# 7-Eleven Convenience Store and Fuel Station Project E. Vista Dr., Weed, CA

## Initial Study/Mitigated Negative Declaration

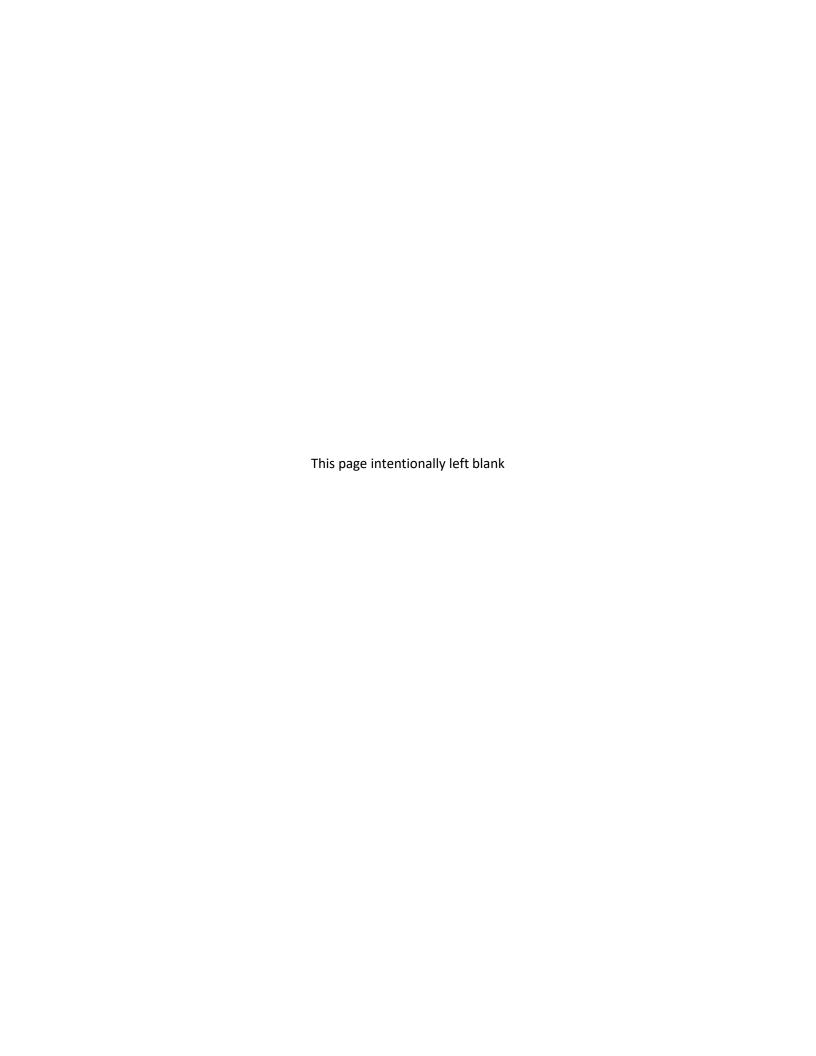
Prepared for:

City of Weed Planning & Zoning Department 550 Main Street P.O. Box 470 Weed, CA 96094

Prepared by:

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March 2025



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## ACRONYMS AND ABBREVIATIONS

AB Assembly Bill

amsl above mean sea level
APN Assessor's Parcel Number

BMP best management practices

CAL FIRE California Department of Forestry and Fire Protection

Caltrans California Department of Transportation
CAPCOA California Air Pollution Officers Association

CARB California Air Resources Board

CBC California Building Code

CCR California Code of Regulations

CDFW California Department of Fish and Wildlife

CEC California Energy Commission

CEQA California Environmental Quality Act

CH4 methane

CNDDB California Natural Diversity Database

CO carbon monoxide CO2 carbon dioxide

CO2e carbon dioxide equivalent

CRHR California Register of Historical Resources

dB decibel

dBA A-weighted decibel approximates the hearing sensitivity of humans

dBLeq time-averaged noise level that represents one hour unless otherwise specified

DNL day-night average noise level based on a 24-hour weighted average with a 10 decibel

increase applied to noise levels during the evening hours of 10 p.m. to 7 a.m.

DPR California Department of Parks and Recreation
DTSC California Department of Toxic Substances Control

EIR Environmental Impact Report ESA Environmental Site Assessment

FEMA Federal Emergency Management Agency

GHG greenhouse gas

GSP Shasta Valley Groundwater Sustainability Plan

GWP global warming potential

HMBP Hazardous Materials Business Plan

IS Initial Study

Leq equivalent continuous sound level

Lmax maximum noise level

## ACRONYMS AND ABBREVIATIONS (cont.)

MGD million gallons per day
MLD Most Likely Descendant

MND Mitigated Negative Declaration

MS4 municipal separate storm sewer system (permits)

MT metric tons

NAHC Native American Heritage Commission

NCRWQCB North Coast Regional Water Quality Control Board

NEIC Northeast Information Center

NOx nitrogen oxide

NPAB Northeast Plateau Air Basin

NPDES National Pollutant Discharge Elimination System

O2 ozone

PCAPCD Placer County Air Pollution Control District

PM2.5<sub>5</sub> particulate matter less than 2.5 micrometers (fine) PM10 particulate matter less than 10 micrometers (coarse)

PRC Public Resources Code
PUE public utility easement

ROG reactive organic gases

ROW rights-of-way

RWQCB Regional Water Quality Control Boards (see also NCRWCB)

SB Senate Bill

SCAPCD Siskiyou County Air Pollution Control District SCAQMD South Coast Air Quality Management District

SCH State Clearinghouse

SMAQMD Sacramento Metropolitan Air Quality Management District

SO2 sulfur dioxide

SWPPP Stormwater Pollution Prevention Plan

TAC toxic air contaminants

USC United States Code

USDOT United States Department of Transportation
USEPA United States Environmental Protection Agency

USFWS United States Fish and Wildlife Service

Vdb velocity in decibels

VLSB Volcanic Legacy Scenic Byway

VMT vehicle miles travelled VOC volatile organic compound

### **ENVIRONMENTAL CHECKLIST FORM**

1. **Project Title:** 7-Eleven Convenience Store and Fuel Station Project

2. Lead Agency Name and Address: City of Weed

550 Main Street P.O. Box 470 Weed, CA 96094 (530) 938-5020

3. **Contact Person and Phone Number:** Mark Teague

(530) 938-5020

4. **Project Location:** The project site is in the southeast area of the City of Weed, Siskiyou County, California. The project site is on the south side of E. Vista Dr., 0.15 mile east of the intersection of E. Vista Dr. with Black Butte Dr. A portion of the project site extends to the southwest to connect with Black Butte Dr. The project site is 0.27 mile east of Interstate-5 (I-5).

The project site totals approximately 11 acres and is comprised of portions of Assessor's Parcel Numbers (APNs) 060-552-380, 060-552-390, 060-601-036 and 060-601-039. APN 060-601-036 is proposed for development with the convenience store and fuel station (development area/subject parcel). The approximate center of the development area/subject parcel is at latitude 41.398059 and longitude -122.373791, NAD 83. See Figure 1 in Appendix A for the project's location in the region and Figure 2 for an aerial map of the project site.

5. **Project Sponsor's Name and Address:** Guggenheim Development Services, LLC

3000 Internet Blvd., Suite 570

Frisco TX 75034

Contact: Jesse Kent, (916) 969-7472

6. **General Plan Designation:** General Commercial (see Figure 3)

7. **Zoning:** CM, Limited Industrial (see Figure 4)

8. **Description of Project:** The proposed project includes a lot line adjustment between parcels 060-601-036 and 060-601-039 to establish an approximately 6-acre parcel (APN 060-601-036; development area/subject parcel) for development with the convenience store and fuel station. The project development would include a 4,761-square-foot 7-Eleven convenience store, six conventional gas station islands, six commercial gas station islands, two electric vehicle charging stations serving four parking stalls, and standard vehicle and truck parking. The remainder of the subject parcel would be landscaped and would feature retained existing trees, retention basins and designated snow collection areas.

The project site would access E. Vista Dr. at four locations. The project also includes construction of an approximately 25-foot-wide, 365-foot-long driveway to Black Butte Dr. which would pass through APN 060-601-039. The driveway area totals approximately 0.4 acre. An approximately 390-foot-long stretch of Black Butte Dr. totaling approximately 0.6 acre would be widened and paved along the northeast side of the roadway and a sidewalk constructed along the same

roadway segment to connect the project driveway to existing sidewalks to the northwest (i.e., ROW improvements).

A pylon sign would be installed along I-5 in APN 060-552-390 which would require a temporary access driveway and trenching in APN 060-552-380 to install underground electrical connections. The highway advertising sign area totals approximately 0.6 acre. An approximately 3.4-acre area of APN 060-601-039 would be used during construction for placement of excess soil (i.e., soil placement area).

Off-site improvements may include installation of stop signs and restriping existing turn lanes to add storage along E. Vista Dr. at the I-5 southbound ramp and Shastina Dr.

9. **Surrounding Land Uses and Setting:** The site is undeveloped and is surrounded by largely undeveloped parcels within an area of the City developed with commercial retail, including grocery, fast food restaurants and travel stops. Properties to the north, south, and west of the development area/subject parcel are zoned CM, Limited Industrial and properties to the east are zoned C2, General Commercial and R4, Residential Mixed-Use. A small parcel east of the development area/subject parcel is developed with a City of Weed Public Works utility facility. An approximately 20-foot wide Public Utility Easement (PUE) follows the eastern boundary of the development area/subject parcel to provide access to the utility facility. The property northwest of the project site is developed with a Pilot Travel Center and a Grocery Outlet is approximately 330 feet west of the project site. The parcel in which the pylon sign would be located is undeveloped and is adjacent to the California Department of Transportation (Caltrans) ROW.

#### 10. Other Public Agencies Whose Approval is Required:

City of Weed:

- Lot Line Adjustment
- Conditional Use Permit for the land use and fuel and alcohol sales
- Architectural Review
- Grading Permit, Building Permit
- Encroachment Permits for work in the City roads ROW
- Tree Removal Permit
- Sign Use Permit for highway advertising sign and freestanding sign

California Department of Transportation:

- Encroachment Permit for work in Caltrans ROW

Siskiyou County Air Pollution Control District:

- Permits to construct/operate

Regional Water Quality Control District

- National Pollutant Discharge Elimination System General Permit to Discharge Storm Water Associated with Construction Activity (Construction General Permit) for project construction

#### 11. Previous CEQA Documentation for Site/Surrounding Area:

Subdivision Map: A final subdivision map for the property in which the project site is located was recorded with the City of Weed on June 6, 2017. The property was subdivided and zoned CM-Limited Industrial and converted from forestland to limited industrial use. All required California Environmental Quality Act (CEQA) documentation and approvals would have been completed at that time.

Love's Travel Stop: A Final Environmental Impact Report (EIR; State Clearinghouse [SCH]# 2017092076) was prepared for the Love's Travel Stop. The project is located west of I-5, southwest of the interchange of I-5 with Vista Dr., approximately 0.35 mile southwest of the project site.

Dhami's Truck Wash & Truck Repair: An Initial Study/Mitigated Negative Declaration (IS/MND; SCH# 2023070571) was prepared for the Dhami's Truck Wash & Truck Repair Project. The project is located west of I-5, at the corner of S. Weed Blvd and Vista Dr., approximately 0.4 mile west of the project site.

#### **Native American Consultation:**

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) Section 21080.3.1? □Yes ☒No

If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Tribal consultation efforts were initiated on January 28, 2025, by the City for the proposed project. The City sent notification letters via email and post to the list of 16 Native American contacts that were recommended by the NAHC as potential sources of information related to cultural resources in the vicinity of the project site. Emails were resent to three contacts on March 3, 2025 for incorrect contacts/rejected emails: the Redding Rancheria Chairperson, the Shasta Indian Nation Culture Preservation Officer, and the Susanville Indian Rancheria Chairperson. One response was received from the Karuk Tribe's Tribal Heritage Preservation Officer in an email dated January 28, 2025, indicating there are no known concerns. No responses requesting consultation were received prior to circulation of this document for public review. Refer to Section 3.18 for more information.

#### **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
⊠ Biological Resources		☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	<ul><li>Hazards and Hazardous</li><li>Materials</li></ul>
	☐ Land Use and Planning	☐ Mineral Resources
□ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation		
☐ Utilities and Service Systems		

#### SUMMARY OF MITIGATION MEASURES

The mitigation measures listed below would reduce the severity of all potentially significant impacts to a level of less than significant. The Mitigation Monitoring and Reporting Program, which includes the mitigation measure implementation responsibility, monitoring responsibility, and timing, is included as Appendix B to this Initial Study.

#### **Biological Resources**

**Mitigation MeasureBIO-1: Survey for Special-Status Plants.** Protocol-level surveys for rare plants shall be completed in any areas that have not been surveyed within five years prior to ground disturbance. Surveys will be completed for the potentially occurring species:

- Pallid bird's-beak (Cordylanthus tenuis ssp. pallescens)
- Peck's lomatium (Lomatium peckianum)
- Modoc green-gentian (Frasera albicaulis var. modocensis)
- Henderson's triteleia (Triteleia hendersonii)

Surveys shall be conducted by a qualified botanist, according to survey protocols provided by California Department of Fish and Wildlife (CDFW) March 20, 2018, in *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities.* If special-status plant species are found on the project site, then a 15-foot non-disturbance buffer shall be implemented around the plant(s); if avoidance is not possible then consultation with CDFW shall occur.

**Mitigation Measure BIO-2: Nesting Migratory Birds.** In order to avoid impacts to nesting migratory birds and/or raptors protected under federal Migratory Bird Treaty Act and California Fish and Game Code Section 3503 and Section 3503.5, including their nests and eggs, one of the following shall be implemented:

- Vegetation removal and other ground-disturbance activities associated with construction shall occur between September 1 and January 31 when birds are not nesting; or
- If removal of nesting substrate, including trees or woody vines that could support nesting birds, occurs within the nesting bird season (February 1 to August 31), then preconstruction surveys will be conducted by a qualified biologist within 7 days of activities to identify active nests within the work area and surrounding 150 feet, wherever potential nesting habitat is present. Surveys will begin prior to sunrise and continue until vegetation and potential nesting habitat has been sufficiently observed. If an active nest is located during preconstruction surveys, a species specific, non-disturbance spatial buffer will be established around the nest by a qualified biologist to comply with the Migratory Bird Treaty Act. The buffer distance will be selected to consider the species present and onsite conditions, such as potential for project activities to disturb or cause abandonment of a nest with nesting birds, eggs, or chicks present. The buffer will remain in place until the chicks have fledged or the nest is deemed to be no longer active by a qualified biologist.

**Mitigation Measure BIO-3: Removal of Healthy, Mature Trees.** Prior to tree removal, the project applicant shall apply for and obtain a tree removal permit from the City of Weed which will include a plan to mitigate for the loss of healthy, mature trees on the project site. The project applicant shall submit the following information to the City in support of the permit application:

- The number of mature trees on the property;
- The number, species, health and vitality of mature trees to be removed as assessed by an International Society of Arboriculture Certified Arborist;
- The reasons for removal;
- A tree retention plan (a plot plan diagramming the remaining trees following tree removal); and
- A tree mitigation plan. The tree mitigation plan shall be approved by the City prior to improvement plan approval. Tree replacement as mitigation may occur on- or off-site at location(s) agreed to by the City and the plan shall include post-replacement monitoring. Alternatively, mitigation may be achieved through payment of in-lieu fees to the City for planting trees on City maintained properties and ROW or through participation of a tree planting program in the City. The tree mitigation plan shall achieve a minimum of 1:1 ratio of tree planted per tree removed through fees or replacement.

