control Delay (s)	-	12
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.5

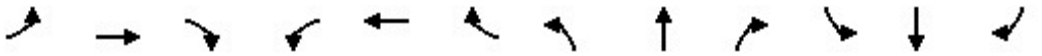
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	789	22	26	566	8	15	0	19	6	0	3
Future Vol, veh/h	8	789	22	26	566	8	15	0	19	6	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	80	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	858	24	28	615	9	16	0	21	7	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	624	0	0	882	0	0	1565	1568	870	1575	1576	620
Stage 1	-	-	-	-	-	-	888	888	-	676	676	-
Stage 2	-	-	-	-	-	-	677	680	-	899	900	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	957	-	-	767	-	-	90	111	351	89	110	488
Stage 1	-	-	-	-	-	-	338	362	-	443	453	-
Stage 2	-	-	-	-	-	-	443	451	-	334	357	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	957	-	-	767	-	-	86	106	351	81	105	488
Mov Cap-2 Maneuver	-	-	-	-	-	-	86	106	-	81	105	-
Stage 1	-	-	-	-	-	-	335	359	-	439	436	-
Stage 2	-	-	-	-	-	-	424	434	-	311	354	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	37	40.2
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	149	957	-	-	767	-	-	112
HCM Lane V/C Ratio	0.248	0.009	-	-	0.037	-	-	0.087
HCM Control Delay (s)	37	8.8	-	-	9.9	-	-	40.2
HCM Lane LOS	E	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	756	29	108	571	150	16	12	101	148	27	39
Future Volume (veh/h)	53	756	29	108	571	150	16	12	101	148	27	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	788	30	112	595	156	17	12	105	154	28	41
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	919	35	149	696	182	82	48	247	280	43	52
Arrive On Green	0.11	0.51	0.51	0.08	0.49	0.49	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	1790	68	1781	1428	375	108	254	1309	990	227	274
Grp Volume(v), veh/h	55	0	818	112	0	751	134	0	0	223	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1858	1781	0	1803	1671	0	0	1490	0	0
Q Serve(g_s), s	1.9	0.0	25.0	4.0	0.0	23.9	0.0	0.0	0.0	4.3	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	25.0	4.0	0.0	23.9	4.7	0.0	0.0	9.0	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.21	0.13		0.78	0.69		0.18
Lane Grp Cap(c), veh/h	196	0	954	149	0	878	378	0	0	375	0	0
V/C Ratio(X)	0.28	0.00	0.86	0.75	0.00	0.86	0.35	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	817	0	1705	817	0	1654	801	0	0	747	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.7	0.0	13.8	29.3	0.0	14.7	23.4	0.0	0.0	25.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	2.4	7.5	0.0	2.5	0.6	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	0.8	0.0	8.7	1.9	0.0	8.3	1.8	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	0.0	16.2	36.8	0.0	17.3	24.0	0.0	0.0	26.5	0.0	0.0
LnGrp LOS	C	A	B	D	A	B	C	A	A	C	A	A
Approach Vol, veh/h		873			863			134			223	
Approach Delay, s/veh		16.9			19.8			24.0			26.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	39.6		16.4	11.2	37.9		16.4				
Change Period (Y+Rc), s	4.0	6.0		4.0	4.0	6.0		4.0				
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	6.0	27.0		11.0	3.9	25.9		6.7				
Green Ext Time (p_c), s	0.3	6.6		1.3	0.1	5.9		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		19.6	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	666	265	91	656	119	206	96	60	102	120	38
Future Volume (veh/h)	39	666	265	91	656	119	206	96	60	102	120	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1885	1885	1870	1841	1900	1900	1885	1826
Adj Flow Rate, veh/h	41	701	279	96	691	125	217	101	63	107	126	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	1	1	2	4	0	0	1	5
Cap, veh/h	55	837	720	128	919	779	267	179	112	142	183	151
Arrive On Green	0.03	0.45	0.45	0.07	0.49	0.49	0.15	0.17	0.17	0.08	0.10	0.10
Sat Flow, veh/h	1810	1870	1610	1810	1885	1598	1781	1060	661	1810	1885	1547
Grp Volume(v), veh/h	41	701	279	96	691	125	217	0	164	107	126	40
Grp Sat Flow(s),veh/h/ln	1810	1870	1610	1810	1885	1598	1781	0	1722	1810	1885	1547
Q Serve(g_s), s	1.7	25.4	8.9	4.0	22.7	3.3	9.0	0.0	6.7	4.4	5.0	1.8
Cycle Q Clear(g_c), s	1.7	25.4	8.9	4.0	22.7	3.3	9.0	0.0	6.7	4.4	5.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	55	837	720	128	919	779	267	0	291	142	183	151
V/C Ratio(X)	0.75	0.84	0.39	0.75	0.75	0.16	0.81	0.00	0.56	0.75	0.69	0.27
Avail Cap(c_a), veh/h	709	1465	1262	709	1477	1252	698	0	899	709	1477	1212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	18.7	14.1	34.9	15.9	10.9	31.5	0.0	29.2	34.6	33.4	32.0
Incr Delay (d2), s/veh	17.9	2.3	0.3	8.6	1.3	0.1	5.9	0.0	0.6	7.9	1.7	0.3
Initial Q Delay(d3),s/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
%ile BackOfQ(50%),veh/ln	1.0	10.5	3.0	2.0	8.8	1.1	4.1	0.0	2.7	2.2	2.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	21.0	14.5	43.5	17.1	11.0	37.4	0.0	29.9	42.5	35.1	32.4
LnGrp LOS	D	C	B	D	B	B	D	A	C	D	D	C
Approach Vol, veh/h		1021			912			381			273	
Approach Delay, s/veh		20.6			19.1			34.2			37.6	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	40.3	15.5	11.4	6.3	43.3	10.0	16.9
Change Period (Y+Rc), s	4.0	6.0	4.0	4.0	4.0	6.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	6.0	27.4	11.0	7.0	3.7	24.7	6.4	8.7
Green Ext Time (p_c), s	0.2	6.9	0.6	0.5	0.1	5.8	0.2	0.6

Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	579	94	551	41	525
v/c Ratio	0.64	0.20	0.76	0.28	0.68
Control Delay	27.6	7.7	23.1	38.4	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	7.7	23.1	38.4	14.9
Queue Length 50th (ft)	113	0	198	17	134
Queue Length 95th (ft)	#224	37	312	53	219
Internal Link Dist (ft)	920		727		794
Turn Bay Length (ft)	600	305		590	
Base Capacity (vph)	1036	529	1416	148	1382
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.18	0.39	0.28	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	30	574	77	742	208	250
v/c Ratio	0.22	0.80	0.30	0.84	0.37	0.68
Control Delay	50.1	36.0	40.2	30.8	21.4	42.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	36.0	40.2	30.8	21.4	42.3
Queue Length 50th (ft)	18	314	43	396	66	136
Queue Length 95th (ft)	52	503	91	586	155	#315
Internal Link Dist (ft)		760		2083	226	678
Turn Bay Length (ft)	115		115			
Base Capacity (vph)	574	1204	579	1199	567	365
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.48	0.13	0.62	0.37	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

6: Westside Blvd & SR 156B / 4th St/SR 156B / San Juan Rd

Timing Plan: AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	21	562	269	35	529	98	346	243	177	132	44
v/c Ratio	0.21	0.72	0.38	0.30	0.66	0.13	0.78	0.59	0.65	0.55	0.18
Control Delay	65.7	37.3	16.1	66.0	33.1	12.3	58.0	48.9	61.8	60.1	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.7	37.3	16.1	66.0	33.1	12.3	58.0	48.9	61.8	60.1	7.4
Queue Length 50th (ft)	16	356	76	26	325	20	251	161	130	99	0
Queue Length 95th (ft)	50	614	178	71	562	64	#543	298	241	180	22
Internal Link Dist (ft)		2083			225			886		382	
Turn Bay Length (ft)	210		210	105			210		125		125
Base Capacity (vph)	414	949	841	430	927	853	446	895	451	968	821
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.59	0.32	0.08	0.57	0.11	0.78	0.27	0.39	0.14	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