#### **Cultural Resources**

Mitigation Measure CUL-1: Discovery of Previously Unknown Cultural Resources. In the event that any prehistoric or historic-era subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, are discovered during construction, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist shall be retained to assess the significance of the find. Specifically, the archaeologist shall determine whether the find qualifies as an historical resource, a unique archaeological resource, or a tribal cultural resource. If the find does fall within one of these three categories, the qualified archaeologist shall then make recommendations to the City regarding appropriate procedures that could be used to protect the integrity of the resource and to ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery, with preservation in place being the preferred option if feasible. If the find is a tribal cultural resource, the City shall provide a reasonable opportunity for input from representatives of any tribe or tribes the professional archaeologist believes may be associated with the resource. The City shall implement such recommended measures if it determines that they are feasible in light of project design, logistics, and cost considerations.

If monitoring during construction is required in response to consultation with the Tribes or as determined by the qualified archaeologist due to inadvertent discoveries, the monitor shall meet the Secretary of the Interior's professional qualifications for both prehistoric and historic-era archaeology or be directly supervised by an individual who meets those qualifications. The monitor may be hired directly by the applicant or its contractor, or by the City on behalf of the applicant. The monitor shall observe soil excavation to their maximum depths, inspect stockpiled soil sediments, and document soil stratigraphy. The monitor shall document monitoring activities in a daily log. At a minimum, the daily log shall include name(s) of the monitor(s), date the monitoring occurred, start and stop times of the monitoring activities, the location of the archaeological monitoring, activities for the reporting period, and periodic digital photographs of construction activities. If cultural resources are encountered during construction, the monitor shall have the authority to temporarily halt or re-direct construction activities. The duration and location of monitoring activities shall be determined by the qualified professional archaeologist.

**Mitigation Measure CUL-2: Discovery of Human Remains.** To avoid the potential for impacts to buried human remains, the following measures shall be implemented, as necessary, in conjunction with the construction of the project:

- Pursuant to State Health and Safety Code Section 7050.5(e) and Public Resources Code (PRC) Section 5097.98, if human bone or bone of unknown origin is found at any time during on- or off-site construction, all work shall stop in the vicinity of the find and the Siskiyou County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD). The project proponent and MLD, with the assistance of the archaeologist, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall address the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California PRC allows 48 hours for the MLD to make their wishes known to the landowner after being granted access to the site. If the MLD and the other parties do not agree on the reburial method, the project will follow PRC Section 5097.98(e) which states that "... the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."
- Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, the City of Weed Planning Department, and the California Historical Resources Information System, Northeast Information Center.

#### Hazards and Hazardous Materials

Mitigation Measure HAZ-1: Discovery of Previously Unknown Hazardous Materials. The City of Weed shall ensure that grading plans, other improvement plans and building permits include a statement specifying that if hazardous materials contamination is discovered or suspected during construction activities, then all work shall stop immediately until the Siskiyou County Environmental Health Division has determined an appropriate course of action. Such actions may include, but would not be limited to, site investigation, human health and environmental risk assessment, implementation of a health and safety plan, and remediation and/or site management controls. Any site investigation and recommendations for mitigation, as necessary, shall be completed by a qualified professional and submitted to the City.

**Mitigation Measure HAZ-2: Provide Emergency Access During Temporary Lane Closures.** Prior to implementing temporary lane closures during construction, the applicant shall notify the City of Weed Police and Fire Departments. The applicant shall implement traffic controls as appropriate during construction activities to facilitate traffic flow and to permit the movement of emergency vehicles. Temporary traffic controls could include measures such as signage, physical barriers and channelizing devices, reduced speed limit, detours, and flaggers.

#### **Hydrology and Water Quality**

Mitigation Measure HYD-1: Stormwater Quality Protection during Construction. The applicant shall file a Notice of Intent with the North Coast Regional Water Quality Control Board (NCRWQCB) prior to construction to comply with the Construction General Permit. The Notice of Intent shall detail the treatment measures and best management practices (BMPs) to control pollutants that shall be implemented and complied with during the construction and post-construction phases of the project. The Stormwater Pollution Prevention Plan (SWPPP) is subject to approval by the NCRWQCB, which makes the final determination on which BMPs are required for the project. Construction contracts will include the requirement to implement the BMPs in accordance with the SWPPP, and proper implementation of the specified BMPs is subject to inspection by the NCRWQCB staff. Example BMPs may include practices such as: retaining onsite the sediments generated on or brought to the project site; using treatment control or structural BMPs; retaining constructionrelated materials and wastes, spills, and residues at the project site and preventing discharges to streets, drainage facilities, the City's municipal separate storm sewer system (MS4), receiving waters, or adjacent properties; containing non-storm runoff from equipment and vehicle washing at the project site; controlling erosion from slopes and channels through BMPs such as: limiting grading during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes, if any; and covering any slopes susceptible to erosion; surface disturbance of soil and vegetation will be kept to a minimum; existing access and roads will be used wherever feasible; any stockpiled soil will be placed and sloped so that it would not be subject to accelerated erosion; after ground-disturbing activities are complete, all disturbed areas will be replanted or covered with paving stones to prevent erosion.

**Mitigation Measure HYD-2: Stormwater Quality Protection During Operation.** Prior to issuance of a grading permit, the applicant shall submit to the City of Weed Public Works Department for review and approval, plans presenting stormwater control design, operations and maintenance for the project in accordance with the City's MS4 Permit. The plan will demonstrate that the proposed project includes design features and BMPs sufficient to meet the MS4 Permit requirements.

#### **Transportation**

Mitigation Measure TRANS – 1: Construction Traffic Management Plan. Prior to issuance of encroachment and grading permits, the applicant or the construction contractor shall prepare a construction traffic management plan to the satisfaction of the City and subject to review by affected agencies. Traffic measures to be included in the Plan and implemented during construction activities shall include, at a minimum:

- Construction traffic shall not block emergency vehicle routes
- Construction activities shall be designed to minimize work on and delays to or safety concerns for other users of public ROS and local streets, including the following:
  - o Identify designated parking for all project-related vehicles during construction
  - Identify designated staging area(s). If staging will occur in the roadway ROW, specify the type and maximum number of trucks and/or equipment simultaneously permitted, use of traffic control personnel and signage.
  - Identify truck routes for the transport of construction equipment and materials
  - Provide advance warning and appropriate signage whenever lane or pedestrian facility closure are necessary.
  - Specify the duration and safe and efficient access routes for pedestrians, emergency vehicles and affected businesses.

#### Wildfire

**Mitigation Measure FIRE-1: Vegetation Management Plan.** Prior to issuance of a grading permit, the applicant shall provide the City of Weed with a Vegetation Management Plan which shall address all privately held and maintained areas of the project site for the duration of project operations. The Vegetation Management Plan will require that all privately-owned and maintained areas of the project site are maintained consistent with City of Weed Municipal Code Section 16.30.030 which applies to vacant properties. At a minimum, the driveway access easement will be maintained free of weeds, dry brush, dead vegetation, trash, junk, debris, building materials, accumulation of paper and discarded items. Failure to maintain the access easement would result in a penalty in accordance with the City code.

## **DETERMINATION (TO BE COMPLETED BY LEAD AGENCY)**

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.					
⊠	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.					
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.					
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect I) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.					
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.					
Signa	Justin Mayberry The City & Weed					
Printed Name For						
agree	eant to Section 15070(b)(1) of the California Environmental Quality Act, as the project applicant, I to the revisions of the project plans or proposals as described in this Initial Study/Mitigated tive Declaration to avoid or reduce environmental impacts of my project to a less than significant					

MM Van

03-31-2025

Raymond Parker

**Printed Name** 

Guggenheim Development Services, LLC

For

### INITIAL STUDY AND ENVIRONMENTAL EVALUATION

## 1.0 INTRODUCTION

This Initial Study and Mitigated Negative Declaration (IS/MND) has been prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed 7-Eleven Convenience Store and Fuel Station Project (proposed project). This IS/MND has been prepared in accordance with the CEQA Public Resources Code (PRC) Sections 21000 et seq., and the State CEQA Guidelines. Pursuant to the State CEQA Guidelines Section 15367, the City of Weed (City) is the lead agency for CEQA compliance.

An Initial Study is conducted by a CEQA lead agency to determine if a project may have a significant effect on the environment. In accordance with the State CEQA Guidelines Section 150649(a)(1), an Environmental Impact Report (EIR) must be prepared if the Initial Study indicates that the proposed project may have a potentially significant impact on the environment. According to State CEQA Guidelines Section 15070, a Negative Declaration or Mitigated Negative Declaration shall be prepared when either:

- (a) The Initial Study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or
- (b) The Initial Study identified potentially significant effects, but:
  - (1) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed Negative Declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
  - (2) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

If revisions are incorporated into the proposed project in accordance with the State CEQA Guidelines Section 15070(b), a Mitigated Negative Declaration is prepared. This document includes such revisions in the form of mitigation measures. Therefore, this document is a Mitigated Negative Declaration, and it incorporates all of the elements of the accompanying Initial Study.

## 2.0 PROJECT DESCRIPTION

#### 2.1 Project Location

The project is located in the southeast area of the City of Weed, Siskiyou County, California. The project site is on the south side of E. Vista Dr., 0.15 mile east of the intersection of E. Vista Dr. with Black Butte Dr. A portion of the project site extends to the southwest to connect with Black Butte Dr. The project site is 0.27 mile east of I-5. See Figure 1 for the project's location in the region and Figure 2 for an aerial map of the project site.

The project site totals approximately 11 acres and is comprised of an approximately 6-acre portion of Assessor's Parcel Number (APN) 060-601-036 for development of the convenience store and fuel station (i.e., development area/subject parcel), an approximately 0.4-acre portion of APN 060-601-039 for development of the driveway connecting with Black Butte Dr. (i.e., driveway) and 0.6-acre within the public rights-of-way (ROW) for E. Vista Dr. and Black Butte Dr. for access improvements (i.e., ROW improvements). Additional areas include 3.4 acres of APN 060-601-039 for placement of excess soil during construction (i.e., soil placement area), and 0.8 acre of APN 060-552-390 for installation of a

pylon sign along I-5 (i.e., highway advertisement sign). The highway advertisement sign would be southwest of Black Butte Dr., directly across from the proposed project driveway to Black Butte Dr. The approximate center of the project site is at latitude 41.398059 and longitude -122.373791, NAD 83.

#### 2.2 Project Features

The proposed project includes a lot line adjustment to create an approximately 6-acre parcel which would be developed with a convenience store and fuel station with direct access to E. Vista Dr., a driveway connecting to Black Butte Dr., improvements along an approximately 390-foot long segment of Black Butte Dr., and installation of a pylon sign along I-5. The project would result in approximately 4,761 square feet of building (1.8 percent of the proposed APN 060-601-036), 167,203 square feet of paved area, and 85,132 square feet of landscaped area. The components of the proposed project are described in more detail below. Refer to the Preliminary Site Plan (Sheet C-1) in Appendix C.

Lot Line Adjustment

The proposed lot line adjustment includes portions of APNs 060-601-036 and 060-601-039. APN 060-601-036 is a 10.82-acre parcel in which the convenience store and fuel station are planned to be developed and operated. Its southern parcel boundary would be adjusted to create a 6.23-acre parcel. The adjacent parcel (APN 060-601-039) would increase by the remaining 4.59 acres.

General Plan Designation and Zoning

All parcels associated with the proposed project are designated as General Commercial by the City of Weed 2040 General Plan (City of Weed 2017a) and are within the CM, Limited Industrial zoning district (City of Weed 2024).

The City of Weed Zoning District Regulations identifies General Commercial land uses to be allowable under the CM, Limited Industrial zoning district but with more restrictive building specifications than under the C2, General Commercial zoning district (City of Weed 2024). Rezoning the subject parcels to General Commercial is not anticipated.

Convenience Store and Fuel Station

The project development would include a 7-Eleven convenience store, six conventional gas station islands, six commercial gas station islands, and four electric vehicle charging spots.

The convenience store would be approximately 4,761 square feet, situated between the conventional and commercial gas station islands with the storefront facing west towards the conventional gas station islands. The anticipated building height is 21 feet, 4 inches with a 24-foot, 8-inch tall parapet panel at the storefront – the building would not exceed 50 feet in height. The proposed building would feature a neutral, beige-colored masonry exterior with a parapet comprised of vertically placed cedar-colored fiber cement panels. Black corrugated metal accent panels would cover a portion of the storefront, and the sides of the buildings. Black metal finishes would be used for the doorways, windows, canopies, downspouts and edging. Refer to the Exterior Colored Elevations in Appendix C for typical building elevations and materials.

The convenience store would include an approximately 2,860-square-foot sales floor with a beer cave, seating, and sales/checkout area. The store also includes a kitchen, backroom, manager's office, utility and coolers/storage areas, and men's and women's public restrooms. Store entrances/exits would include double doors at the storefront and a single door at the rear of the building (two entrances/exits). The total building occupancy would not exceed 65 people.

A total of six conventional gas station islands with an approximately 4,480-square-foot canopy would be constructed in the western portion of the project site. The conventional gas station islands would accommodate up to 12 vehicles at a time (two per gas station island). Seven commercial gas station islands would be constructed near the center of the project site, which would house six fueling positions that accommodate up to six trucks at a time. Two electric vehicle charging stations serving four parking spaces would be located west of the conventional gas station islands.

Underground fuel storage tanks would be located north and southeast of the convenience store (two 20,000 gallon tanks serving the conventional fuel islands, and two 20,000 gallon tanks serving the commercial fuel islands). An enclosed Healy tank would be located north of the convenience store, and a covered trash enclosure would be located south of the convenience store, and an air and water machine would be located at the conventional vehicle parking area.

Site Access and Parking

#### Vehicular Access and Circulation

The project site would access E. Vista Dr. at four locations and Black Butte Dr. at one location. Two new 35-foot-wide, paved driveways would be constructed in the northwest site boundary at E. Vista Dr. Both driveways would allow ingress and egress that accommodate all vehicle turn movements and would provide direct access to the conventional gas station islands and convenience store parking.

A new 150-foot-wide, paved driveway would be constructed near the center of the northern site boundary at E. Vista Dr. The driveway would allow truck ingress from truck traffic on E. Vista Dr. to the commercial gas station islands and the truck parking area. Another new 150-foot-wide, paved driveway east of the truck entrance driveway at E. Vista Dr. would allow trucks to exit to E. Vista Dr. from the project site and would accommodate both left and right turn movements.

The new driveway to Black Butte Dr. would be 25 feet wide, approximately 365 feet long and paved. The driveway would allow ingress and egress to Black Butte Dr. for vehicles and trucks and would accommodate all turn movements.

Vehicular circulation would be centered around the vehicle parking and conventional fuel islands in the western portion of the site, west of the convenience store. Drive paths 25 feet to 29.5 feet wide would allow vehicles to fully circle the fuel island in opposing directions.

Truck circulation would be limited to a single direction through the fuel islands and parking areas with trucks entering the site from E. Vista Dr. at the fuel islands and leaving at the driveway to the east of the entrance. Trucks entering the site from Black Butte Dr. would be unable to access the fuel islands without leaving and reentering the site from E. Vista Dr.

#### **Parking**

The project would include 45 conventional parking spaces, including two American with Disabilities Act (ADA)-compliant spaces in front of the convenience store and four electric vehicle parking spaces. Thirty five truck parking spaces would be provided. All parking would be located a minimum of 30 feet from an adjacent ROW.

#### Pedestrian Access and Circulation

Project driveways to E. Vista Dr. would accommodate an existing sidewalk with curb and gutter along the E. Vista Dr. ROW. The project would include construction of an ADA-compliant sidewalk along the northeast side of Black Butte Dr. (within the ROW) to connect the project driveway to sidewalks along

the Grocery Outlet property west of the project site (refer to Black Butte Dr. ROW Improvements, below).

On-site designated pedestrian access would be provided through a 5-foot-wide walkway from the electric vehicle parking to the convenience store.

#### Landscaping and Lighting

Landscaping would comprise approximately 85,132 square feet of the project site. Where feasible, existing trees would be retained and incorporated into the landscaping design, which would consist primarily of trees in the southeast portion of the site. The landscape design would consist of water efficient landscaping per City of Weed Municipal Code Chapter 17.36 and would accommodate snow collection areas and retention basins throughout the site. All landscaping would be associated with the convenience store and fuel station development in the development area/subject parcel.

The landscape palette would consist of a variety of low water trees planted throughout the site, including white fir, red maple, madrone, incense cedar, Oregon ash, western white pine and frontier elm. Western redbud and Pacific dogwood would be included as accent trees and would be concentrated along the E. Vista Dr. frontage and along the western boundary of the development area/subject parcel. Screen shrubs would be strategically placed between the on-site development and the property boundaries and around on-site utilities and enclosures. The remaining landscaped areas would feature ground cover consisting of a combination of flower seed mixes, shrubs, flowering plants. All landscaped areas would feature an automatic irrigation system. The area surrounding the retained trees would be naturalized and would remain non-irrigated. Refer to the Conceptual Landscape Plan (Sheet L-1) and the Conceptual Plan Image Board (Sheet L-2) in Appendix C.

Lighting would consist of a combination of pole-, building, and fuel canopy-mounted fixtures. Pole lighting would be installed at the E. Vista Dr. driveways, around the perimeter of the parking areas, and along the driveway to Black Butte Dr., and would consist of a combination of single, double and triple-head lights. Canopy lighting would be installed under the fuel canopies and the convenience store canopies, and wall mount luminaires would be installed on the convenience store exterior. All lighting would be energy efficient, LED non-glare, directional cut-off fixtures, intended to allow for dark-sky conditions and to avoid light spill-over to adjacent properties.

An existing light pole within the E. Vista Dr. ROW conflicts with the proposed truck entrance and would be relocated.

#### Utilities

Existing public utility easements (PUE) along the western, northern and eastern project site boundaries would be retained. Water and wastewater utilities are provided by the City of Weed. The project would connect to existing water and sewer lines in E. Vista Dr. The project includes relocating an existing water meter and backflow preventer (water box) and fire hydrant in the PUE along E. Vista Dr. which fall within the footprint of the proposed truck entrance. A sewer manhole would be installed onsite near the commercial fuel islands.

Pacific Power provides electricity to the project site. The project would connect to an existing transformer in the PUE along E. Vista Dr. Onsite transformers and switchgear installed as part of the project would connect with the existing transformer. An emergency generator would be installed to provide back-up power during service outages. The anticipated generator would be diesel-powered.

Power for the highway advertising sign would connect to an existing transformer at the Shastina Dr. culde-sac (refer to Signage, below, for a description of the highway advertising sign).

Refer to the Preliminary Utility Plan (Sheet C-1) in Appendix C. Refer to operations, below, for anticipated water, wastewater and electricity use.

Site Drainage and Snow Storage

Stormwater would drain toward five bioretention basins located throughout the development area/subject parcel. The on-site bioretention basins would drain to new underground stormwater pipes that would connect with a new underground stormwater pipe proposed to be installed beneath the proposed conventional parking area. The proposed stormwater pipe would discharge to drainage City facilities in E. Vista Dr.

Potential on-site snow collection locations include designated areas in the conventional parking area and in unpaved areas of the development area/subject parcel. Refer to the Preliminary Grading Plan (Sheet C-2) and the Stormwater Control Plan (Sheet C-4) in Appendix C.

The driveway area would be paved with a raised center to allow stormwater to drain. Flows reaching Black Butte Dr. would enter the proposed and existing storm drain inlets along the roadway. Refer to Black Butte Dr. ROW Improvements, below.

#### Signage

A 120-foot-tall highway advertising sign would be installed on APN 060-552-390 near I-5 (highway advertising sign area). The sign would feature an illuminated approximately 412.5-square-foot sign face featuring the 7-Eleven logo and fuel prices atop a single pylon pole. Refer to the Pylon Sign exhibit in Appendix C for a schematic of the highway advertising sign.

Additional signage would include a 7-Eleven monument sign at E. Vista Dr. and flush-mount signage on the storefront and rear of the convenience store. Signs prohibiting stopping or parking would be installed along the driveway to Black Butte Dr. All signage would be consistent with City of Weed Municipal Code Sections 18.24.230 – 239.

Black Butte Dr. ROW Improvements

An approximately 390-foot-long stretch of Black Butte Dr. totaling approximately 0.6 acre would be widened and paved along the northeast side of the roadway and a sidewalk constructed along the same roadway segment to connect the project driveway to existing sidewalks to the northwest (i.e., ROW improvements). The improvements include the installation of curb and gutter which would tie in to the existing City facilities.

Off-site Intersection Improvements

As required by the City to achieve desired levels of service on City-maintained roads, improvements may be implemented at the intersection of the I-5 southbound ramp with E. Vista Dr. and Shastina Dr. with E. Vista Dr. Improvements would include installation of stop signs on E. Vista Dr. for east- and westbound traffic at each intersection. The existing westbound left turn storage on E. Vista Dr. at the I-5 southbound ramp may be extended from 90 feet long to 150 feet long and the existing eastbound left turn storage on E. Vista Dr. at Shastina Dr. may be extended from 100 feet long to 115 feet long. The extended turn lane storage would consist of lane restriping within the existing roadway footprint. All work would occur within the existing roadway ROW.

#### Construction

Construction is anticipated to begin in spring 2026 and would last approximately 12 months. Construction activities would occur Monday through Friday during daytime hours (typically 8:00 a.m. to 5 p.m.). Construction activities would include excavation reaching depths of up to 18 feet for the underground storage tanks, and 4 feet to 5 feet in depth for utilities and the building foundation. Installation of the pylon highway advertising sign would involve excavation to 15 feet in depth for the pole foundation.

Temporarily impacted areas would include the 3.4-acre soil placement area adjacent to the south boundary of APN 060-601-036. Excess soil generated during grading and excavation activities would be spread over already exposed and cleared areas. The approximately 0.6-acre highway advertising sign area would be primarily temporarily impacted by establishment of a temporary access driveway and trenching to install underground electrical connections.

#### **Operations**

The facility would operate 24 hours per day, seven days per week. Approximately 12 people would be employed at the facility, with 2 to 4 employees working per eight-hour shift.

The fuel stations are anticipated to dispense up to 850,000 gallons per year of conventional and diesel fuel.

Indoor and outdoor water usage would total approximately 1,760 cubic feet per month (438.9 gallons per day) and electricity usage would total approximately 20,000 kWh per month. The project would generate approximately 1,584.1 cubic feet per month (395 gallons per day; based on 90 percent of water usage assumption) and 143 pounds per day of solid waste.

#### 2.3 Site Description and Setting

The project site is approximately 5 miles west of the base of Mount Shasta. The site is undeveloped and immediately surrounding parcels are undeveloped parcels within a greater area developed with commercial retail, including grocery, fast food restaurants and travel stops. The Central Oregon & Pacific Railroad (CORP) line is approximately 450 feet north of the project site. Properties to the north, south, and west of the development area/subject parcel are zoned CM, Limited Industrial and properties to the east are zoned C2, General Commercial and R4, Residential Mixed-Use. A small parcel east of the development area/subject parcel is developed with a City of Weed Public Works utility facility. An approximately 20-foot wide PUE follows the eastern development area/subject parcel boundary to provide access to the utility facility. The property northwest of the project site is developed with a Pilot Travel Center and a Grocery Outlet is approximately 330 feet west of the project site. The parcel in which the pylon sign would be located is undeveloped and is adjacent to the California Department of Transportation (Caltrans) ROW.

The I-5 southbound ramp intersection with E. Vista Dr. currently features a single stop sign for the I-5 southbound exit ramp and an approximately 90-foot-long dedicated left turn lane along E. Vista Dr. for vehicles turning south onto the I-5 southbound entrance ramp. The Shastina Dr. intersection with E. Vista Dr. currently features stop signs for northbound and southbound traffic on Shastina Dr, E. Vista Dr. features an approximately 100-foot-long dedicated left turn lane for eastbound vehicles turning north onto Shastina Dr. and an approximately 50-foot-long dedicated left turn lane for westbound vehicles turning south onto Shastina Dr. Shastina Dr. features an approximately 50-foot-long dedicated left turn lane for southbound vehicles turning east onto E. Vista Dr.

The project site is generally flat, with an elevation range of approximately 3,750 to 3,775 feet above mean sea level (amsl), generally sloping toward the west-southwest (in the development area/subject parcel) and to the west-northwest (in the highway advertising sign area). The site is largely barren, with vegetation consisting of sparse to medium sized conifers, low brush, grasses and flowering plants. The project site is bound by E. Vista Dr. to the north. E. Vista Dr. is a paved, four-lane roadway featuring concrete sidewalks, curb and gutter and lighting on both sides of the roadway. Black Butte Dr. intersects the project driveway south of the development area/subject parcel. The southwest side of the roadway features concrete sidewalks and curb and gutter, and the northeast side is only similarly improved along the Grocery Outlet property, approximately 300 feet northwest of the project driveway. The northeast side of the roadway is unimproved east of the Grocery Outlet. Evidence of prior vehicular access from Black Butte Dr. to the development area/subject parcel is apparent by an unpaved and unmaintained driveway that generally follows the proposed driveway alignment. Refer to photos 1 – 7 in Appendix C for representative photos of the project site and surrounding areas.

### 3.0 EVALUATION OF ENVIRONMENTAL IMPACTS

The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. In the case of the proposed project, the City of Weed is the lead agency and will use the Initial Study to determine whether the proposed project would have a significant effect on the environment.

If the lead agency finds substantial evidence that any aspect of the proposed project, either alone or in combination with other projects, may have a significant effect on the environment, that agency is required to prepare an EIR, a supplement to a previously prepared EIR, or a subsequent EIR to analyze the proposed project at hand. If the agency finds no substantial evidence that the proposed project or any of its aspects may cause a significant impact on the environment, then a Negative Declaration may be prepared. If, over the course of the analysis, the proposed project would potentially have a significant impact on the environment that, with specific mitigation measures, can be reduced to a less-than-significant level, then a Mitigated Negative Declaration may be prepared. In the case of this proposed project, all significant or potentially significant impacts on the environment would be reduced to less-than-significant levels with incorporation of specific mitigation measures. Therefore, the City has determined that adoption of a Mitigated Negative Declaration is the appropriate course of action for this project.

The lead agency has defined the column headings in the environmental checklist as follows:

- A. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- B. "Less Than Significant with Mitigation Incorporated" applies where the inclusion of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." All mitigation measures are described, including a brief explanation of how the measures reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be cross-referenced.
- C. "Less Than Significant Impact" applies where the project does not create an impact that exceeds a stated significance threshold.

D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project specific screening analysis).

The explanation of each issue identifies the significance criteria or threshold used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significance. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [State CEQA Guidelines Section 15063(c)(3)(D)]. Where appropriate, the discussion identifies the following:

- a) Earlier Analyses Used. Identifies where earlier analyses are available for review.
- b) Impacts Adequately Addressed. Identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) Mitigation Measures. For effects that are "Less Than Significant with Mitigation Incorporated," describes the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

#### 3.1 AESTHETICS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	cept as provided in Public Resources Code Section 21099, uld the project:				
a)	Have a substantial adverse effect on a scenic vista?			$\boxtimes$	
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			×	
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			$\boxtimes$	
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			$\boxtimes$	

#### Background and Setting

The project site is in an area that transitions from areas developed with commercial retail, including fast food restaurants, gas stations and travel stops to undeveloped parcels. The project site is undeveloped and relatively flat with scattered trees. Parcels immediately surrounding the project site are undeveloped. Land directly west and south of the project site is largely devoid of trees and other significant vegetation while undeveloped land to the north and east feature relatively dense stands of trees. The property northwest of the project site is developed with a Pilot Travel Center and a Grocery Outlet is approximately 330 feet west of the development area/subject parcel, with substantial additional commercial development oriented to serve motorists closer to I-5. Highway advertising signs are present on the commercial properties near I-5 and feature pole-mounted illuminated signs. Refer to Appendix D for photographs presenting views of the project site and surrounding areas and views towards the project site from I-5.

The National Scenic Byways Program (U.S. Code Title 23 Section 162) allows the Transportation Secretary to designate a road as a National Scenic Byway, All-American Road, or as one of America's Byways if it meets specific criteria defined by the Secretary, including scenic, natural, historic cultural, archaeological and recreational quality. The stretch of I-5 from its intersection with U.S. Route 97 north of the project site to State Route 89 South of the project site is also part of the Volcanic Legacy Scenic Byway (VLSB). VLSB is an approximately 500-mile long federal scenic highway extending from California into Oregon which was designated for its natural and recreational intrinsic qualities (FHWA 2024).

California's Scenic Highway Program was created to preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways. The State Scenic

Highway Systems includes a list of highways that are either eligible for designation as scenic highways or have been so designated. Caltrans maintains a list of California's scenic highways and map showing their locations. The project site is near I-5 which is designated as "eligible" to be a state scenic highway (Caltrans 2019)

There are no officially designated scenic vistas identified in the City's 2040 General Plan; however, the General Plan identifies scenic places in the City consisting of city parks, the City's historic downtown and viewsheds of Mount Shasta. Mount Shasta is a 14,179-foot-high dormant volcano that is visible from the project area. Its summit is approximately 9.2 miles east of the project site. Black Butte is approximately 6,325 feet tall, and its summit is approximately 2.5 miles southeast of the project site, east of I-5. Mount. Eddy is 9,025 feet tall, and its summit is approximately 7.5 miles southwest of the project site.

#### **Analysis**

#### a) Have a substantial adverse effect on a scenic vista?

Less than significant impact. While the City has no designated scenic vistas, scenic places identified in the 2040 General Plan visible from the project area include Mount Shasta (9.2 miles east of the project site), Black Butte (2.5 miles southeast of the project site) and Mount Eddy (7.5 miles southwest of the project site). Sensitive viewers of the project site would be primarily motorists on I-5 and motorists and pedestrians using E. Vista Dr. and Black Butte Dr. The project site would not be located between I-5, E. Vista Dr. or Black Butte Dr. and Black Butte or Mt. Eddy and would not obstruct views of either scenic feature by motorists on the highway. Due to the distance and intervening topography, development of the project site would not otherwise block or detract from views of Black Butte or Mt. Eddy from other public roadways in the area.

Mount Shasta is the most prominent scenic feature that is visible from the project site and surrounding public roadways. Mount Shasta is visible from points along E. Vista Dr. along the northern project site boundary, but views from E. Vista Dr. would not be obstructed by the proposed project. Mount Shasta is not visible from Black Butte Dr. in or near the project site due to intervening development and vegetation and views from Black Butte Dr. would not be obstructed by the proposed project.

The proposed project would be located between I-5 and Mount Shasta. Development of the development area/subject parcel, driveway and ROW improvements would be partially or entirely visually obstructed from I-5 by intervening trees. Development of the project site would not obstruct views of Mount Shasta. The highway advertising sign would be visible from I-5 but views would be intermittent due to existing trees.

The proposed sign would be 120 feet tall and would consist of an illuminated approximately 412.5-square-foot sign face featuring the 7-Eleven logo and fuel prices atop a single pylon pole. The sign would be located near the I-5 ROW in the highway sign advertising area.

The I-5 highway segment passing the project site features largely contiguous stands of relatively dense pine trees along the highway ROW and in the highway median which shield views of the adjacent areas. Views of Mount Shasta from I-5 through this area are intermittent and fleeting; however, the east side of the I-5 interchange with Vista Dr. is relatively cleared, which allows some views of the existing commercial development and highway advertising signs. As motorists approach the project area from the north, I-5 curves eastward and with the cleared intersection, motorists experience a fleeting view of Mount Shasta, along with the existing commercial development and highway advertising signs. Photo 8 in Appendix D presents a view towards the project site from southbound I-5. Mount Shasta is clearly visible in the background where the trees have been cleared. An existing highway advertising sign is

visible. The approximate location of the proposed sign is indicated. Photo 9a is a view from I-5 directly west of the project site. Views of Mount Shasta are screened by existing trees. While some existing trees in the highway advertising sign area may be removed for the project, the relatively dense stand of trees along the I-5 ROW would not be removed and would continue to screen views from the highway. The proposed highway advertising sign would be visible in front of Mount Shasta by I-5 southbound viewers from some points along the highway; however, these views would be intermittent and fleeting due to intervening trees. Furthermore, the more prominent visual feature for I-5 southbound viewers is Black Butte, directly ahead of the motorists (refer to Photo 9b).