1: SR 156 & SR 156B/4th St/San Juan Rd

Timing Plan: PM Peak



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	428	57	587	81	650
v/c Ratio	0.65	0.17	0.79	0.52	0.69
Control Delay	31.9	9.9	23.9	48.1	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	9.9	23.9	48.1	12.6
Queue Length 50th (ft)	82	0	184	32	142
Queue Length 95th (ft)	161	30	343	#119	300
Internal Link Dist (ft)	920		727		794
Turn Bay Length (ft)	600	305		590	
Base Capacity (vph)	976	466	1393	157	1420
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.12	0.42	0.52	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	55	818	113	751	135	223
v/c Ratio	0.22	0.86	0.56	0.81	0.29	0.77
Control Delay	47.0	35.4	59.4	33.9	12.7	58.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	35.4	59.4	33.9	12.7	58.0
Queue Length 50th (ft)	36	516	82	509	17	149
Queue Length 95th (ft)	79	#836	142	#701	71	#283
Internal Link Dist (ft)		760		2083	226	678
Turn Bay Length (ft)	115		115			
Base Capacity (vph)	489	1023	489	997	515	325
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.80	0.23	0.75	0.26	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	41	701	279	96	691	125	217	164	107	126	40
v/c Ratio	0.34	0.79	0.34	0.55	0.70	0.15	0.72	0.49	0.58	0.58	0.17
Control Delay	69.5	39.0	17.0	69.8	31.6	12.9	66.2	47.9	69.8	65.3	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.5	39.0	17.0	69.8	31.6	12.9	66.2	47.9	69.8	65.3	6.3
Queue Length 50th (ft)	32	467	86	76	423	30	168	110	84	100	0
Queue Length 95th (ft)	83	#965	213	156	#828	90	300	195	169	180	17
Internal Link Dist (ft)		2083			225			886		382	
Turn Bay Length (ft)	210		210	105			210		125		125
Base Capacity (vph)	428	883	817	428	983	861	419	836	428	892	761
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.79	0.34	0.22	0.70	0.15	0.52	0.20	0.25	0.14	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

H – SIDRA Outputs

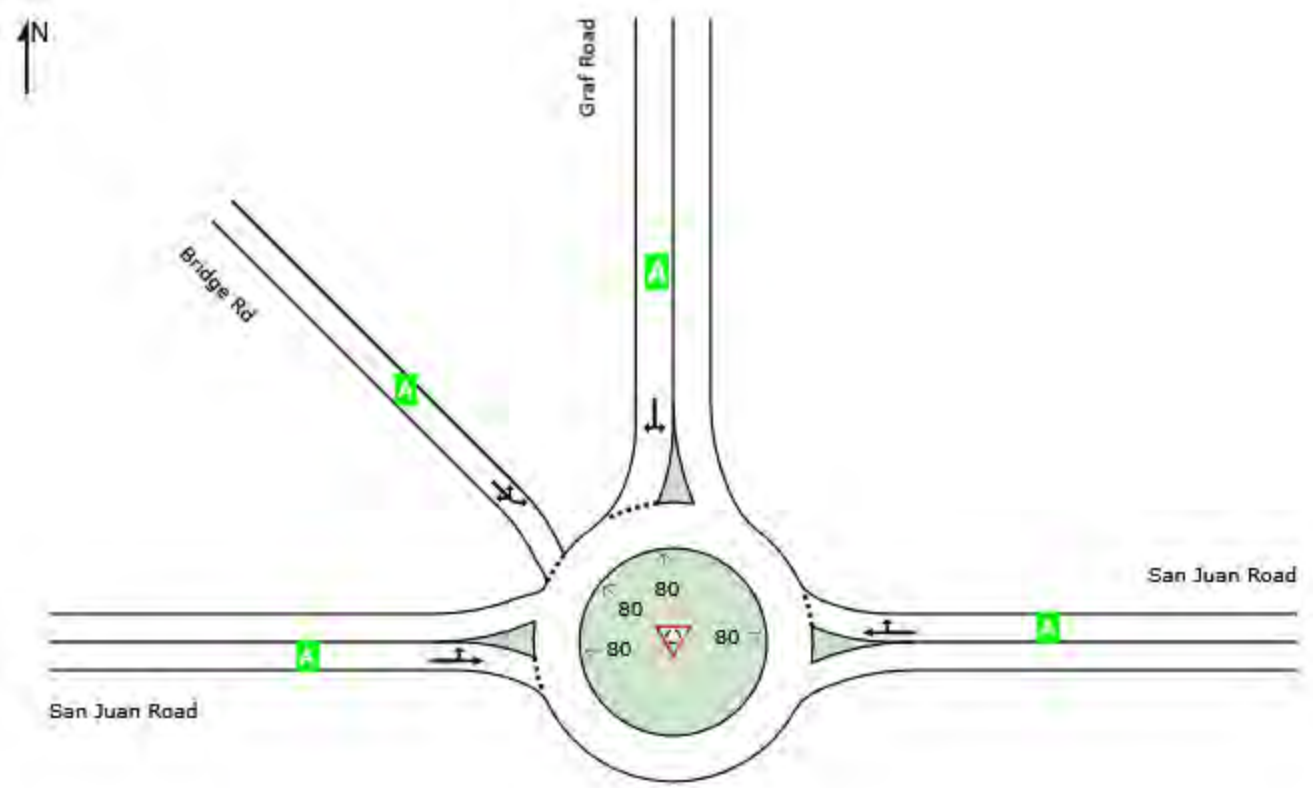
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [San Juan Rd / Graf Road - Background AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	East	North	Northwest	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