As motorists approach the project area from the south, the tall roadside trees screen views of the project site, Mount Shasta, and the highway advertising signs. I-5 curves westward, directing northbound motorists' views towards the west, away from Mount Shasta (refer to Photo 10). The proposed project would not impact views of Mount Shasta for I-5 northbound viewers.

While I-5 southbound viewers would experience views of the highway advertising sign in front of Mount Shasta at some points, due to the intermittent and fleeting views of the mountain, existing commercial development with highway advertising signs, and intervening vegetation, the overall visual change would be only briefly noticeable from limited areas along the highway. The proposed project would not result in a substantial adverse effect on a scenic vista and impacts would be less than significant and no mitigation would be required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than significant impact. The stretch of I-5 near the project site is designated as "eligible" to be a state scenic highway and is part of the VLSB (Caltrans 2019; FHWA 2024). The project site contains scattered trees with a slightly denser concentration in the eastern portion of the development area/subject parcel and along Black Butte Dr in the ROW improvement area. The proposed project would remove approximately 17 mixed conifer trees greater than 30 inches diameter at breast height (Pace 2024) from the project site and would develop the site with a convenience store and fuel station located approximately 0.27 mile east of I-5 at its nearest point. As indicated in Photo 8 and Photo 9a, the project site is not clearly visible from I-5 due to intervening trees. The proposed highway advertising sign would be visible from I-5 but would be only intermittently visible due to the intervening trees in the I-5 ROW and adjacent undeveloped properties (refer to Photo 10). Four mixed conifer trees greater than 30 inches diameter at breast height may be removed from the highway advertising sign area to allow for installation of the sign and to improve visibility from the highway. The proposed sign would be visible along with other existing highway advertising signs for nearby commercial development. The proposed project development would be consistent with existing development in the area, and the trees removed from the project site would be minimal when compared with the density of trees on the surrounding properties. Furthermore, stands of trees along the I-5 ROW, as well as properties to the east and south of the project site would create a visual buffer of the project site from I-5 and would minimize the effect of the trees removed from the project site. Impacts to scenic resources within a state scenic highway would be less than significant and no mitigation would be required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

**Less than significant impact.** Public views of the project site would be by sensitive viewers traveling along I-5 or public roadways in the project area. The project site is currently undeveloped and is in an area that transitions from I-5 corridor development – including commercial retail, including grocery, fast food restaurants, and travel stops – to undeveloped parcels zoned for limited industrial, commercial, and residential mixed use. Undeveloped properties north, east, and south of the project site feature trees of varying size and density. Development on the development area/subject parcel would be set back approximately 0.27 mile from I-5 and intervening trees and topography would shield views of the project site from highway motorists. Furthermore, existing nearby developments include a Grocery Outlet, Pilot Travel Center, gas stations, fast food restaurants, signage, and motorist lodging (refer to Photos 4a, 4b, 5 and 7 for images of the surrounding developed and undeveloped areas). The proposed convenience store design would feature neutral shades with cedar-colored accent panels on the store front and black metal accent elsewhere. The character and quality of the proposed project, including building heights and architectural style, would be consistent with surrounding development. The plant material selected for the proposed landscape design were selected based on the geographical location and local climate and are typical for the region. Screening shrubs and trees planted around the perimeter and throughout the development area/subject parcel would soften views of the development from the surrounding public roadways. Project landscaping would retain several of the existing trees in the southern and eastern portion of the project area, where feasible which would further reduce the visual effect of the development. As previously mentioned, the proposed highway advertising sign would be 120 feet tall and would consist of an illuminated approximately 412.5-square-foot face featuring the 7-Eleven logo and fuel prices atop a single pylon pole. The sign would be consistent with other highway advertising signs in the area (refer to Photos 5 and 10 for views of existing elevated pole signs from the highway advertising sign area and I-5, respectively). The visual effect of the proposed project on the potential fleeting views by motorists on I-5 or views by sensitive viewers on public roadways in the project area would be consistent with the character of the area. Impacts on the existing visual character or quality of public views would be less than significant and no mitigation would be required.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less than significant impact. The proposed project would involve installation of new lighting and structures which would create a new source of light and glare at the project site, but which would be located within an area developed with commercial land uses in which outdoor lighting is common. Project lighting would include a combination of pole-, building-, and fuel canopy-mounted fixtures associated with the development and the driveway to Black Butte Dr. Pole lighting would be installed at the E. Vista Dr. driveways, around the perimeter of the parking areas, and along the driveway to Black Butte Dr., and would consist of a combination of single, double and triple- head lights. Canopy lighting would be installed under the fuel canopies and the convenience store canopies, and wall mount luminaires would be installed on the convenience store exterior. All lighting would be energy efficient, LED non-glare, directional cut-off fixtures, intended to allow for dark-sky condition and avoid light spill-over to adjacent properties and would conform to City rules and regulations for lighting. Signs would be illuminated but would comply with the City of Weed Municipal Code Chapter 16.10 and Section 18.24.230 regarding signs, specifically, that no such sign shall be suspended at such a height so

as to interfere with the illumination of streetlights erected and maintained by the City. The convenience store and fuel stations would not be finished in reflective surfaces and would not create a significant new source of glare.

The highway advertising sign would be illuminated using LED non-glare for dark sky conditions in compliance with City rules and regulations for lighting. The sign materials would not be finished in reflective surfaces and would not create a significant new source of glare.

The presence of equipment and vehicles during construction and vehicles and trucks during operation could introduce glare from sunlight reflecting from windshields. Any glare generated by construction equipment and vehicles would be relatively low to the ground, consistent with the existing commercial development in the area, and would not affect views of the area. Impacts associated with lighting and glare would be less than significant and no mitigation would be required.

#### 3.2 AGRICULTURE AND FORESTRY RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wc	ould the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				$\boxtimes$
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				$\boxtimes$
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				$\boxtimes$
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non- forest use?				$\boxtimes$

#### Background and Setting

Background and analysis related to agricultural and forestry resources was prepared in part by VESTRA Environmental Resources, Inc. (VESTRA).

All parcels associated with the proposed project are designated as General Commercial by the City of Weed 2040 General Plan (City of Weed 2017a) and are within the CM, Limited Industrial zoning district (City of Weed 2024).

#### Farmland Mapping and Monitoring Program

The California Department of Conservation (CDC) California Geological Survey (CGS) administers and maintains the statewide Farmland Mapping and Monitoring Program (FMMP) which is intended to inform the conservation of agricultural land. For the FMMP, soil surveys and land use observations are used to determine the nature and quality of farmland in 10-acre minimum units across the state, and to assign the following mapping categories: prime farmland, farmland of statewide importance, farmland of local importance, unique farmland or urban and built-up land. The most recent Important Farmland Map published by CGS for the County shows the project site is mapped as Farmland of Local Importance (CDC 2018).

#### Forestland and Timberland

"Forest land" is defined in PRC 12220(g) as that land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

"Timberland" is defined in PRC 4526 as "land, other than land owned by the Federal Government and land designated by the State Board of Forestry as experimental forest land, which is available for and capable of growing a crop of trees of a commercial species used to produce lumber or other forest resources." "Commercial Species" is defined in California Code of Regulations (CCR) Title 14 Section 895.1.

"Timberland Production Zone" as defined in Government Code Section 52114(g) means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to, and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, "timberland preserve zone" means "timberland production zone."

#### **Analysis**

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

**No impact.** The project site is located on parcels mapped as farmland of local importance (CDC 2018). Farmland of local importance is described as land of importance to the local economy determined by the Siskiyou County Board of Supervisors and the City of Weed Advisory Committee (CDC 2024). In Siskiyou County, farmland of local importance includes dryland, or sub-irrigated hay and grain, and improved pasture forage species; farmlands presently irrigated but which do not meet the soil characteristics of prime farmland or farmland of statewide importance; and areas currently shown as prime agricultural land in the Siskiyou County General Plan. Although the project site is designated as farmland of local importance, review of aerial photographs from 1993 to 2022 indicate that the property has not historically been used for agricultural purposes. Furthermore, the area was subdivided and zoned CM, Limited Industrial in 2017. The limited industrial zoning precludes the retention of agricultural lands. Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use and no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

**No impact.** The project site is zoned CM, Limited Industrial and is not enrolled in or participating in a Williamson Act contract. Therefore, the proposed project would not conflict with existing zoning for agricultural use, or with a Williamson Act contract and no impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

**No impact.** The project site is not zoned for forest land, timberland, or timber production. California Code of Regulations Title 14 Section 1104.2 exempts lands converted for subdivision development from the timber harvest rules. Timber operations for the conversion of land (not in the timberland production

zone) for subdivision development are exempt from the requirements of Title 14 relating to the preparation of a Timber Harvest Plan once a County Board of Supervisors or City Council having jurisdiction has approved a tentative subdivision map pursuant to Government Code § 66410 and the County Board of Supervisors or City Council having jurisdiction has granted required use permits and other necessary approvals.

The area in which the project site is located was subdivided and zoned CM, Limited Industrial, in 2017. The final subdivision map for the subject property was also recorded with the City of Weed in 2017. At that time, the property was converted from "forestland" to "limited industrial use". All required permits and approvals would have been completed at that time. Although the subject property may have previously supported stands of timber, the subdivision and rezoning converted the designated forest land to a designated industrial land use. This conversion of planned land use and loss of timberland would have been addressed in the CEQA review and documentation at the time of the subdivision approval and resulted in the subject parcel's land use designation being "previously converted". As such, the proposed project would not conflict with, or cause the rezoning of forest land, timberland or timberland production zone. Therefore, no impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

**No impact.** The project site is not zoned for forest land, timberland, or timber production. Forest land is defined in PRC Section 12220(g)) as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

The subdivisions of the property and the zoning of the property to limited industrial use preempts the ability of the property to support forest land, timberland or any forest resource. This project will not result in the loss of forest land as the project site was subdivided rezoned to limited industrial and therefore previously converted from "forest land." Therefore, no impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

**No impact.** The project would not result in the conversion of Farmland to non-agricultural use. The project site has been zoned for limited industrial development, which by default precludes agricultural and timberland uses. No impact would occur.

#### 3.3 AIR QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
app cor	pere available, the significance criteria established by the olicable air quality management district or air pollution atrol district may be relied upon to make the following derminations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?			$\boxtimes$	
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				
c)	Expose sensitive receptors to substantial pollutant concentrations?			$\boxtimes$	
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			$\boxtimes$	

#### Background and Setting

The Air Quality Technical Report for Weed Siskiyou County Gas Station (RCH Group 2025) provides details on the proposed project's emission calculations. The Air Quality Technical Report is included in Appendix E of this Initial Study. The local air quality agency within the City of Weed is the Siskiyou County Air Pollution Control District (SCAPCD). The air quality analysis includes a review of criteria pollutant<sup>1</sup> emissions such as carbon monoxide (CO)<sup>2</sup>, nitrogen oxides (NOx)<sup>3</sup>, volatile organic compounds (VOC) as reactive organic gases (ROG)<sup>4</sup>, particulate matter less than 10 micrometers (coarse or PM10), and particulate matter less than 2.5 micrometers (fine or PM2.5).<sup>5</sup>

<sup>&</sup>lt;sup>1</sup> Criteria air pollutants refer to those air pollutants for which the USEPA and CARB has established National Ambient Air Quality Standards and California Ambient Air Quality Standards under the Federal Clean Air Act.

<sup>&</sup>lt;sup>2</sup> CO is a non–reactive pollutant that is a product of incomplete combustion of organic material, and is mostly associated with motor vehicle traffic, and in wintertime, with wood–burning stoves and fireplaces.

<sup>&</sup>lt;sup>3</sup> When combustion temperatures are extremely high, as in aircraft, truck and automobile engines, atmospheric nitrogen combines with oxygen to form various oxides of nitrogen (NOx). Nitric oxide (NO) and NO2 are the most significant air pollutants generally referred to as NOx. Nitric oxide is a colorless and odorless gas that is relatively harmless to humans, quickly converts to NO2 and can be measured. Nitrogen dioxide has been found to be a lung irritant capable of producing pulmonary edema.

<sup>&</sup>lt;sup>4</sup> VOC means any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions and thus, a precursor of ozone formation. ROG are any reactive compounds of carbon, excluding methane, CO, CO₂ carbonic acid, metallic carbides or carbonates, ammonium carbonate, and other exempt compounds. The terms VOC and ROG are often used interchangeably.

<sup>&</sup>lt;sup>5</sup> PM10 and PM2.5 consist of airborne particles that measure 10 microns or less in diameter and 2.5 microns or less in diameter, respectively. PM10 and PM2.5 represent fractions of particulate matter that can be inhaled into the air passages and the lungs, causing adverse health effects.

#### **Existing Conditions**

The City of Weed is located in a region identified as the Northeast Plateau Air Basin (NPAB), which principally includes Siskiyou, Modoc, and Lassen Counties. This large air basin is divided into local air districts, which are charged with the responsibility of implementing air quality programs. While the other counties in the air basin are identified as currently being in nonattainment for exceeding state criteria pollutant levels for particulate matter, Siskiyou County and the City of Weed are identified as being in attainment or unclassified for all federal and state air quality standards.

The NPAB is generally situated in the northeastern portion of California bordering Oregon to the north and Nevada to the east. The southern border is bounded by the North Coast, Lake Tahoe, and Sacramento Valley Air Basins. Air flows into the NPAB from the north. The mountains surrounding the NPAB are a barrier to airflow, which leads to the entrapment of air pollutants when meteorological conditions are unfavorable for transport and dilution. The highest frequency of poor air movement occurs in the fall and winter when high-pressure cells are often present over the NPAB. The lack of surface wind during these periods, combined with the reduced vertical flow caused by a decline in surface heating, reduces the influx of air and leads to the concentration of air pollutants under stable metrological conditions. Surface concentrations of air pollutant emissions are highest when these conditions occur in combination with agricultural burning activities or with temperature inversions, which hamper dispersion by creating a ceiling over the area and trapping air pollutants near the ground.

The primary sources of air pollution within the SCAPCD are wood-burning stoves, wildfires, farming operations, unpaved road dust, managed burning and disposal, and motor vehicles. The project site is currently vacant and does not have a land use in place that emits air quality—impacting emissions. The SCAPCD adopts and enforces controls on stationary sources of air pollutants through its permit and inspection programs and regulates agricultural and nonagricultural burning. Other district responsibilities include monitoring air quality, preparing air quality plans, and responding to citizen air quality complaints.

#### Siskiyou County Air Pollution Control District

The SCAPCD has the responsibility of enforcing federal and state air quality regulations in Siskiyou County. It also issues rules and regulations setting specific standards of operation, defining permit requirements, and setting emission limits. For new or modified stationary sources, the SCAPCD has defined 250 pounds per day as the threshold of significance for NOx, PM10, PM2.5, and SO2 emissions, and 2,500 pounds per day as the threshold of significance for CO emissions (Rule 6.1). Siskiyou County is currently designated in attainment or unclassified status for all federal and state criteria pollutants; therefore, the County is not required to have a local air quality attainment plan.

The SCAPCD is responsible for addressing emissions from stationary sources through permits and local rules. Rule 4.1, Visible Emissions, and Rule 4.2, Nuisance, address what is prohibited from being discharged into the atmosphere. Rule 4.1 states that a person shall not discharge into the atmosphere from any single source of emission whatsoever, any air contaminant for a period or periods aggregating more than three minutes in any one hour which is: 1) as dark or darker in shade as designated as No. 2 on the Ringlemann chart as published by the United States Bureau of Mines, or 2) of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in subjection A. Rule 4.2 states that no person shall discharge from any source whatsoever, such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of person or to the public or which endanger the comfort, repose, health or safety

of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property. The SCAPCD would be required to comply with all local rules and policies.