MOVEMENT SUMMARY

Site: 1 [San Juan Rd / Graf Road - Background AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: San Juan Road														
6	T1	504	4.0	548	4.0	0.458	7.5	LOS A	3.2	82.2	0.22	0.08	0.22	33.1
16	R2	34	2.0	37	2.0	0.458	7.4	LOS A	3.2	82.2	0.22	0.08	0.22	21.6
Approach		538	3.9	585	3.9	0.458	7.5	LOS A	3.2	82.2	0.22	0.08	0.22	32.7
North: Graf Road														
7	L2	99	2.0	108	2.0	0.250	7.6	LOS A	1.1	27.7	0.61	0.60	0.61	19.3
14	R2	75	2.0	82	2.0	0.250	7.6	LOS A	1.1	27.7	0.61	0.60	0.61	29.6
Approach		174	2.0	189	2.0	0.250	7.6	LOS A	1.1	27.7	0.61	0.60	0.61	25.3
NorthWest: Bridge Rd														
7bx	L3	1	2.0	1	2.0	0.077	6.7	LOS A	0.3	7.4	0.61	0.58	0.61	22.1
7ax	L1	25	2.0	27	2.0	0.077	6.7	LOS A	0.3	7.4	0.61	0.58	0.61	20.5
14bx	R3	18	2.0	20	2.0	0.077	6.7	LOS A	0.3	7.4	0.61	0.58	0.61	29.5
Approach		44	2.0	48	2.0	0.077	6.7	LOS A	0.3	7.4	0.61	0.58	0.61	25.5
West: San Juan Road														
5	L2	33	2.0	36	2.0	0.334	6.3	LOS A	1.9	47.4	0.37	0.22	0.37	32.8
2	T1	324	3.0	352	3.0	0.334	6.3	LOS A	1.9	47.4	0.37	0.22	0.37	33.4
Approach		357	2.9	388	2.9	0.334	6.3	LOS A	1.9	47.4	0.37	0.22	0.37	33.4
All Vehicles		1113	3.2	1210	3.2	0.458	7.1	LOS A	3.2	82.2	0.34	0.23	0.34	31.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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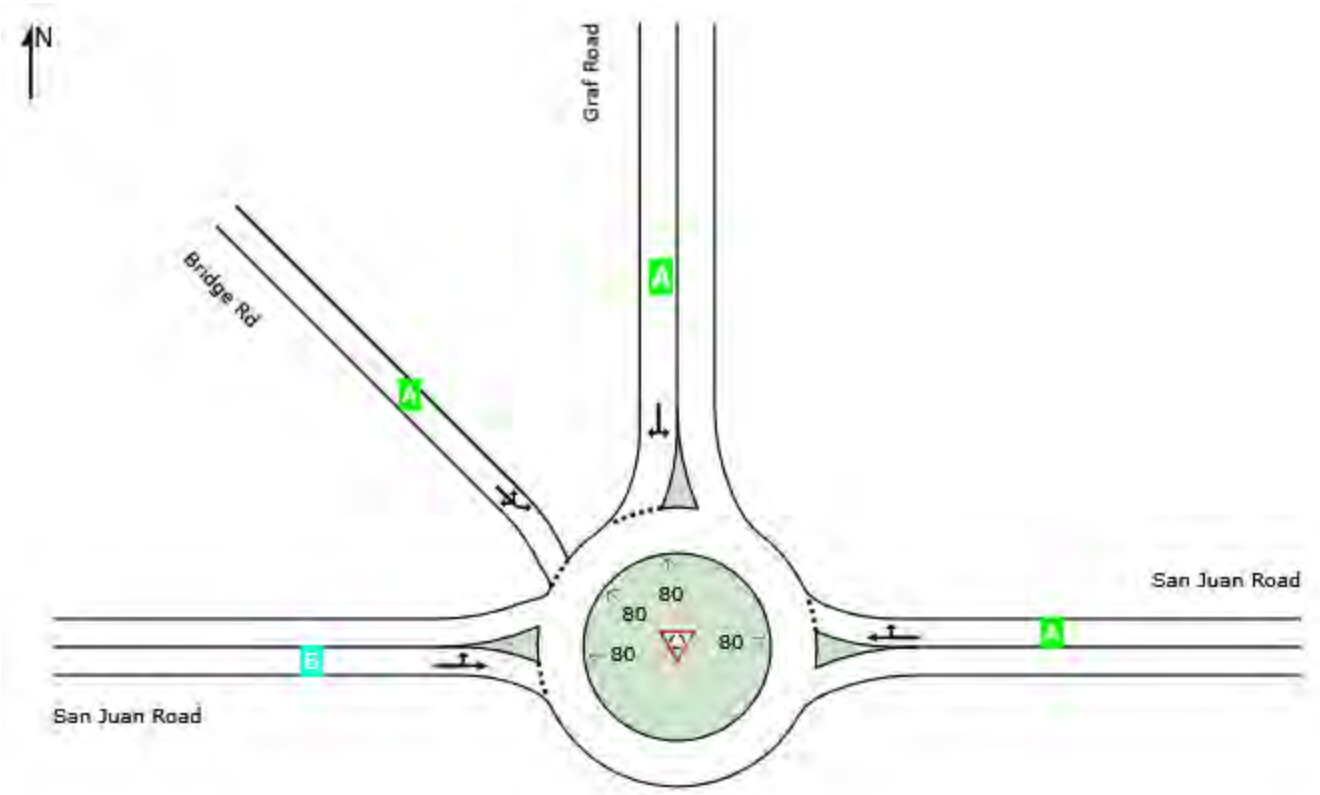
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [San Juan Rd / Graf Road - Background PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	East	North	Northwest	West	
LOS	A	A	A	B	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

MOVEMENT SUMMARY

Site: 1 [San Juan Rd / Graf Road - Background PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: San Juan Road														
6	T1	372	4.0	404	4.0	0.441	7.8	LOS A	2.8	71.4	0.41	0.25	0.41	32.9
16	R2	98	2.0	107	2.0	0.441	7.7	LOS A	2.8	71.4	0.41	0.25	0.41	21.3
Approach		470	3.6	511	3.6	0.441	7.7	LOS A	2.8	71.4	0.41	0.25	0.41	31.5
North: Graf Road														
7	L2	74	2.0	80	2.0	0.144	5.5	LOS A	0.6	15.6	0.51	0.42	0.51	20.2
14	R2	43	2.0	47	2.0	0.144	5.5	LOS A	0.6	15.6	0.51	0.42	0.51	30.4
Approach		117	2.0	127	2.0	0.144	5.5	LOS A	0.6	15.6	0.51	0.42	0.51	25.6
NorthWest: Bridge Rd														
7bx	L3	1	2.0	1	2.0	0.042	5.1	LOS A	0.2	4.2	0.53	0.43	0.53	22.9
7ax	L1	18	2.0	20	2.0	0.042	5.1	LOS A	0.2	4.2	0.53	0.43	0.53	21.2
14bx	R3	11	2.0	12	2.0	0.042	5.1	LOS A	0.2	4.2	0.53	0.43	0.53	30.0
Approach		30	2.0	33	2.0	0.042	5.1	LOS A	0.2	4.2	0.53	0.43	0.53	25.8
West: San Juan Road														
5	L2	122	2.0	133	2.0	0.613	10.6	LOS B	5.3	135.8	0.48	0.28	0.48	30.6
2	T1	559	3.0	608	3.0	0.613	10.7	LOS B	5.3	135.8	0.48	0.28	0.48	31.1
Approach		681	2.8	740	2.8	0.613	10.7	LOS B	5.3	135.8	0.48	0.28	0.48	31.0
All Vehicles		1298	3.0	1411	3.0	0.613	9.0	LOS A	5.3	135.8	0.46	0.28	0.46	30.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

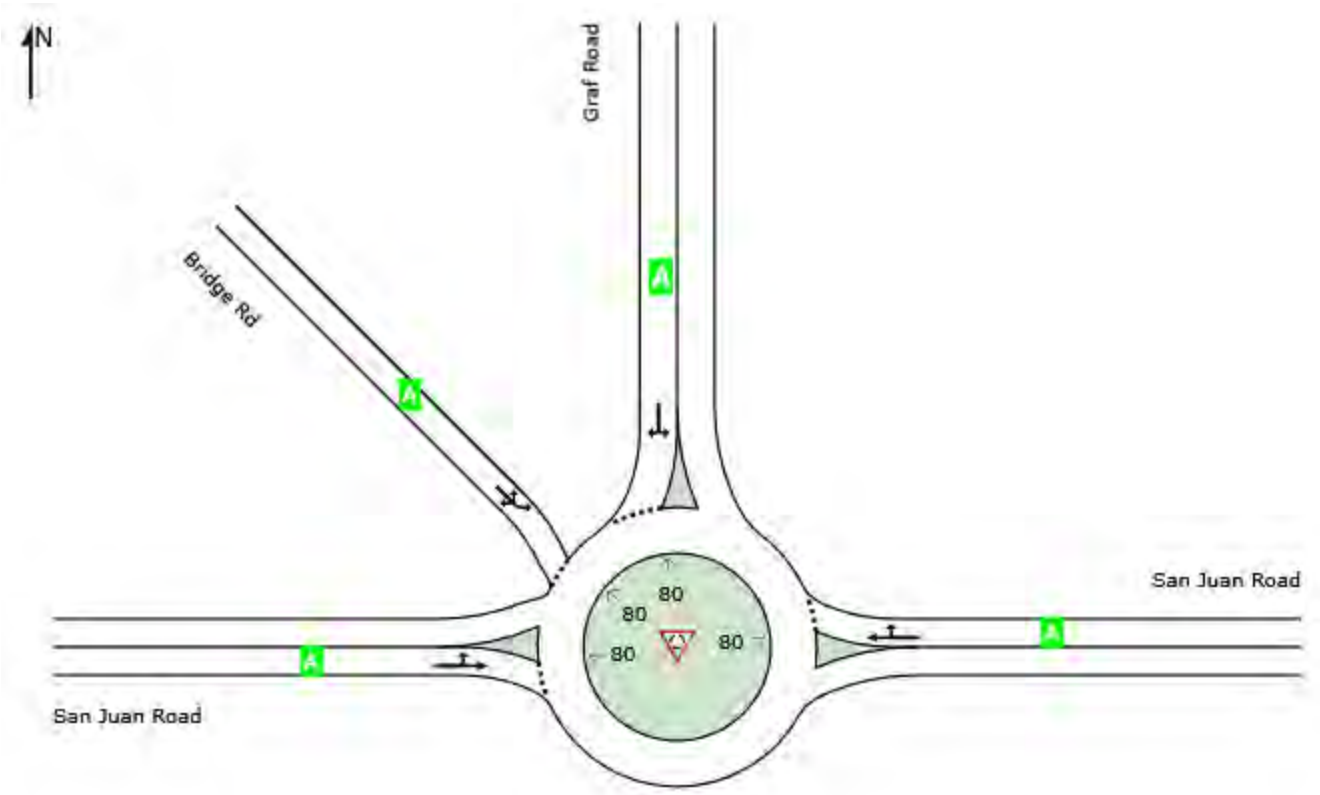
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [San Juan Rd / Graf Road - Cumulative AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	East	North	Northwest	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

MOVEMENT SUMMARY

Site: 1 [San Juan Rd / Graf Road - Cumulative AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: San Juan Road														
6	T1	621	4.0	675	4.0	0.557	9.1	LOS A	4.6	119.2	0.26	0.10	0.26	32.2
16	R2	34	2.0	37	2.0	0.557	9.0	LOS A	4.6	119.2	0.26	0.10	0.26	20.6
Approach		655	3.9	712	3.9	0.557	9.1	LOS A	4.6	119.2	0.26	0.10	0.26	31.9
North: Graf Road														
7	L2	101	2.0	110	2.0	0.290	9.1	LOS A	1.2	31.5	0.66	0.66	0.66	18.5
14	R2	75	2.0	82	2.0	0.290	9.1	LOS A	1.2	31.5	0.66	0.66	0.66	29.0
Approach		176	2.0	191	2.0	0.290	9.1	LOS A	1.2	31.5	0.66	0.66	0.66	24.6
NorthWest: Bridge Rd														
7bx	L3	1	2.0	1	2.0	0.088	7.7	LOS A	0.3	8.3	0.64	0.64	0.64	21.5
7ax	L1	25	2.0	27	2.0	0.088	7.7	LOS A	0.3	8.3	0.64	0.64	0.64	20.0
14bx	R3	18	2.0	20	2.0	0.088	7.7	LOS A	0.3	8.3	0.64	0.64	0.64	29.1
Approach		44	2.0	48	2.0	0.088	7.7	LOS A	0.3	8.3	0.64	0.64	0.64	25.0
West: San Juan Road														
5	L2	33	2.0	36	2.0	0.378	6.8	LOS A	2.2	56.7	0.39	0.24	0.39	32.6
2	T1	371	3.0	403	3.0	0.378	6.9	LOS A	2.2	56.7	0.39	0.24	0.39	33.1
Approach		404	2.9	439	2.9	0.378	6.9	LOS A	2.2	56.7	0.39	0.24	0.39	33.1
All Vehicles		1279	3.3	1390	3.3	0.557	8.3	LOS A	4.6	119.2	0.37	0.24	0.37	31.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

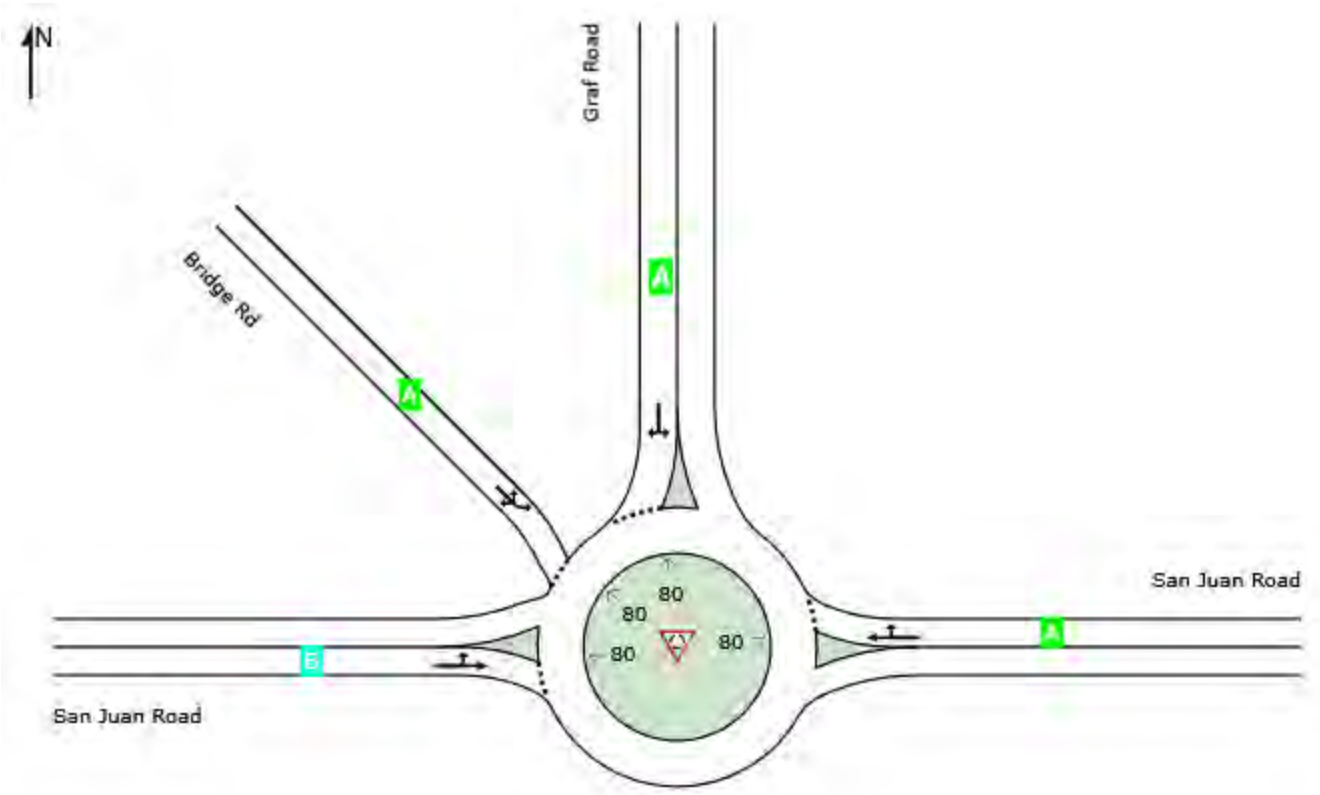
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [San Juan Rd / Graf Road - Cumulative PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	East	North	Northwest	West	
LOS	A	A	A	B	B