The SCAPCD requires all gasoline dispensing facilities to be equipped with a Phase I and Phase II vapor recovery system (Rule 8.1). The proposed fuel station would be subject to SCAPCD rules and regulations which govern the storage and distribution of gasoline. Vapor recovery systems collect gasoline vapors that would otherwise escape into the air during bulk fuel delivery (Phase I) or fuel storage and vehicle refueling (Phase II). Phase I refers to control methods used for reducing emissions when tank trucks unload into underground storage tanks. Phase I vapor recovery system components include the couplers that connect tanker trucks to the underground tanks, spill containment drain valves, overfill prevention devices, and vent pressure/vacuum valves. A Phase I vapor balance system employs a vapor return hose which returns gasoline vapor displaced from the underground storage tank to the tank truck storage compartment being emptied. Phase II vapor recovery system components include gasoline dispensers, nozzles, piping, break away, hoses, face plates, vapor processors, and system monitors. Phase II refers to control methods used for reducing vehicle/equipment refueling emissions. The Phase II systems are designed to convey the vapors displaced from vehicle fuel tanks to underground storage tanks vapor space. Both balance systems and assist systems were assumed to capture 95 percent control of the vapors released from the vehicle fuel tank, with an overall efficiency of 90 percent. In addition, all gasoline will be stored underground with valves installed on the tank vent pipes to further control gasoline vapor emissions.

#### **Analysis**

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact. Siskiyou County is in attainment for all pollutants and thus there is not an applicable air quality plan. As a result, the proposed project would not conflict with or obstruct implementation of an air quality plan. As discussed under b), below, the proposed project would not exceed significance thresholds for construction and operations. Therefore, this air quality impact would be less than significant, and no mitigation would be required.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?

**Less than significant impact.** Intermittent (short-term construction emissions that occur from activities, such as site-grading, paving, and building construction) and long-term air quality impacts related to the operation of the project were evaluated. The analysis focuses on daily emissions from construction and operational (mobile, area, stationary, and fugitive sources) activities.

California Air Pollution Officers Association (CAPCOA) CalEEMod (California Emissions Estimator Model Version 2022.1; CAPCOA 2022) was used to estimate project-related construction and operational emissions. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

VOC emissions from the fuel station were estimated based on the methodology recommended by the CAPCOA's Gasoline Service Station Industry-wide Risk Assessment Guidelines (2022). Fuel dispensing and

loading storage tank operations would result in VOC emissions (California Air Resources Board; CARB 2022).

Table 1 provides the estimated daily construction emissions that would be associated with the proposed project and compares those emissions to the significance thresholds. All construction-related emissions would be below the significance thresholds.

Table 1. Estimated Daily Construction Emissions (pounds)

Condition	ROG	NOx	PM10	PM2.5	СО
Construction	25.3	29.2	9.06	5.12	29.8
Significance Threshold	250	250	250	250	2,500
Significant Impact? (Yes/No)	No	No	No	No	No

SOURCE: CalEEMod Version 2022.1.0

CO = carbon monoxide; NOx = nitrogen oxide; PM2.5 = particulate matter less than 2.5 micrometers (fine); PM10 = particulate matter less than 10 micrometers (coarse); ROG = reactive organic gases

The proposed project would comply with SCAPCD Rule 4.1 and 4.2 and would incorporate dust control management practices including, but not limited to: covering or watering all material excavated, stockpiled, or graded materials, sweeping or washing paved streets adjacent to the construction site that are used by project construction vehicles and/or equipment, suspending all land clearing, grading, earth moving, or excavating activities when winds are expected to exceed 20 miles per hour, limiting vehicle speed to 15 miles per hour on unpaved roads. Furthermore, through conditions of approval, construction would be subject to mandatory compliance with CARB regulations limiting the idling of heavy-duty construction equipment to no more than five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations), which would further reduce temporary and variable emissions.

CalEEMod was used to estimate emissions that would be associated with motor vehicle use, space and water heating, and landscape maintenance emissions expected to occur after the proposed project construction is complete and operational. The proposed project land use types and size and other project-specific information were input to the model. CalEEMod provides emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport.

In addition, VOC/ROG emissions could result from fuel loading, breathing (both related to the underground storage tanks), refueling, and spillage (both related to the fuel pumps). The following are additional details concerning these emission points:

- Loading emissions occur when a cargo tank truck unloads gasoline to the storage tanks.
- At the gasoline station, storage tank vapors are emitted from the vent pipe during the initial fuel transfer period. These emissions are significantly reduced when the vent pipe includes a pressure/vacuum valve.
- Gasoline vapors are emitted from the storage tank vent pipe due to temperature and pressure changes within the storage tank vapor space.
- During the refueling process, gasoline vapors are emitted at the vehicle/nozzle interface.
- Spillage emissions occur from the spills during vehicle fueling.

CAPCOA's *Gasoline Service Station Industry-wide Risk Assessment Guidelines* was used to estimate VOC/ROG emissions that would result from the proposed gasoline station (CAPCOA 2022). The

calculations are based on maximum hourly gasoline throughput and typical annual gasoline throughput based on maximum vehicle volume and number of fuel pumps with underground storage tanks and vapor recovery systems, and 90 percent overall control efficiency. There would be a total of 12 fuel pumps.

According to the most recently available California Annual Retail Fuel Outlet Report Results, the average annual throughput of gasoline fuel was 1,408,528 gallons and the average annual throughput of diesel fuel was 347,947 gallons during 2022 (California Energy Commission; CEC 2022). The proposed project is anticipated to dispense approximately 850,000 gallons per year of conventional and diesel fuel, which is less than the State average.

Due to the project's proximity to I-5, most of the project's passenger vehicle trips would be generated from diverted trips made by motorists en-route to another destination and 100% of truck trips would be diverted from I-5. As presented in the Traffic Impact Study prepared for the project (LSA 2025), the proposed project is anticipated to generate 756 net daily trips (275,896 trips per year and 1,020,146 vehicle miles per year), with 78 trips during the a.m. peak hour and 68 trips during the p.m. peak hour. None of the net trips would be associated with the commercial fueling and parking. The estimate annual fuel usage is approximately 48,492 gallons of gasoline.<sup>6</sup>

Estimated daily operational emissions that would be associated with the proposed project are presented in Table 2 and are compared to thresholds of significance. As indicated, the estimated proposed project operational emissions would be below the significance thresholds and would be less than significant, and no mitigation would be required.

**Table 2. Estimated Daily Operational Emissions (pounds)** 

Condition	ROG	NOx	PM10	PM2.5	СО
Mobile	3.84	4.86	4.75	1.26	27.9
Area	0.17	<0.01	<0.01	<0.01	0.21
Energy	<0.01	0.04	<0.01	<0.01	0.04
Fuel Pumps/Tanks	3.35	-	-	-	-
Total Operations	7.37	4.90	4.76	1.26	28.2
Significance Threshold	250	250	250	250	2,500
Significant Impact? (Y/N)	No	No	No	No	No

SOURCE: CalEEMod Version 2022.1.0

CO = carbon monoxide; NOx = nitrogen oxide; PM2.5 = particulate matter less than 2.5 micrometers (fine); PM10 = particulate matter less than 10 micrometers (coarse); ROG = reactive organic gases

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. Sensitive receptors are described as residences, schools, day-care centers, playgrounds, medical facilities, or other facilities that may house individuals with health conditions (medical patients or elderly persons/athletes/students/children) that may be adversely affected by changes in air quality. Health risk from exposure to air pollutants is evaluated based on the potential for exposure to toxic air contaminants (TAC), such as diesel particulate matter and crystalline silica, the pollutant which poses the most significant threat to human health. TAC are a set of airborne pollutants that may pose a present or potential hazard to human health and are separated into carcinogens and

<sup>&</sup>lt;sup>6</sup> Fuel usage was estimated using the CalEEMod output for CO2 and a 8.91 kgCO2/gallon (gasoline) and 10.15 kgCO2/gallon (diesel) conversion factor. https://www.epa.gov/sites/default/files/2018-03/documents/emission-factors\_mar\_2018\_0.pdf

non-carcinogens. State and local regulatory programs are intended to limit exposure to TAC and the associated health risk.

Project impacts related to increased health risk can occur either by introducing a new sensitive receptor, such as a residential use, in proximity to an existing source of TAC or by introducing a new source of TAC, such as industrial activities, with the potential to adversely affect existing sensitive receptors in the project vicinity. Several air districts recommend using a 1,000-foot radius around a project site for purposes of identifying community health risk from siting a new sensitive receptor or a new source of TAC.

CAPCOA's Gasoline Service Station Industry-wide Risk Assessment Guidelines were used to estimate health impacts from the proposed gasoline station within a 1,000-foot radius of the project site. For residential receptors, the estimated cancer risk would be 0.03 per million, which is well below the significance threshold of 10 per million. For off-site workers, the estimated cancer risk would be 0.07 per million, which is well below the significance threshold of 10 per million and the health impact of the proposed project would therefore be less than significant.

Both acute (short-term) and chronic (long-term) adverse health impacts unrelated to cancer are measured against a hazard index, which is defined as the ratio of the predicted incremental diesel particulate matter exposure concentration from the project to a reference exposure level that could cause adverse health effects. The acute and chronic hazard index would be 0.16 and less than 0.01 for nearby sensitive receptors. The acute and chronic hazard index would be below the threshold of 1 and the health impact of the proposed project would therefore be less than significant, and no mitigation would be required.

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

Less than significant impact. Though offensive odors from stationary and mobile sources rarely cause any physical harm, they remain unpleasant and can lead to public distress, generating citizen complaints to local governments. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors. Generally, odor emissions are highly dispersive, especially in areas with higher average wind speeds. However, odors disperse less quickly during inversions or during calm conditions, which hamper vertical mixing and dispersion.

Potential localized odor sources associated with proposed project operation-related activities could originate from fumes from the diesel exhaust from trucks or VOC emissions from the fuel station. However, odor emissions are highly dispersive, especially in areas with higher average wind speeds. Therefore, proposed project odor impacts would be less than significant, and no mitigation would be required.

# 3.4 BIOLOGICAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wo	ould the project:				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		×		
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				$\boxtimes$
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				$\boxtimes$
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		$\boxtimes$		
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		×		
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				$\boxtimes$

# Background and Setting

A Biological Resources Assessment was prepared for this project by VESTRA (VESTRA 2024). The discussion of biological resources in this section is based on that report, which is included in full as Appendix F to this Initial Study.

The study consisted of a desktop review, surveys and an evaluation of potential impacts to biological resources. Refer to Appendix F for the regulatory background and a detailed description of the methods and analysis.

#### **Desktop Review**

In order to evaluate special-status species and/or their habitats with the potential to occur in the project area and/or be impacted by the proposed project and the likelihood of sensitive habitats (including aquatic resources) to occur in the project area, VESTRA reviewed the following information sources for the project site and vicinity: U.S. Fish and Wildlife Service (USFWS) information for Planning and Consultation database; California Native Plant Society online Inventory of Rare and Endangered Plants; California Natural Diversity Database (CDFW) California Natural Diversity Database (CNDDB); California Wildlife Habitat Relationships system; USFWS National Wetlands Inventory; GIS files of designated critical habitat from the USFWS Critical Habitat Portal website; CDFW publications regarding State and Federally Listed Plants and Animals of California and Special Animals Lists; aerial imagery of the project site and vicinity; 7.5' topographic quadrangle of the project site and surrounding quads.

#### Surveys

A reconnaissance survey was conducted on May 2, 2024, by VESTRA biologists. The survey was conducted to determine the vegetation communities onsite and to identify any habitat that may support special-status plants or wildlife.

Protocol-level botanical surveys were conducted within the development area/subject parcel and driveway area of the project site (refer to Figure 8 in Appendix F for the botany survey area). Botanical surveys were conducted by VESTRA Biologist, Anna Prang, on June 5, 2024, and by VESTRA Biologist, Lucas Murtha, on July 31, 2024.

#### Results

### **Habitat Types/Vegetation Communities**

Habitat types/vegetation communities in the project site include bitterbrush, barren, urban, and Sierran mixed conifer. Aquatic habitats are not present on the project site. No wetland or non-wetland aquatic features that could qualify as waters of the U.S./State were observed on the project site and none were observed in existing USFWS National Wetlands Inventory mapping.

#### **Special-Status Species Evaluation**

Thirty five regionally occurring special-status plant species and eighteen regionally occurring special-status wildlife species were identified during the database queries and desktop review and were evaluated for their potential to occur in the project site or otherwise be affected by the project. Based on the results of the evaluation, the following special status species have the potential to occur: California gull (*Larus californicus*) is a CDFW watch list animal species with the potential to use the site for forage, but the site lacks suitable nesting habitat. Pallid's bird's beak (*Cordylanthus tennuis* ssp. *Pallescens*), Peck's lomatium (*Lomatium peckianum*), Modoc green-gentian (*Frasera albicaulis* var. *modocensis*), Henderson's triteleia (*Triteleia hendersonii*) are rare plants with the potential to occur in the native habitats on the project site. Furthermore, the project site and immediate vicinity provide suitable habitat for nesting migratory birds and raptors. Potential impacts to these species are discussed below.

### **Analysis**

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

**Less than significant impact with mitigation incorporated.** Based on the findings of the Biological Resources Assessment prepared for the project, the project site contains potentially suitable habitat for rare plants and special status wildlife species.

### **Rare Plants**

The project site contains suitable habitat for four species of rare plants: pallid bird's-beak, Peck's lomatium, Modoc green-gentian, and Henderson's triteleia.

Protocol-level botanical surveys were conducted for these species on June 5, 2024, and July 31, 2024, within the development area/subject parcel and driveway area of the project site (refer to Figure 8 in Appendix F for the botany survey area). No rare plants were found during both protocol-level botany surveys; however, these species could occur in unsurveyed areas of the project site (e.g., the soil placement area, ROW improvements area, and the highway advertising sign area), and could colonize undisturbed, suitable habitat elsewhere in the project site prior to construction. Ground disturbing activities affecting rare plants would result in potentially significant impacts. Mitigation Measure BIO-1 requires protocol-level surveys to be conducted in areas of the project site not surveyed within 5 years prior to vegetation removal or ground disturbing activities on the project site. If special status plants are identified during those surveys and are not able to be preserved in place, consultation with CDFW would be required and CDFW prescribed mitigation measures, if any, would be implemented. Impacts to rare plants would be less than significant with mitigation incorporated.

**Mitigation MeasureBIO-1: Survey for Special-Status Plants.** Protocol-level surveys for rare plants shall be completed in any areas that have not been surveyed within five years prior to ground disturbance. Surveys will be completed for the potentially occurring species:

- Pallid bird's-beak (Cordylanthus tenuis ssp. pallescens)
- Peck's lomatium (Lomatium peckianum)
- Modoc green-gentian (Frasera albicaulis var. modocensis)
- Henderson's triteleia (Triteleia hendersonii)

Surveys shall be conducted by a qualified botanist, according to survey protocols provided by California Department of Fish and Wildlife (CDFW) March 20, 2018, in *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities.* If special-status plant species are found on the project site, then a 15-foot non-disturbance buffer shall be implemented around the plant(s); if avoidance is not possible then consultation with CDFW shall occur.

### Sensitive Wildlife

California gull is listed as a watch list species by the CDFW with the nearest nesting observations of the gulls recorded in CNDDB approximately 7 miles north of the project site at Lake Shastina. The gulls likely breed on the sparsely vegetated islands and levees around the lake. They tend to opportunistically forage up to 40 miles from their breeding colony in open areas including farms, garbage dumps,

meadows, scrublands, or even heavily populated cities. This species is adapted to perching and foraging in areas with heavy human presence.

Multiple California gulls were observed overhead during the reconnaissance survey, but the project site does not contain suitable nesting habitat. California gulls may occur while foraging in or near the site due to abundant trash piles at commercial lots surrounding the site. The California gull is not dependent upon the specific habitat types within the site for foraging; therefore, removal of the existing habitat for the proposed project will not result in a loss of important foraging habitat for this species. The proposed project would result in a less than significant impact on the California gull and no mitigation would be required.