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

MOVEMENT SUMMARY

Site: 1 [San Juan Rd / Graf Road - Cumulative PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: San Juan Road														
6	T1	468	4.0	509	4.0	0.535	9.3	LOS A	3.9	99.1	0.47	0.30	0.47	32.1
16	R2	102	2.0	111	2.0	0.535	9.3	LOS A	3.9	99.1	0.47	0.30	0.47	20.4
Approach		570	3.6	620	3.6	0.535	9.3	LOS A	3.9	99.1	0.47	0.30	0.47	30.9
North: Graf Road														
7	L2	77	2.0	84	2.0	0.165	6.3	LOS A	0.7	17.6	0.57	0.52	0.57	19.8
14	R2	43	2.0	47	2.0	0.165	6.3	LOS A	0.7	17.6	0.57	0.52	0.57	30.0
Approach		120	2.0	130	2.0	0.165	6.3	LOS A	0.7	17.6	0.57	0.52	0.57	25.0
NorthWest: Bridge Rd														
7bx	L3	1	2.0	1	2.0	0.049	5.7	LOS A	0.2	4.7	0.57	0.50	0.57	22.5
7ax	L1	19	2.0	21	2.0	0.049	5.7	LOS A	0.2	4.7	0.57	0.50	0.57	20.9
14bx	R3	11	2.0	12	2.0	0.049	5.7	LOS A	0.2	4.7	0.57	0.50	0.57	29.7
Approach		31	2.0	34	2.0	0.049	5.7	LOS A	0.2	4.7	0.57	0.50	0.57	25.3
West: San Juan Road														
5	L2	122	2.0	133	2.0	0.746	14.9	LOS B	8.6	218.7	0.65	0.39	0.65	28.9
2	T1	703	3.0	764	3.0	0.746	15.0	LOS B	8.6	218.7	0.65	0.39	0.65	29.3
Approach		825	2.9	897	2.9	0.746	15.0	LOS B	8.6	218.7	0.65	0.39	0.65	29.3
All Vehicles		1546	3.1	1680	3.1	0.746	12.0	LOS B	8.6	218.7	0.58	0.37	0.58	29.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

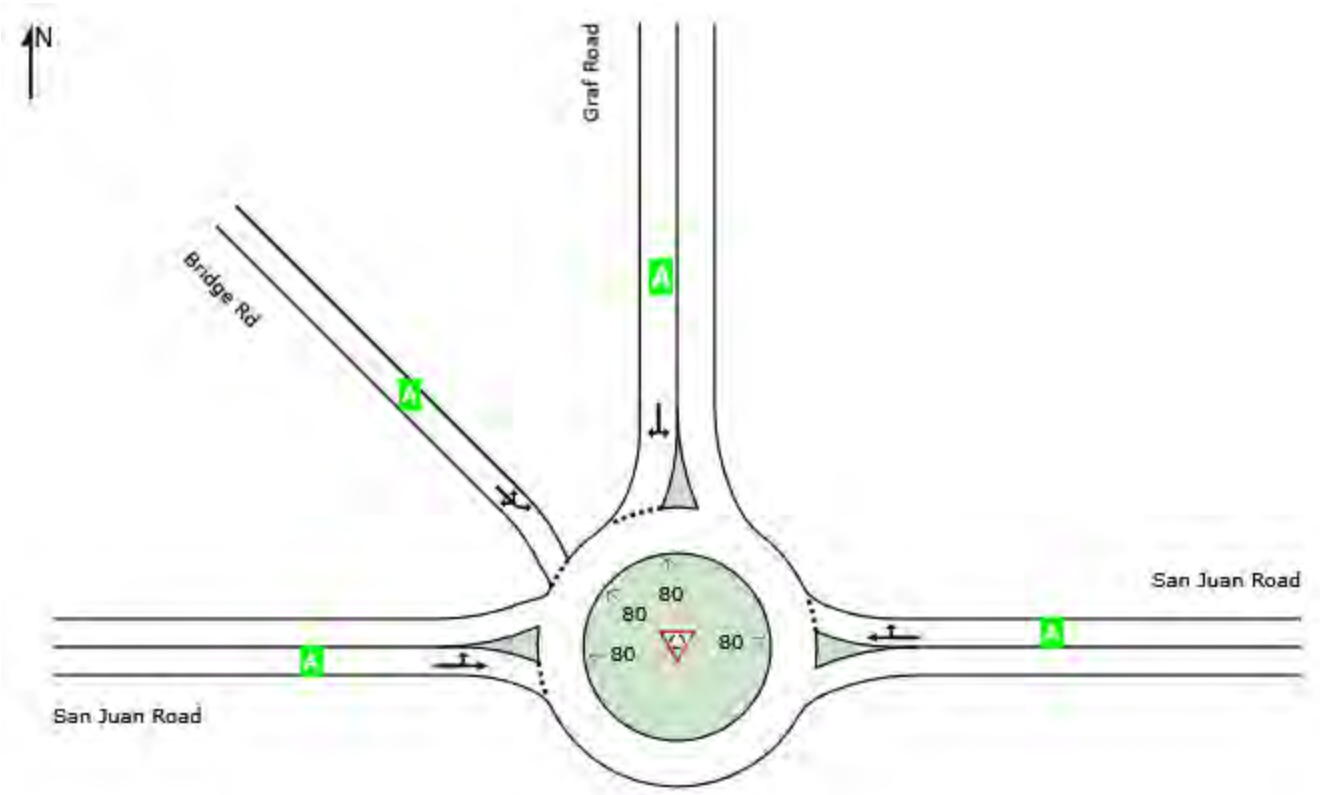
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [San Juan Rd / Graf Road - Background+P AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	East	North	Northwest	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

MOVEMENT SUMMARY

Site: 1 [San Juan Rd / Graf Road - Background+P AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: San Juan Road														
6	T1	526	4.0	572	4.0	0.477	7.7	LOS A	3.4	88.2	0.22	0.08	0.22	32.9
16	R2	34	2.0	37	2.0	0.477	7.7	LOS A	3.4	88.2	0.22	0.08	0.22	21.4
Approach		560	3.9	609	3.9	0.477	7.7	LOS A	3.4	88.2	0.22	0.08	0.22	32.5
North: Graf Road														
7	L2	99	2.0	108	2.0	0.257	7.8	LOS A	1.1	28.3	0.62	0.62	0.62	19.1
14	R2	75	2.0	82	2.0	0.257	7.8	LOS A	1.1	28.3	0.62	0.62	0.62	29.5
Approach		174	2.0	189	2.0	0.257	7.8	LOS A	1.1	28.3	0.62	0.62	0.62	25.2
NorthWest: Bridge Rd														
7bx	L3	1	2.0	1	2.0	0.079	6.8	LOS A	0.3	7.6	0.62	0.60	0.62	22.0
7ax	L1	25	2.0	27	2.0	0.079	6.8	LOS A	0.3	7.6	0.62	0.60	0.62	20.4
14bx	R3	18	2.0	20	2.0	0.079	6.8	LOS A	0.3	7.6	0.62	0.60	0.62	29.4
Approach		44	2.0	48	2.0	0.079	6.8	LOS A	0.3	7.6	0.62	0.60	0.62	25.4
West: San Juan Road														
5	L2	33	2.0	36	2.0	0.341	6.4	LOS A	1.9	48.9	0.37	0.22	0.37	32.8
2	T1	332	3.0	361	3.0	0.341	6.4	LOS A	1.9	48.9	0.37	0.22	0.37	33.4
Approach		365	2.9	397	2.9	0.341	6.4	LOS A	1.9	48.9	0.37	0.22	0.37	33.3
All Vehicles		1143	3.2	1242	3.2	0.477	7.3	LOS A	3.4	88.2	0.35	0.23	0.35	31.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

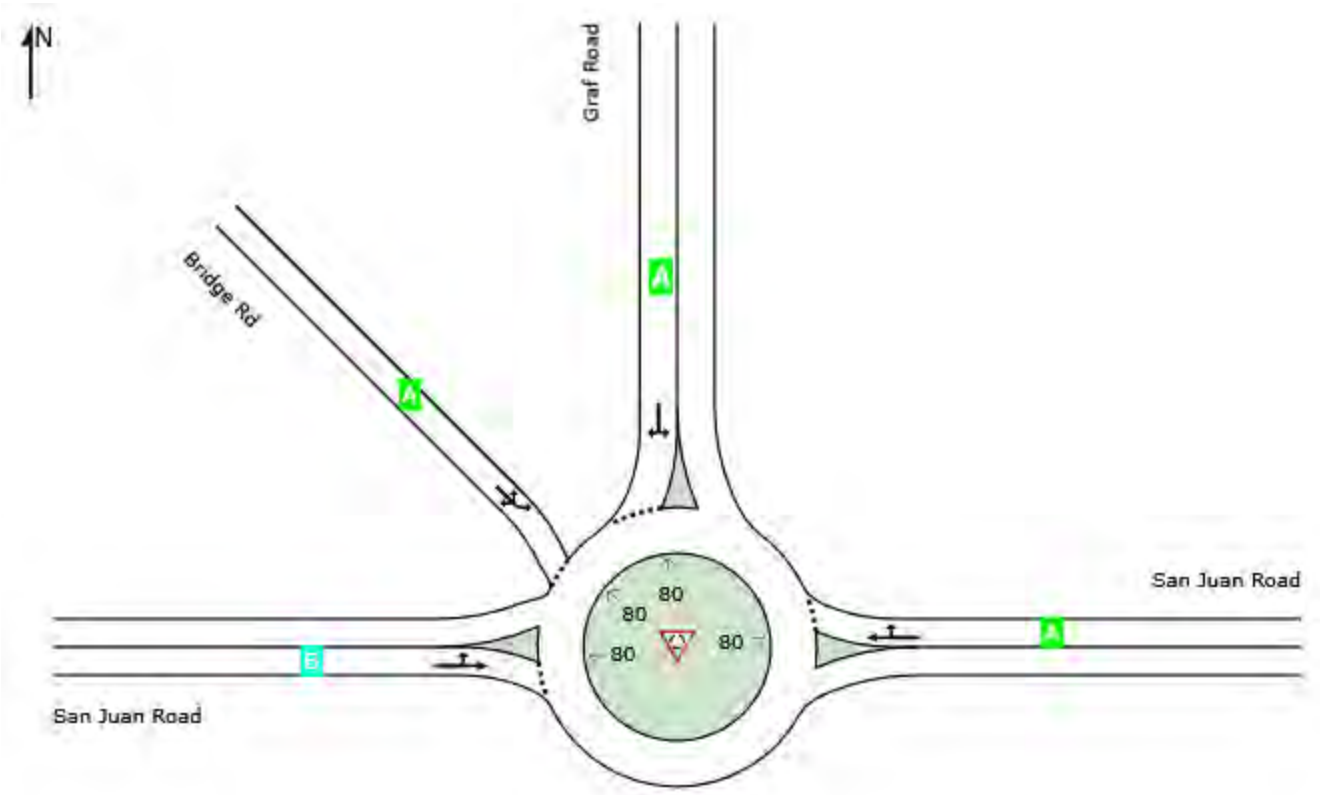
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [San Juan Rd / Graf Road - Background+P PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	East	North	Northwest	West	
LOS	A	A	A	B	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

MOVEMENT SUMMARY

Site: 1 [San Juan Rd / Graf Road - Background+P PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: San Juan Road														
6	T1	386	4.0	420	4.0	0.454	8.0	LOS A	2.9	74.9	0.42	0.26	0.42	32.8
16	R2	98	2.0	107	2.0	0.454	7.9	LOS A	2.9	74.9	0.42	0.26	0.42	21.2
Approach		484	3.6	526	3.6	0.454	7.9	LOS A	2.9	74.9	0.42	0.26	0.42	31.4
North: Graf Road														
7	L2	74	2.0	80	2.0	0.147	5.6	LOS A	0.6	15.8	0.52	0.44	0.52	20.2
14	R2	43	2.0	47	2.0	0.147	5.6	LOS A	0.6	15.8	0.52	0.44	0.52	30.3
Approach		117	2.0	127	2.0	0.147	5.6	LOS A	0.6	15.8	0.52	0.44	0.52	25.5
NorthWest: Bridge Rd														
7bx	L3	1	2.0	1	2.0	0.043	5.2	LOS A	0.2	4.2	0.54	0.44	0.54	22.8
7ax	L1	18	2.0	20	2.0	0.043	5.2	LOS A	0.2	4.2	0.54	0.44	0.54	21.2
14bx	R3	11	2.0	12	2.0	0.043	5.2	LOS A	0.2	4.2	0.54	0.44	0.54	30.0
Approach		30	2.0	33	2.0	0.043	5.2	LOS A	0.2	4.2	0.54	0.44	0.54	25.7
West: San Juan Road														
5	L2	122	2.0	133	2.0	0.632	11.1	LOS B	5.7	145.2	0.50	0.29	0.50	30.4
2	T1	580	3.0	630	3.0	0.632	11.1	LOS B	5.7	145.2	0.50	0.29	0.50	30.9
Approach		702	2.8	763	2.8	0.632	11.1	LOS B	5.7	145.2	0.50	0.29	0.50	30.8
All Vehicles		1333	3.0	1449	3.0	0.632	9.3	LOS A	5.7	145.2	0.47	0.29	0.47	30.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
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Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

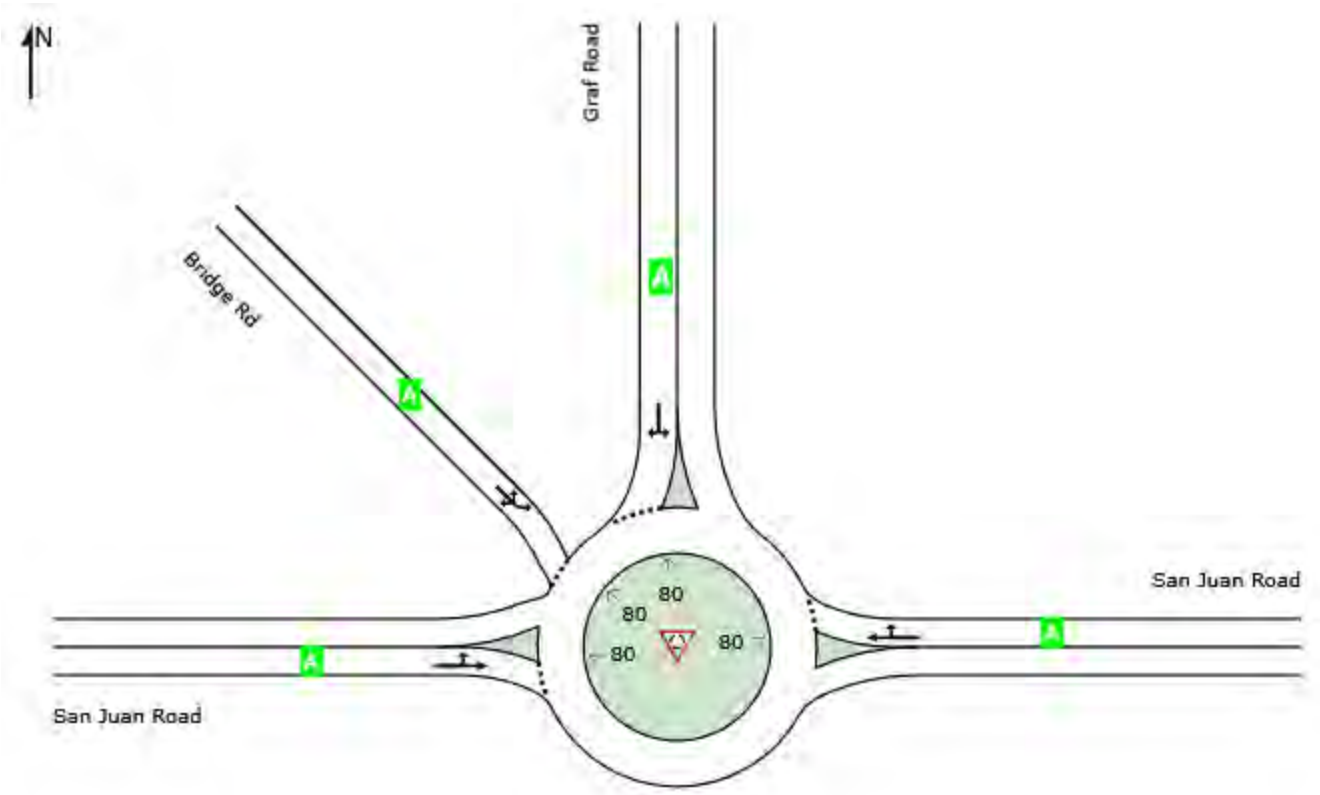
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [San Juan Rd / Graf Road - Cumulative+P AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	East	North	Northwest	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