# **Nesting Birds**

The project site and immediate vicinity provide low quality, potentially suitable nesting habitat for migratory birds and other nesting birds. Removal of trees and vegetation containing active nests would potentially result in destruction of eggs and/or chicks; noise, dust, and other anthropogenic stressors in the vicinity of an active nest could lead to forced nest abandonment and mortality of eggs and/or chicks. Destruction of eggs or chicks because of project activities would be a violation of the Fish and Game Code and the Federal Migratory Bird Treaty Act and would be a significant impact and mitigation would be required.

Removal of trees and vegetation from the project site Could reduce availability of suitable nesting and foraging habitat. The trees within the project area are small to medium size and lack the complex canopy associated with high quality nesting habitat. Many of the trees are dying and the bitterbrush community has been previously disturbed. Few saplings or young conifers are present within the bitterbrush habitat. Undeveloped parcels to the south and east of the project site feature significantly higher quality nesting habitat when compared with the project site. Due to the poor quality of the habitat for nesting and higher quality habitat in proximity to the project site, the proposed project is unlikely to significantly affect the availability of nesting and foraging habitat for nesting birds.

Mitigation Measure BIO-2 would be implemented to reduce potential impacts to nesting birds. Impacts on nesting birds would be less than significant with mitigation incorporated.

**Mitigation Measure BIO-2: Nesting Migratory Birds.** In order to avoid impacts to nesting migratory birds and/or raptors protected under federal Migratory Bird Treaty Act and California Fish and Game Code Section 3503 and Section 3503.5, including their nests and eggs, one of the following shall be implemented:

- Vegetation removal and other ground-disturbance activities associated with construction shall occur between September 1 and January 31 when birds are not nesting; or
- If removal of nesting substrate, including trees or woody vines that could support nesting birds, occurs within the nesting bird season (February 1 to August 31), then preconstruction surveys will be conducted by a qualified biologist within 7 days of activities to identify active nests within the work area and surrounding 150 feet, wherever potential nesting habitat is present. Surveys will begin prior to sunrise and continue until vegetation and potential nesting habitat has been sufficiently observed. If an active nest is located during preconstruction surveys, a species specific, non-disturbance spatial buffer will be established around the nest by a qualified biologist to comply with the Migratory Bird Treaty Act. The buffer distance will be selected to consider the species present and onsite conditions, such as potential for project activities to disturb or cause abandonment of a nest with nesting birds, eggs, or chicks present. The buffer

will remain in place until the chicks have fledged or the nest is deemed to be no longer active by a qualified biologist.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

**No impact.** During both desktop and field surveys of the site, no sensitive or protected communities were identified in the project site. No impact would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

**No impact.** During both desktop and field surveys of the site, no wetlands or jurisdictional waters were identified in the project site. No impact would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

**Less than significant impact with mitigation incorporated.** The project site does not contain riparian corridors that would serve as wildlife corridors, nor does it contain nursery sites. Given the project's relatively small footprint, lack of high-quality corridor characteristics, and its proximity to extensive undeveloped areas suggest that any wildlife nearby could easily avoid it when foraging or migrating through the area.

VESTRA evaluated potential impacts to critical winter ranges, migration routes and congregation areas for mule deer and bats (Appendix F). The nearest mule deer critical winter range, including migration routes and congregation areas, is approximately 650 feet east of the project area. The proposed project would not reduce the critical winter range for mule deer within the region.

According to the CNDDB, the trees within the project area are characterized as "High" quality habitat for the silver-haired bat (*Lasionycteris noctivagans*) and "Medium" quality habitat for the long-eared myotis (*Myotis evotis*). During the pedestrian survey, no snags containing suitable crevices for maternity roosts or winter hibernacula were observed. Without suitable crevices, the presence of the silver-haired bat, long-eared myotis, or other bat species is unlikely. The proposed project would result in a less than significant impact on bat maternity roosts or hibernacula.

As previously mentioned, the project site provides low value nesting habitat for migratory birds. Impacts to nesting birds from construction activities would result in a potentially significant impact. Implementation of Mitigation Measure BIO-2 would reduce the impacts to a level of less than significant. The proposed project would result in less than significant impacts on wildlife movement with mitigation incorporated.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than significant impact with mitigation incorporated. The City of Weed Municipal Code Section 8.28 regulates the removal of mature trees, or any living tree with a circumference of 30 inches or more, located on a parcel of one-third acre or more. The 2040 General Plan includes a policy that requires replacement of trees removed during construction and implementation of a 5-year monitoring plan. The project would involve removing approximately 17 mixed conifer trees greater than 30 inches

diameter at breast height (Pace 2024) from the development area/subject parcel and ROW improvements area and up to 4 mixed conifer trees greater than 30 inches diameter at breast height from the highway advertising sign area. The apparent health of the trees varied but would need to be evaluated by an International Society of Arboriculture Certified Arborist to determine the health and vitality of the trees to be removed. The removal of trees could potentially conflict with the City's Municipal Code and 2040 General Plan to protect and preserve mature trees and would result in a potentially significant impact. Mitigation Measure BIO-3 requires adherence to the City's tree removal permitting requirements and terms of the permit, and preparation of a tree replacement and monitoring plan. The City may require preparation of an arborist inventory. Impacts of the proposed project on local policies and ordinances would be less than significant with mitigation incorporated.

**Mitigation Measure BIO-3: Removal of Healthy, Mature Trees.** Prior to tree removal, the project applicant shall apply for and obtain a tree removal permit from the City of Weed which will include a plan to mitigate for the loss of healthy, mature trees on the project site. The project applicant shall submit the following information to the City in support of the permit application:

- The number of mature trees on the property;
- The number, species, health and vitality of mature trees to be removed as assessed by an International Society of Arboriculture Certified Arborist;
- The reasons for removal;
- A tree retention plan (a plot plan diagramming the remaining trees following tree removal);
   and
- A tree mitigation plan. The tree mitigation plan shall be approved by the City prior to
  improvement plan approval. Tree replacement as mitigation may occur on- or off-site at
  location(s) agreed to by the City and the plan shall include post-replacement monitoring.
  Alternatively, mitigation may be achieved through payment of in-lieu fees to the City for
  planting trees on City maintained properties and ROW or through participation of a tree
  planting program in the City. The tree mitigation plan shall achieve a minimum of 1:1 ratio
  of tree planted per tree removed through fees or replacement.
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

**No impact.** There are no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved plan that applies to the project site. There would be no impact as a result of the proposed project.

### 3.5 CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wo	ould the project:				
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?		$\boxtimes$		
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		$\boxtimes$		
c)	Disturb any human remains, including those interred outside of dedicated cemeteries?		$\boxtimes$		

# Background and Setting

A cultural resources inventory and evaluation was conducted for this project by Kevin Dalton, M.A., Registered Professional Anthropologist (Dalton 2024). The report is included as Appendix G (*Confidential*) to this Initial Study.

The assessment included a records search at the Northeast Information Center (NEIC) in Chico; a search of the Native American Heritage Commission's Sacred Lands File and information request letters to Native American representatives; a pedestrian field survey; and completion of California Department of Parks and Recreation (DPR) forms.

### Northeast Information Center Record Search Results

On May 23, 2024, an archival records search in support of the proposed project was conducted at the NEIC. The records searches addressed the project site and a one-mile radius. Sources of information included previous survey and cultural resources files; the California Inventory of Historical Resources; California Historical Landmarks for Siskiyou County; California Points of Historical Interest; Historic Spots in California; and the Office of Historic Preservation Directory of Properties in the Historic Property Data File including the National Register of Historic Places, California Historical Landmarks, and California Points of Historical Interest; historical topographic maps; and historical aerial photographs.

The records search identified twenty six cultural resource studies have been conducted within a one-mile radius of the project site, with 60 percent of the records search radius having been previously surveyed. Documented resources within one mile of the project site included one prehistoric archaeological resource, three historic-era resources, and one multicomponent (prehistoric and historic resource), and cultural resources associated with historic-era habitation and infrastructure development as well as Native American sites. No previously documented resources were identified on the project site, however, no prior surveys for cultural resources have been conducted for the project site.

#### Native American Outreach

On April 23, 2024, Mr. Dalton, contacted the California State Native American Heritage Commission (NAHC) to request a review of the Sacred Lands file for information on Native American cultural

resources on the project site, and to request a list of Native American contacts in this area. In the NAHC response dated April 26, 2024, Mr. Cameron Vela (Cultural Resources Analyst) indicated that a search of the Sacred Lands File returned a negative result. The NAHC also forwarded a Native American Contacts list and suggested tribes and individuals on that list be contacted to solicit their input or concerns regarding the project. Refer to Section 3.18 regarding outreach to the individual tribes.

### Intensive Pedestrian Survey

On May 31 and August 31, 2024, Mr. Dalton conducted a pedestrian survey of the project site. The survey was conducted using intensive pedestrian transects spaced at 15-meter intervals across the project site.

The project area is flat, and ground visibility at the time of the archaeological survey was very good (approximately 80 percent visibility). During the survey, special attention was given to areas of bioturbation and exposed soil (e.g., rodent mounds, root wads). Miscellaneous modern trash was consistently found across the project area. One historic-era cultural resource (EV\_HIS-01) was documented within the project site. The cultural resource was fully documented using the standard State of California Department of Parks and Recreation Archaeological Site Forms (DPR Forms). Site recordation included site and feature mapping, and photography. Boundaries for EV\_HIS-01 were delineated based on the surface extent of cultural materials and/or archaeological features. The was mapped with a Global Positioning System (GPS).

California Register of Historical Resources Eligibility

The California Register of Historical Resources (CRHR) identifies historical resources as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance (PRC Section 50201). To determine of a project will have an adverse impact or effect to significant cultural resources, the resources must be evaluated to determine if they are significant under eligibility defined by CEQA and PRC Section 5024.1. If the resources is significant, it is then assessed for its historic integrity. If a resources is significant and has historic integrity, it is eligible for listing on CRHR.

EV\_HIS-01 represents an historic-era resource comprised of domestic and commercial (likely logging-related) refuse. EV\_HIS-01 places the site within the period of significance for the project area; however, beyond a broad association with historic-era logging and transportation, the resource is not known to have been associated with any persons or events significant to the broad patterns of local, state, or national history; nor is it associated with buildings or architectural work or influence of a master architect or builder. No other time diagnostic artifacts were present at the site, and the site does not appear to contain any subsurface deposits, therefore it possesses little or no potential to yield further information important to history. The site is not recommended eligible for CRHR listing under any criterion for listing.

### **Analysis**

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

**Less than significant impact with mitigation incorporated**. One historic-era cultural resource was discovered in the project site but was evaluated for CRHR eligibility and is not recommended eligible for listing under any criterion. The proposed project would not result in impacts to previously discovered historic-age resources. However, there is the possibility that previously unknown historical resources

exist below the ground surface and may be inadvertently discovered during construction. Impacts to previously undiscovered resources could be potentially significant. Therefore, implementation of standard cultural resource construction mitigation (Mitigation Measure CUL-1) would ensure that this impact is less than significant.

Mitigation Measure CUL-1: Discovery of Previously Unknown Cultural Resources. In the event that any prehistoric or historic-era subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, are discovered during construction, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist shall be retained to assess the significance of the find. Specifically, the archaeologist shall determine whether the find qualifies as an historical resource, a unique archaeological resource, or a tribal cultural resource. If the find does fall within one of these three categories, the qualified archaeologist shall then make recommendations to the City regarding appropriate procedures that could be used to protect the integrity of the resource and to ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery, with preservation in place being the preferred option if feasible. If the find is a tribal cultural resource, the City shall provide a reasonable opportunity for input from representatives of any tribe or tribes the professional archaeologist believes may be associated with the resource. The City shall implement such recommended measures if it determines that they are feasible in light of project design, logistics, and cost considerations.

If monitoring during construction is required in response to consultation with the Tribes or as determined by the qualified archaeologist due to inadvertent discoveries, the monitor shall meet the Secretary of the Interior's professional qualifications for both prehistoric and historic-era archaeology or be directly supervised by an individual who meets those qualifications. The monitor may be hired directly by the applicant or its contractor, or by the City on behalf of the applicant. The monitor shall observe soil excavation to their maximum depths, inspect stockpiled soil sediments, and document soil stratigraphy. The monitor shall document monitoring activities in a daily log. At a minimum, the daily log shall include name(s) of the monitor(s), date the monitoring occurred, start and stop times of the monitoring activities, the location of the archaeological monitoring, activities for the reporting period, and periodic digital photographs of construction activities. If cultural resources are encountered during construction, the monitor shall have the authority to temporarily halt or re-direct construction activities. The duration and location of monitoring activities shall be determined by the qualified professional archaeologist.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than significant impact with mitigation incorporated. Archaeological resources may be pre-contact or historic in age, and could consist of, but are not limited to, glass, stone, bone, wood, ceramics, features, lithic scatters, and historic dump sites. As discussed under item a), above, one historic-era cultural resource was discovered in the project site but is not recommended eligible for CRHR listing. The proposed project would not result in impacts to previously discovered archaeological resources. It is possible that subsurface excavation activities may encounter previously undiscovered unique archaeological resources, which would result in a potentially significant impact. Implementation of Mitigation Measure CUL-1 (above) during construction would reduce the impact to a level of less than significant.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than significant impact with mitigation incorporated. No human remains are known to exist within the project site nor were there any indications of human remains found during the field survey. However, there is always the possibility that subsurface construction activities associated with the proposed project, such as grading, could potentially damage or destroy previously undiscovered human remains which would result in a potentially significant impact. Implementation of Mitigation Measure CUL-2 during construction activities would reduce that impact to a level of less than significant.

**Mitigation Measure CUL-2: Discovery of Human Remains.** To avoid the potential for impacts to buried human remains, the following measures shall be implemented, as necessary, in conjunction with the construction of the project:

- Pursuant to State Health and Safety Code Section 7050.5(e) and Public Resources Code (PRC) Section 5097.98, if human bone or bone of unknown origin is found at any time during on- or off-site construction, all work shall stop in the vicinity of the find and the Siskiyou County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD). The project proponent and MLD, with the assistance of the archaeologist, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall address the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California PRC allows 48 hours for the MLD to make their wishes known to the landowner after being granted access to the site. If the MLD and the other parties do not agree on the reburial method, the project will follow PRC Section 5097.98(e) which states that "... the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."
- Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, the City of Weed Planning Department, and the California Historical Resources Information System, Northeast Information Center.

# 3.6 ENERGY

Wo	ould the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			$\boxtimes$	

# Background and Setting

Construction and operation of the project would require consumption of energy from petroleum sources, including gasoline and diesel fuel, and electricity. Pacific Power provides electricity to the project site. The project would connect to an existing transformer in the PUE along E. Vista Dr. Onsite transformers and switchgear installed as part of the project would connect with the existing transformer. An emergency generator would be installed to provide backup power during service outages. Power for the highway advertising sign would connect to an existing transformer at the Shastina Dr. cul-de-sac.

This section is designed to quantify anticipated energy usage associated with construction and operation of the project, determine if the usage amounts are efficient, typical, or wasteful for the land use type, and to emphasize avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

# **Analysis**

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

**Less than significant impact.** The project would require consumption of fuel and electricity during construction activities – primarily associated with daily commutes by construction workers, transportation of site and building materials, and equipment for on-site construction activities. Construction activities would be short-term and temporary and would not be considered a wasteful or inefficient use of energy.

Project operations would result in an ongoing demand for fuels and electricity. Fuel demand would be associated with fuels dispensed annually. According to the most recently available California Annual Retail Fuel Outlet Report Results, the average annual throughput of gasoline fuel was 1,408,528 gallons and the average annual throughput of diesel fuel was 347,947 gallons during 2022 (CEC 2022). It is anticipated that for the proposed project, the annual throughput for both gasoline and diesel would be lower than these values.