MOVEMENT SUMMARY

Site: 1 [San Juan Rd / Graf Road - Cumulative+P AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: San Juan Road														
6	T1	643	4.0	699	4.0	0.576	9.5	LOS A	5.0	127.8	0.27	0.10	0.27	32.1
16	R2	34	2.0	37	2.0	0.576	9.4	LOS A	5.0	127.8	0.27	0.10	0.27	20.4
Approach		677	3.9	736	3.9	0.576	9.5	LOS A	5.0	127.8	0.27	0.10	0.27	31.7
North: Graf Road														
7	L2	101	2.0	110	2.0	0.297	9.4	LOS A	1.3	32.1	0.67	0.67	0.67	18.4
14	R2	75	2.0	82	2.0	0.297	9.4	LOS A	1.3	32.1	0.67	0.67	0.67	28.9
Approach		176	2.0	191	2.0	0.297	9.4	LOS A	1.3	32.1	0.67	0.67	0.67	24.4
NorthWest: Bridge Rd														
7bx	L3	1	2.0	1	2.0	0.091	7.9	LOS A	0.3	8.5	0.65	0.65	0.65	21.4
7ax	L1	25	2.0	27	2.0	0.091	7.9	LOS A	0.3	8.5	0.65	0.65	0.65	19.9
14bx	R3	18	2.0	20	2.0	0.091	7.9	LOS A	0.3	8.5	0.65	0.65	0.65	29.0
Approach		44	2.0	48	2.0	0.091	7.9	LOS A	0.3	8.5	0.65	0.65	0.65	24.9
West: San Juan Road														
5	L2	33	2.0	36	2.0	0.386	6.9	LOS A	2.3	58.3	0.39	0.24	0.39	32.5
2	T1	379	3.0	412	3.0	0.386	7.0	LOS A	2.3	58.3	0.39	0.24	0.39	33.1
Approach		412	2.9	448	2.9	0.386	7.0	LOS A	2.3	58.3	0.39	0.24	0.39	33.0
All Vehicles		1309	3.3	1423	3.3	0.576	8.6	LOS A	5.0	127.8	0.37	0.24	0.37	31.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
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Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

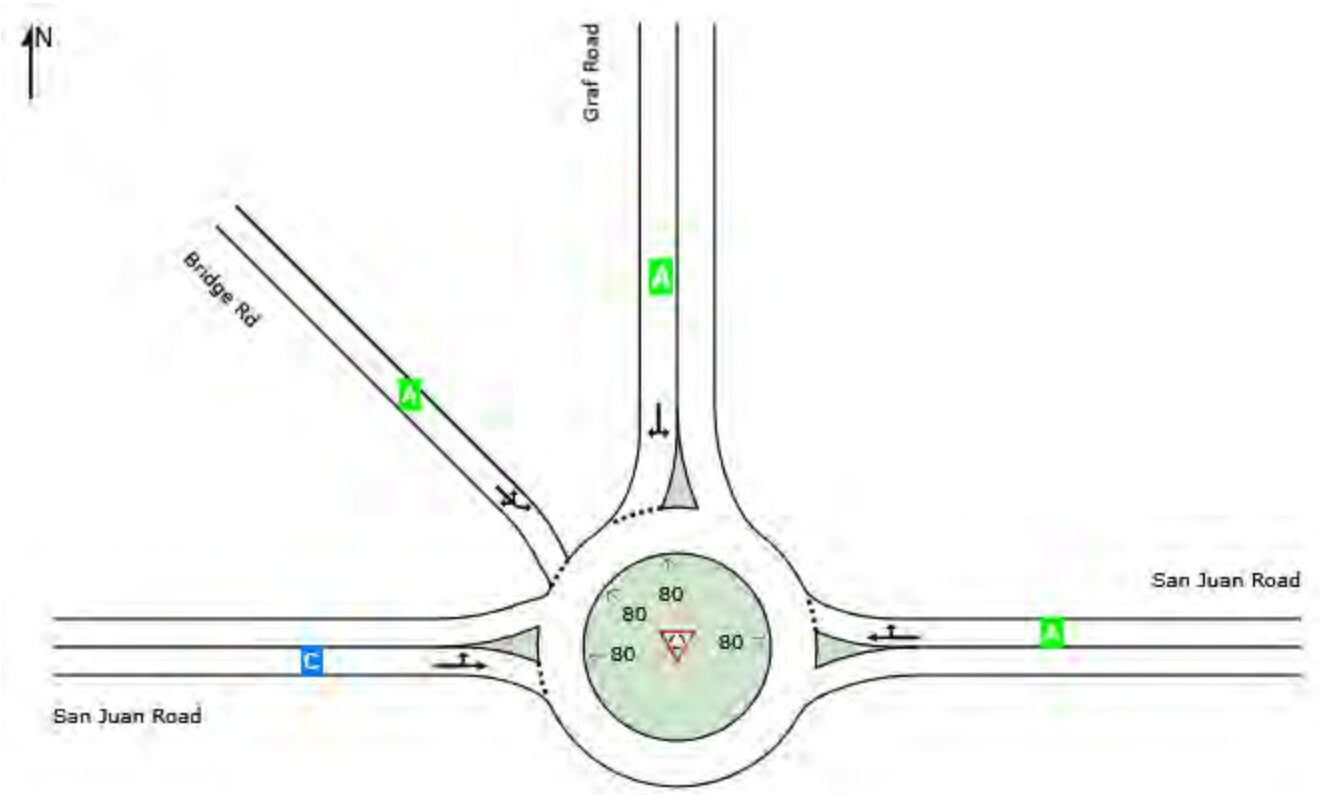
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 1 [San Juan Rd / Graf Road - Cumulative+P PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	East	North	Northwest	West	
LOS	A	A	A	C	B



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Geometric Delay is not included).

MOVEMENT SUMMARY

Site: 1 [San Juan Rd / Graf Road - Cumulative+P PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: San Juan Road														
6	T1	482	4.0	524	4.0	0.548	9.6	LOS A	4.0	103.6	0.48	0.30	0.48	32.0
16	R2	102	2.0	111	2.0	0.548	9.5	LOS A	4.0	103.6	0.48	0.30	0.48	20.3
Approach		584	3.7	635	3.7	0.548	9.6	LOS A	4.0	103.6	0.48	0.30	0.48	30.8
North: Graf Road														
7	L2	77	2.0	84	2.0	0.168	6.4	LOS A	0.7	17.8	0.57	0.53	0.57	19.7
14	R2	43	2.0	47	2.0	0.168	6.4	LOS A	0.7	17.8	0.57	0.53	0.57	30.0
Approach		120	2.0	130	2.0	0.168	6.4	LOS A	0.7	17.8	0.57	0.53	0.57	25.0
NorthWest: Bridge Rd														
7bx	L3	1	2.0	1	2.0	0.050	5.8	LOS A	0.2	4.8	0.58	0.51	0.58	22.4
7ax	L1	19	2.0	21	2.0	0.050	5.8	LOS A	0.2	4.8	0.58	0.51	0.58	20.8
14bx	R3	11	2.0	12	2.0	0.050	5.8	LOS A	0.2	4.8	0.58	0.51	0.58	29.7
Approach		31	2.0	34	2.0	0.050	5.8	LOS A	0.2	4.8	0.58	0.51	0.58	25.3
West: San Juan Road														
5	L2	122	2.0	133	2.0	0.765	15.8	LOS C	9.2	235.4	0.68	0.41	0.68	28.6
2	T1	724	3.0	787	3.0	0.765	15.8	LOS C	9.2	235.4	0.68	0.41	0.68	29.0
Approach		846	2.9	920	2.9	0.765	15.8	LOS C	9.2	235.4	0.68	0.41	0.68	28.9
All Vehicles		1581	3.1	1718	3.1	0.765	12.6	LOS B	9.2	235.4	0.60	0.38	0.60	29.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
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Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

I – Queuing Summary

1550 San Juan Road TIA Queuing Summary

Scenarios Analyzed	Turning Movement	San Juan Rd/4th St																		
		SR-156 #1			SR-156B #2			Graf Rd #3			Project Dwy #4			Miller Rd #5			Westside Blvd #6		
		Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM
Existing Traffic	EBL							360	42	102	80	<25	<25	115	<25	30	210	28	44
	EBR																210	114	113
	WBL	600	102	64				50	<25	<25				115	79	108	105	60	120
	WBR	305	29	<25				105	<25	44				115	45	65			
	NBL																210	**331**	166
	NBR																		
	SBL	590	38	51													125	**183**	119
	SBR																125	<25	<25
Existing + Project	EBL							360	43	104	80	<25	<25	115	29	34	210	28	45
	EBR																210	120	118
	WBL	600	106	68				50	<25	<25	80	<25	<25	115	81	110	105	60	123
	WBR	305	30	<25				105	<25	46				115	45	65			
	NBL																210	**340**	178
	NBR																		
	SBL	590	40	56													125	**185**	121
	SBR																125	<25	<25
Existing + Background	EBL										80	<25	<25	115	35	55	210	46	74
	EBR																210	148	163
	WBL	600	131	100										115	88	132	105	64	**142**
	WBR	305	30	26															
	NBL																210	**450**	**251**
	NBR																		
	SBL	590	43	67													125	**214**	**153**
	SBR																125	<25	<25
Existing + Background + Project	EBL										80	<25	<25	115	41	60	210	47	74
	EBR																210	154	169
	WBL	600	136	103							80	<25	<25	115	89	134	105	65	**142**
	WBR	305	32	27							<25	<25	<25						
	NBL																210	**467**	**260**
	NBR																		
	SBL	590	46	81													125	**216**	**153**
	SBR																125	<25	<25
Cumulative	EBL										80	<25	<25	115	44	75	210	50	83
	EBR																210	170	209
	WBL	600	215	156										115	89	**142**	105	71	**156**
	WBR	305	36	29															
	NBL																210	**537**	**289**
	NBR																		
	SBL	590	50	106													125	**241**	**169**
	SBR																125	<25	<25
Cumualtive + Project	EBL										80	<25	<25	115	52	79	210	50	83
	EBR																210	178	213
	WBL	600	224	161							80	<25	<25	115	91	**142**	105	71	**156**
	WBR	305	37	30															
	NBL																210	**543**	**300**
	NBR																		
	SBL	590	53	119													125	**241**	**169**
	SBR																125	<25	<25

Note:
Queues that exceed the available storage are shown in **BOLD** and shown in gray shaded cells.
Queues that are a queuing deficiency are shown in red and **BOLD** and shown in gray shaded cells.

J – Signal Warrants

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2014 MUTCD)

MAJOR STREET: **San Juan Rd** EB WB # OF APPROACH LANES: **2**

MINOR STREET: **Project Driveway** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Hollister, CA**

COMMENTS: Signal Warrant for San Juan Road/Project Driveway (Back+P Conditions)

Urban or Rural Community:	**Rural**
ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):	**N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):	**Y**

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A (100%)			WARRANT 1 - Condition A (100%)			WARRANT 1 - Condition A (80%)			WARRANT 1 - Condition B (80%)			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES →			**294**	**73.5**		**441**										
04:00 AM TO 05:00 AM	0	0					Y									
05:00 AM TO 06:00 AM	0	0					Y									
06:00 AM TO 07:00 AM	0	0					Y									
07:00 AM TO 08:00 AM	1,000	48	Y			Y	Y	**Y**								
08:00 AM TO 09:00 AM	0	0					Y									
09:00 AM TO 10:00 AM	0	0					Y									
10:00 AM TO 11:00 AM	0	0					Y									
11:00 AM TO 12:00 PM	0	0					Y									
12:00 PM TO 01:00 PM	0	0					Y									
01:00 PM TO 02:00 PM	0	0					Y									
02:00 PM TO 03:00 PM	0	0					Y									
03:00 PM TO 04:00 PM	0	0					Y									
04:00 PM TO 05:00 PM	1,171	34	Y			Y	Y	**Y**								
05:00 PM TO 06:00 PM	0	0					Y									
06:00 PM TO 07:00 PM	0	0					Y									
07:00 PM TO 08:00 PM	0	0					Y									
	2,171	82	2	0	**0**	2	16	**2**	0	0	**0**	0	0	**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED for both Condition A & B **NOT SATISFIED**						4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

04/18/22
Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2014 MUTCD)

MAJOR STREET: **San Juan Rd** EB WB # OF APPROACH LANES: **2**

MINOR STREET: **Project Driveway** NB SB # OF APPROACH LANES: **1**

CITY, STATE: **Hollister, CA**

COMMENTS: Signal Warrant for San Juan Road/Project Driveway (Cu+P Conditions)

Urban or Rural Community:	**Rural**
ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):	**N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):	**Y**

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A (100%)			WARRANT 1 - Condition A (100%)			WARRANT 1 - Condition A (80%)			WARRANT 1 - Condition B (80%)			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES →			**294**	**73.5**		**441**										
04:00 AM TO 05:00 AM	0	0					Y									
05:00 AM TO 06:00 AM	0	0					Y									
06:00 AM TO 07:00 AM	0	0					Y									
07:00 AM TO 08:00 AM	1,165	48	Y			Y	Y	**Y**								
08:00 AM TO 09:00 AM	0	0					Y									
09:00 AM TO 10:00 AM	0	0					Y									
10:00 AM TO 11:00 AM	0	0					Y									
11:00 AM TO 12:00 PM	0	0					Y									
12:00 PM TO 01:00 PM	0	0					Y									
01:00 PM TO 02:00 PM	0	0					Y									
02:00 PM TO 03:00 PM	0	0					Y									
03:00 PM TO 04:00 PM	0	0					Y									
04:00 PM TO 05:00 PM	1,419	34	Y			Y	Y	**Y**								
05:00 PM TO 06:00 PM	0	0					Y									
06:00 PM TO 07:00 PM	0	0					Y									
07:00 PM TO 08:00 PM	0	0					Y									
	2,584	82	2	0	**0**	2	16	**2**	0	0	**0**	0	0	**0**	**0**	**0**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED for both Condition A & B **NOT SATISFIED**						4 HRS NEEDED **NOT SATISFIED**	1 HR NEEDED **NOT SATISFIED**

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