The proposed project is anticipated to generate 756 net daily trips (275,896 trips per year and 1,020,146 vehicle miles per year), with 78 trips during the a.m. peak hour and 68 trips during the p.m. peak hour (LSA 2025). The estimated annual vehicle fuel usage is approximately 48,492 gallons of gasoline.<sup>7</sup>

As such, project operations would not result in excessive and wasteful vehicle trips and vehicle miles travelled (VMT), nor excess and wasteful vehicle energy consumption compared to other retail fuel establishments. Furthermore, enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. The project's location proximate to regional and local roadway systems would tend to reduce VMT within the region, acting to reduce regional vehicle energy demands.

While project operations would result in an increase in demand for electricity at the project site, the project would be required to comply with the California Building Code (CBC) Title 24 and to CALGreen standards, which implement energy conservation measures. The project would incorporate conventional commercial uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other commercial uses of similar scale and configuration. Further, the proposed project would not directly require the construction of new energy generation or supply facilities and providers of electricity are in compliance with regulatory requirements that assist in conservation, including requirements that electrical providers achieve state mandated renewal energy production requirements. With compliance with Title 24 conservation standards and other regulatory requirements, the project would not be wasteful or inefficient or unnecessarily consume energy resources during construction or operation and would result in a lessthan significant impact with respect to consumption of energy resources. Lastly, the project would comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards would ensure that the project energy demands would not be inefficient, wasteful, or otherwise unnecessary. Impacts would be less than significant, and mitigation would not be required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than significant impact. The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The project would comply with the current State of California building energy efficiency standards<sup>8</sup> and green building standards<sup>9</sup>. The project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the proposed project takes advantage of existing infrastructure systems. The project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan. Impacts would be less than significant, and mitigation would not be required.

<sup>&</sup>lt;sup>7</sup> Fuel usage is estimated using the CalEEMod output for CO2, and a 8.91 kgCO2/gallon (gasoline) and 10.15 kgCO2/gallon (diesel) conversion factor, <a href="https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors">https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors</a> mar 2018 0.pdf

<sup>8</sup> The CEC updates the Energy Code every three years. On August 11, 2021, the CEC adopted the 2022 Energy Code. In December, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

<sup>&</sup>lt;sup>9</sup> The California Green Building Standards Code—Part 11, Title 24, CCR—known as CALGreen, is the first-in-the-nation mandatory green building standards code developed to meet the state's GHG reduction goals. CALGreen includes regulations for energy efficiency, water efficiency and conservation, material conservation and resource efficiency, environmental quality, and more, and also includes mandators provisions for commercial, residential, and public-school buildings.

# 3.7 GEOLOGY AND SOILS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wo	ould the project:				
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				$\boxtimes$
	ii. Strong seismic ground shaking?			$\boxtimes$	
	iii. Seismic-related ground failure, including liquefaction?			$\boxtimes$	
	iv. Landslides?				$\boxtimes$
b)	Result in substantial soil erosion or the loss of topsoil?			$\boxtimes$	
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			$\boxtimes$	
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				$\boxtimes$
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				$\boxtimes$
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				$\boxtimes$

# Background and Setting

A Geotechnical Exploration Report was prepared for this project by KC Engineering Company (KCE 2024). The following geology discussion is based on that report, which is included as Appendix H to this Initial Study. The geotechnical report was prepared to determine the suitability of the proposed project based on the site's geotechnical/geological characteristics and to identify appropriate mitigation requirements, if necessary. The study included reconnaissance surveys of the project site on June 10 and 11, 2024 and nine exploratory test borings throughout the project site with a maximum depth of 36.5 inches (refer to Figures 2A and 2B in Appendix H). In addition, two double ring infiltration tests were performed on-site on June 27 and 28, 2024.

Soils in the project site consist of Deetz gravelly loamy sand with 0 – 15 percent slopes, which has a drainage class of somewhat excessively drained and a negligible runoff class (NRCS 2024; refer to Figure 5 in Appendix A). The depth to water table for this soil type is more than 80 inches below ground surface (NRCS 2024), and no water was identified during subsurface testing (KCE 2024). The California Division of Mines and Geology Geologic Map of the Weed Quadrangle notes geological deposits underlying the proposed convenience store building which are mapped as late Pleistocene aged High Cascade Volcanics Rocks. The volcanic rocks consist of andesite and pyroclastic rocks including tuff, tuff breccia, lahars, and pyroclastic flows. This soil was confirmed during subsurface testing of the site (KCE 2024).

The project site is not located in or near an Alquist-Priolo Earthquake Fault Zone (KCE 2024). The project site is in a seismically active region with numerous active faults. The nearest major active faults are the Cedar Mountain-Mahogany Fault and the Hat Creek-McArther-Mayfield Fault located approximately 26 miles east and 39 miles southeast of the project site, respectively.

# **Analysis**

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

**No impact.** The project site is not included in an earthquake fault zone, and there are no known faults in the project site or in the vicinity (KCE 2024). Since there are no known earthquake faults on or near the project site, there would be no impacts associated with the project relative to surface rupture of an earthquake fault.

ii. Strong seismic ground shaking?

Less than significant impact. The project site is in a seismically active region and earthquake-related ground shaking should be expected during the design life of structures constructed on the project site. The geotechnical study calculated the level of Maximum Considered Earthquake Geometric Mean peak ground acceleration for the project site (0.379g with site coefficient of 1.311 for Site Class D; KCE 2024). Adverse impacts including the risk of loss, injury, or death because of seismic ground shaking on the project site would be potentially significant. The conclusions and recommendations contained in the geotechnical exploration report and any subsequent analyses would be used in project design and engineering. Furthermore, CBC Title 24 includes specifications to minimize adverse effects on structures caused by ground shaking from earthquakes and to minimize secondary seismic hazards (i.e., ground lurching or liquefaction). With implementation of these requirements, impacts from strong seismic ground shaking would be less than significant and no mitigation would be required.

iii. Seismic-related ground failure, including liquefaction?

**Less than significant impact.** Liquefaction is caused when loosely packed, saturated cohesionless soils experience a temporary but total loss of strength as a result of stresses associated with earthquakes. The geotechnical study found the potential for soils in the project site to experience liquefaction-related hazards to be very low to nil (KCE 2024). In addition, liquefaction hazards would be minimized by

implementing seismic requirements specified by the CBC. Therefore, with implementation of these requirements, impacts from liquefaction would be less than significant and no mitigation would be required.

# iv. Landslides?

**No impact.** The relatively flat terrain of the project site has a very low potential for landslides. The possibility of seismically induced landslide hazards is considered low (KCE 2024). Therefore, the project would have no impact relative to landslides.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. Ground disturbing activities during construction have the potential to result in soil erosion associated with loose, disturbed soils being eroded by high winds or stormwater runoff. The project site is relatively level and does not include significant slopes. The potential for substantial soil erosion or loss of topsoil is low. Furthermore, construction-related disturbance would be temporary, and risk of erosion would be further reduced by implementation of BMPs during construction, including implementation of a SWPPP which must be prepared to obtain a grading permit from the City (refer to Section 3.10). Impacts associated with substantial soil erosion or the loss of topsoil would be less than significant and no mitigation would be required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than significant impact. As discussed in response to questions a) and b), above, the project site is not located in an area that would be significantly exposed to landslides, liquefaction, or other geologic hazards. Lateral spreading (or liquefaction-induced lateral spreading) can occur with seismic ground shaking on slopes where saturated soils liquefy and flow towards the open slope face. The project site is relatively level and does not include significant slopes; therefore, lateral spreading would not be an issue on the project site. Ground subsidence is typically caused when overdrafts of a groundwater basin reduce the upward hydraulic pressure that supports the overlying land surface, resulting in consolidation/settlement of the underlying soils. The project site is not located in an area subject to subsidence. In addition, geologic hazards would be minimized by implementing seismic requirements specified by the CBC.

The geotechnical study found that the generally level topography and relatively loose materials, including substantial organic material, in the upper 2 to 3 feet below ground surface could result in settlement which would cause excessive cracking and changes in loading (KCE 2024). Grading, foundation design, and drainage recommendations contained in the geotechnical study would be incorporated into the project engineering and design. Impacts would be less than significant, and no mitigation would be necessary.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

**No impact.** Soils on the project site consist of Deetz gravelly loamy sand and these soils are not expansive. Furthermore, laboratory testing of the subsurface soil samples conducted as part of the geotechnical study indicates the surficial soils have low expansive qualities (KCE 2024). No impact would occur.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

**No impact.** The proposed project would be serviced by the City of Weed wastewater system and no septic or other wastewater disposal system would be installed. No impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

**No impact.** The Final EIR prepared for the City's 2040 General Plan reported no paleontological or unique geologic features within the City (City of Weed 2017b). The project site is in an area with signs of prior ground disturbance and with some grading. Because the likelihood of encountering paleontological resources and other geologically sensitive resources is considered low, no impact would occur.

### 3.8 GREENHOUSE GAS EMISSIONS

Wo	ould the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			$\boxtimes$	
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				

# Background and Setting

"Global warming" and "global climate change" are the terms used to describe the increase in the average temperature of the earth's near-surface air and oceans since the mid-20th century and its projected continuation. Warming of the climate system is now considered to be unequivocal, with global surface temperature increasing approximately 1.33 degrees Fahrenheit over the last 100 years. Continued warming is projected to increase global average temperature between 2 and 11 degrees Fahrenheit over the next 100 years.

Natural processes and human actions have been identified as the causes of this warming. The Intergovernmental Panel on Climate Change concludes that variations in natural phenomena such as solar radiation and volcanoes produced most of the warming from pre-industrial times to 1950 and had a small cooling effect afterward. After 1950, however, increasing GHG concentrations resulting from human activity such as fossil fuel burning and deforestation have been responsible for most of the observed temperature increase. These basic conclusions have been endorsed by more than 45 scientific societies and academies of science, including all of the national academies of science of the world's major industrialized countries. Since 2007, no scientific body of national or international standing has maintained a dissenting opinion.

Increases in GHG concentrations in the earth's atmosphere are thought to be the main cause of human-induced climate change. The Intergovernmental Panel on Climate Change is now 95 percent certain that humans are the main cause of current global warming. GHG naturally trap heat by impeding the exit of solar radiation that has hit the earth and reflected into space. Some GHG occur naturally and are necessary for keeping the earth's surface inhabitable. However, increases in the concentrations of these gases in the atmosphere during the last 100 years have decreased the amount of solar radiation that is reflected into space, intensifying the natural greenhouse effect and resulting in the increase of global average temperature. The primary GHGs are carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O), ozone, and water vapor.

Gases that trap heat in the atmosphere are referred to as GHG because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG has been implicated as the driving force for global climate change.

While the presence of the primary GHG in the atmosphere are naturally occurring, CO2, CH4, and N2O are also emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of CO2 are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices, coal mines, and landfills. Other GHG include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

CO2 is the reference gas for climate change because it is the predominant GHG emitted. The effect that each of the aforementioned gases can have on global warming is a combination of the mass of their emissions and their global warming potential (GWP). GWP indicates, on a pound-for-pound basis, how much a gas is predicted to contribute to global warming relative to how much warming would be predicted to be caused by the same mass of CO2. CH4 and N2O are substantially more potent GHG than CO2, with GWP of 28 and 265 times that of CO2, respectively.

In emissions inventories, GHG emissions are typically reported in terms of pounds or metric tons (MT) of CO2 equivalents (CO2e). CO2e are calculated as the product of the mass emitted of a given GHG and its specific GWP. While CH4 and N2O have much higher GWP than CO2, CO2 is emitted in such vastly higher quantities that it accounts for the majority of GHG emissions in CO2e.

GHG emissions inventories for cities are most commonly broken into two categories: (1) Government/Municipal emissions from local government operations and (2) Community -Wide emissions, accounting for emissions from all residents within the jurisdiction. For the City of Weed's baseline emission inventory for the year 2014, the Community -Wide emissions were 57,568 MT of CO2e and the Government/Municipal emissions were 1,796 MT of CO2e, which calculated a per capita rate 13.5 MT of CO2e per year.

### Significance Thresholds

At this time, neither the SCAPCD, nor Siskiyou County, nor the City of Weed has adopted numerical thresholds of significance for GHG emissions that would apply to the proposed project. The SCAPCD, however, recommends that all projects subject to CEQA review be considered in the context of GHG emissions and climate change impacts, and that CEQA documents include a quantification of GHG emissions from all project sources, as well as minimizing and mitigating GHG emissions as feasible. The project would generate GHG emissions through long-term operational activities.

In light of the lack of established GHG emissions thresholds that would apply to the proposed project, CEQA allows lead agencies to identify thresholds of significance applicable to a project that are supported by substantial evidence. Substantial evidence is defined in the CEQA statute to mean "facts, reasonable assumptions predicated on facts, and expert opinion supported by facts" (14 CCR 15384(b)). Substantial evidence can be in the form of technical studies, agency staff reports or opinions, expert opinions supported by facts, and prior CEQA assessments and planning documents. Therefore, to establish additional context in which to consider the order of magnitude of the proposed project's GHG emissions, this analysis accounts for the following considerations by other government agencies and associations about what levels of GHG emissions constitute a cumulatively considerable incremental contribution to climate change:

- Sacramento Metropolitan Air Quality Management District (SMAQMD) established thresholds, including 1,100 MT of CO2e per year for construction and 10,000 direct MT of CO2e per year from operations.
- Placer County Air Pollution Control District (PCAPCD) recommends a tiered approach to determine if a project's GHG emissions would result in a significant impact. First, project GHG

emissions are compared to the de minimis level of 1,100 MT of CO2e per year. If a project does not exceed this threshold, it does not have significant GHG emissions. If the project exceeds the de minimis level and does not exceed the 10,000 MT of CO2e per year bright line threshold, then the project's GHG emissions can be compared to the efficiency thresholds. These thresholds are 4.5 MT of CO2e per-capita for residential projects in an urban area, and 5.5 MT of CO2e per-capita for residential projects in a rural area.

South Coast Air Quality Management District (SCAQMD) formed a GHG CEQA Significance
 Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance
 thresholds until statewide significance thresholds or guidelines are established. The SCAQMD
 adopted an interim 10,000 MT of CO2e per-year screening level threshold for stationary
 source/industrial projects for which the SCAQMD is the lead agency (SCAQMD Resolution No.
 08-35, December 5, 2008).

As described, 1,100 MT of CO2e per year threshold for construction activities and 10,000 MT of CO2e per year threshold for operations are used by several air districts in the State (for example, SMAQMD, PCAPCD, and SCAQMD) for determining the significance of project-level industrial and/or stationary source GHG emissions. Therefore, the proposed project's GHG emissions were compared to the 1,100 MT of CO2e per year for construction activities (i.e., offroad equipment and haul trucks) and 10,000 MT of CO2e per year quantitative threshold for operations (i.e., diesel generators). The substantial evidence for this GHG emissions threshold is based on the expert opinion of various California air districts, which have applied the 1,100 MT of CO2e per year and 10,000 MT of CO2e per year thresholds in numerous CEQA documents where those air districts were the lead agency.

SMAQMD provides further information on their use of the 1,100 MT of CO2e per year threshold for construction activities and 10,000 MT of CO2e per year threshold for operations within the Justification for Greenhouse Gas Emissions Thresholds of Significance. SMAQMD utilized guidance from the CAPCOA to develop threshold concepts. The goal was to develop thresholds that would ensure that 90 percent of the emissions from proposed stationary source and land development projects would be reviewed to assess the need for additional mitigation measures. According to guidance issued by the CAPCOA, reviewing 90 percent of the proposed projects should be sufficient to meet AB 32 goals.

The CAPCOA's CEQA and Climate Change indicated that stationary source significance thresholds could be developed by establishing a threshold that ensures 90 percent of the GHG emissions from projects are reviewed and assessed to determine whether additional mitigation is necessary. The Bay Area, South Coast and San Luis Obispo Air Districts utilized a minimum of 90 percent emissions rate to set their stationary source thresholds at 10,000 MT of CO2e per year. Therefore, the use of this threshold is justified by other precedence.

Therefore, this analysis uses the 10,000 MT of CO2e per year significance threshold to assess potential GHG emissions impacts from the project. Project emissions of less than 10,000 MT of CO2e per year would indicate that the project's contribution to global climate change would be less than cumulatively considerable.

# **Analysis**

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

**Less than significant impact.** The estimated total construction GHG emissions are 300 MT of CO2e. As indicated, 30-year amortized annual construction related GHG emissions would be approximately 10 MT of CO2e. <sup>10</sup> Table 3 presents the estimated annual construction GHG emissions.

**Table 3. Estimated Construction Greenhouse Gas Emissions** 

Year	Proposed Project Annuals (CO2e MT)
2026	203
2027	97
Total Construction Emissions	300
30-Year Amortized	10

SOURCE: CARB EMFAC and OFFROAD

CO2e = carbon dioxide equivalent; MT = metric tons

CalEEMod incorporates GHG emission factors for PacifiCorp. CalEEMod uses an intensity rate of 1,499 pounds of CO2 per megawatt of electricity produced for PacifiCorp. However, in 2022, PacifiCorp reported an intensity factor of 1,263 pounds of CO2e per MWh (PacifiCorp 2022). The electricity delivered by PacifiCorp and consumed by the project would be subject to SB 100 and the State's Renewables Portfolio Standards, which requires increasing renewable energy to 60 percent by 2030 and 100 percent by 2045. The associated emissions rate is nearly 90 percent cleaner than the latest national average among energy providers. It would be expected that PacifiCorp's GHG intensity for electricity continues to decrease over time and is estimated to be net zero by 2045.

Operation of the proposed project would generate GHG emissions associated with area sources (e.g. landscape maintenance) as well as vehicle trips, energy use, water use/wastewater conveyance, refrigerants, and solid waste disposal. Table 4 presents the annual GHG emissions generated by the project (including amortized construction emissions), which would be 783 MT per year.

<sup>&</sup>lt;sup>10</sup> Given that the SCAPCD does not have a policy, construction emissions were amortized over 30 years and added to operational GHG emissions consistent with SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, December 5, 2008, <a href="https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf">https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf</a>

**Table 4. Estimated Annual Operational Greenhouse Gas Emissions** 

Source	Proposed Project (MT)
Construction (30-year amortized)	10
Mobile	432
Area	<1
Energy	172
Water	<1
Waste	2
Refrigeration	167
Total Emissions	783
Significance Threshold	10,000
Significant Impact? (Yes or No)	No

SOURCE: CARB CalEEMod; MT = metric tons

Therefore, the project would not generate significant GHG emissions. Impacts would be less than significant, and no mitigation would be required.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. The City's 2040 General Plan comprehensively incorporates relevant legislation regarding GHG emission reductions in pertinent elements of the 2040 General Plan and incorporates corresponding policies and programs to achieve legislative mandates, regulations, and goals specific to various sectors including transportation, land use, solid waste, renewable energy, energy efficiency and water use. Objectives and policies included in the Air Quality Element of the 2040 General Plan specifically discuss California legislation regarding greenhouse gas emissions reduction targets including Assembly Bill (AB) 32 Global Warming Solutions Act of 2006, including meeting greenhouse gas emissions reduction targets established in the legislation. The 2040 General Plan does not conflict with state legislation regarding GHG emissions reduction targets. Consistent with the 2017 Climate Change Scoping Plan Update, the 2040 General Plan sets goals and polices towards achieving the GHG reductions in AB 32 and reducing per capita GHG emissions to no more than six MT CO2e per capita by 2030 (City of Weed 2017a).

CARB's 2022 Scoping Plan extends and expands upon earlier scoping plans with a target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels by 2045. The 2022 Scoping Plan's strategies that are applicable to the project include reducing fossil fuel use, energy demand, and VMT. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

The project would be consistent with these strategies through the project's location and design, which includes complying with the latest 24 CCR Green Building Code and Building Efficiency Energy Standards and installing energy-efficient LED lighting, water-efficient faucets and toilets, water efficient landscaping and irrigation, and electric vehicle infrastructure. These standards are intended to encourage more sustainable and environmentally friendly building practices, including the conservation of natural resources and the use of energy-efficient materials and equipment. The project would be

served by PacifiCorp, which is required to increase its renewable energy procurement in accordance with SB 100 targets.

The proposed project would be consistent with applicable plans, policies and regulations; therefore, impacts would be less than significant and no mitigation would be required.

# 3.9 HAZARDS AND HAZARDOUS MATERIALS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wo	ould the project:				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			$\boxtimes$	
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		$\boxtimes$		
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				$\boxtimes$
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			$\boxtimes$	
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		×		
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			×	

# Background and Setting

The California Department of Toxic Substances Control (DTSC) has primary regulatory responsibility over hazardous materials in California, working in conjunction with the U.S. Environmental Protection Agency (USEPA) to enforce and implement hazardous materials laws and regulations. As required by Section 65962.5 of the California Government Code, DTSC maintains a hazardous waste and substances site list for the State, known as the Cortese List. Regional Water Quality Control Boards (RWQCBs) are the agencies responsible for identifying, monitoring, and cleaning up underground storage tanks.

The DTSC's Enforcement and Emergency Response Division administers the technical implementation of environmental programs at the local level via the State's Unified Program. The City of Weed falls under the jurisdiction of the Siskiyou County Environmental Health Division, designated as the lead Certified Unified Program Agency, for management and issuance of permits for all hazardous materials. The

program provides emergency response to chemical events to provide substance identification, health and environmental risk assessment, and air, soil, water, and waste coordination for State superfund incidents, in addition to the oversight, investigation, and remediation of unauthorized releases from underground tanks (City of Weed 2017b). The California Health and Safety Code (19 CCR Section 5030.2) requires preparation of a Hazardous Materials Business Plan (HMBP) for businesses that handle hazardous materials in quantities equal to or greater than 55 gallons of a liquid, 500 pounds of a solid, 200 cubic feet of compressed gas, or extremely hazardous substances above the threshold planning quantity (19 CCR Chapter 2, California Accidental Release Prevention, Table 1). The transport of hazardous materials is also subject to United States Department of Transportation (USDOT) regulations for the movement of hazardous materials originating in and traveling through the State, primarily enforced by the California Highway Patrol and Caltrans.

## Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared for the project by VESTRA and is included in Appendix I (VESTRA 2024b). The ESA consisted of a site reconnaissance and outreach to the Siskiyou County Environmental Health Division, as well as reviewing historic records, federal and State regulatory agency file information listings using the Environmental Data Resources database, DTSC's Envirostor database, and the RWQCB's GeoTracker. Refer to Appendix I for the regulatory background and a detailed description of the methods and analysis.

The project site is currently undeveloped, with no history of improvements. E. Vista Dr. was developed in 2006 and the utility facility east of the project site was developed in 2016. The database review conducted for the ESA indicated there are 18 mapped sites within one mile of the project site, with none occurring in the project site (VESTRA 2024b).

# **Emergency Response**

The Siskiyou County Office of Emergency Services is responsible for the City of Weed in the event of a disaster. The Office of Emergency Services works with the Siskiyou Operational Area Emergency Operations Center through their assigned communications/Dispatcher Center to respond to major emergencies in the City.

Fire protection in the City of Weed is provided by the City of Weed Fire Department, located at 128 Roseburg Parkway in Weed, CA, approximately 2.3 miles north of the project site.

# **Schools**

The school nearest to the project site is a private school with Weed Union Elementary School District, Siskiyou Christian School (grades K-9), is located at 750 S. Weed Boulevard, Weed, CA, approximately one mile northwest of the project site.

#### <u>Airports</u>

The airport nearest to the project site is Weed Airport (046) is a public airport located approximately 6.5 miles northwest of the project site.

### **Analysis**

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than significant impact. Potentially hazardous materials would be used during construction and operation of the proposed project. If hazardous materials are spilled or released during routine transport, use, or disposal, these substances could pose a risk to the environment and to human health. The route transport, use and disposal of hazardous materials are subject to local, State and federal regulations to minimize risk and exposure, including the California Division of Occupational Safety and Health (Cal/OSHA), DTSC, USEPA, and the USDOT. No extremely hazardous substances at threshold quantities are anticipated for the proposed project (19 CCR Chapter 2, California Accidental Release Prevention, Table 1).

The potentially hazardous materials used during construction of the proposed project would include gasoline, diesel fuel, oils, lubricants, solvents, detergents, degreasers, paints, welding and soldering supplies, etc. Any hazardous materials stored on-site would be within a secure area with fuels stored in a locked container (above ground storage tank).

During operation, the project would require routine transport, use and disposal of hazardous materials, including fuels for fuel station operations and small amounts of hazardous materials associated with landscaping and facility maintenance (e.g., pesticides, fertilizers, paints, and other household hazardous products). The project includes 12 vehicle fueling positions and six truck fueling positions which would be supplied by four 20,000-gallon underground storage tanks (two 20,000 gallon tanks serving the conventional fuel islands, and two 20,000 gallon tanks serving the commercial fuel islands). Fuel pump dispensers would be required to be equipped with automatic shutoffs and other safety devices and signage per applicable codes and regulations. Underground storage tanks would be subject to regulations dictating safety design, equipment and signage to protect public health and safety from leaks, fire, or spills, including spill containment and overfill prevention.

An HMBP would be required for the proposed project during construction and/or operation for hazardous materials exceeding 55 gallons or other thresholds defined in the California Health and Safety Code. The HMBP would be submitted electronically via the California Environmental Reporting System and would include an inventory of all hazardous materials, Material Safety Data Sheets for each hazardous substance, and an outline of the emergency response plan and procedures in the event of a significant or threat of a significant release of a hazardous material. The transport of large quantities of hazardous materials, such as fuel deliveries, would be subject to USDOT regulations, enforced by California Highway Patrol and Caltrans.

All hazardous materials used during construction and operation of the project would be handled in compliance with applicable local, State and federal requirements, which would reduce the potential for impacts associated with the use, transport, storage and sale of hazardous materials. Impacts would be less than significant, and no mitigation would be required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

**Less than significant impact with mitigation incorporated.** As previously described, all hazardous materials used during construction and operation of the project would be handled in compliance with applicable local, State and federal requirements, including implementation of an HMBP during

construction and operation, which would reduce the potential for impacts associated with accidental release of hazardous materials to the environment.

The project site is not associated with known hazardous material uses or spills and the likelihood of contamination is considered to be low (VESTRA 2024b); however, construction activities would involve grading, excavation, and other ground disturbing activities which could expose previously unknown contaminants, and which would result in a potentially significant hazard to the public or the environment. Mitigation Measure HAZ-1 would be implemented to address the potential for previously undiscovered hazardous materials at the project site. The mitigation would require project plans and permits issued by the City to include a statement addressing the inadvertent discovery of contamination at the project site and which would outline the appropriate actions. With implementation of the proposed mitigation, impacts associated with accidental release of hazardous materials would be reduced to a level of less than significant.

Mitigation Measure HAZ-1: Discovery of Previously Unknown Hazardous Materials. The City of Weed shall ensure that grading plans, other improvement plans and building permits include a statement specifying that if hazardous materials contamination is discovered or suspected during construction activities, then all work shall stop immediately until the Siskiyou County Environmental Health Division has determined an appropriate course of action. Such actions may include, but would not be limited to, site investigation, human health and environmental risk assessment, implementation of a health and safety plan, and remediation and/or site management controls. Any site investigation and recommendations for mitigation, as necessary, shall be completed by a qualified professional and submitted to the City.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

**No impact.** The project is not located within 0.25 mile of an existing or proposed school, therefore there would be no impact.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than significant impact. As discussed above, no history of hazardous materials was found on the project site itself. E. Vista Dr. was developed in 2006 and the utility facility east of the project site was developed in 2016. The database review conducted for the Phase I ESA indicated there are 18 mapped sites within one mile of the project site, with none occurring in the project site (VESTRA 2024b). These 18 sites are associated with six locations in the area which consist of gas stations, the Grocery Outlet, and transportation/freight services. All of the sites were identified as being in compliance with hazardous materials requirements. The Phase I ESA found no recognized environmental conditions identified for the project site, including controlled recognized environmental conditions and historical recognized environmental conditions, and no further actions would be required. Impacts associated with the site would be less than significant and no mitigation would be required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

**No impact.** The project is not located within an airport land use plan or within two miles of a public or public use airport, therefore, there would be no impact.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

**Less than significant impact with mitigation incorporated.** The City does not have an adopted emergency response plan; however the Final EIR for the 2040 General Plan identifies I-5, S. Weed Boulevard, U.S. Route 97, and College Avenue as potential evacuation routes (City of Weed 2017b). The project site is approximately 0.2 mile east of I-5 and would not impact implementation or physically interfere with emergency operations along I-5 or its on/off-ramps.

Construction of utility connections in E. Vista Dr., the ROW improvements along Black Butte Dr. and the potential off-site intersection improvements may affect traffic and emergency response locally. Obstruction of emergency efforts as a result of lane closures would be considered a potentially significant impact. Mitigation Measure HAZ-2 would require notification to the City of Weed Police and Fire Departments prior to any temporary lane closures, and use of traffic controls during construction to facilitate traffic flow. With implementation of the proposed mitigation, impacts to emergency response during construction would be reduced to a level of less than significant.

The project design does not include changes to the adjacent roadway network, and the small operational workforce would not create or increase traffic congestion during times of emergency or disaster. The project driveways and on-site circulation would be designed and maintained in accordance with applicable standards to allow for adequate emergency access. In accordance with City requirements, the City of Weed Police and Fire Departments and the California Department of Forestry and Fire Protection (CAL FIRE) would review the project design prior to approval. Impacts to emergency response and evacuation during operation would be less than significant.

**Mitigation Measure HAZ-2: Provide Emergency Access During Temporary Lane Closures.** Prior to implementing temporary lane closures during construction, the applicant shall notify the City of Weed Police and Fire Departments. The applicant shall implement traffic controls as appropriate during construction activities to facilitate traffic flow and to permit the movement of emergency vehicles. Temporary traffic controls could include measures such as signage, physical barriers and channelizing devices, reduced speed limit, detours, and flaggers.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than significant impact. The project site is in a local responsibility area with a very high fire hazard severity zone rating (CAL FIRE 2024). The project site is undeveloped and is vegetated with grasses and forbs, shrubs and primarily small trees in poor health (VESTRA 2024a). The site also contains several piles of soil, vegetation and dead woody material and is contiguous with relatively large areas of undeveloped, wooded parcels. The northern ROW for Black Butte Drive is without a curb and there is evidence of trucks and vehicles park along the roadside and entering the undeveloped parcels. Under existing conditions, the project site and adjacent undeveloped properties pose a potential fire hazard and vehicular use of the area poses a potential ignition source.

Heavy equipment and vehicles used during construction have the potential to start a fire, particularly in the presence of vegetation and other combustible materials. Construction activities would be required to comply with local, State and federal requirements related to fire safety during construction, including CBC Chapter 33, Fire Safety During Construction and Demolition.

The proposed project would convert the project site to developed areas consisting of extensive paved areas and irrigated landscaping. The Black Butte Dr. ROW improvements would include construction of a

sidewalk which would prevent vehicles and trucks from parking in unpaved areas. The considerable parking available because of the project would encourage vehicles and trucks to use the designated parking areas as opposed to unpaved and potentially vegetated areas. While fuels and other potentially combustible materials or ignition sources (e.g. smoking) would be present in the project site, the site development would separate ignition sources from native fuels. The project would include maintained landscaping which would prevent the accumulation of combustible vegetation material. In accordance with the City of Weed General Plan Policy SF 3.3.2, the project would provide defensible space around structures to reduce the risk of structure fires. The project would also be subject to the CBC and California Fire Code, which include measures such as ignition-resistant construction, automatic interior fire sprinklers, a robust water delivery system, and adequate emergency and fire apparatus access. Furthermore, the City of Weed General Plan Policy SF 3.3.1 would require the City of Weed Volunteer Fire Department and CAL FIRE to review all development proposals and recommend measures to reduce fire risk. These measures would be incorporated to reduce the flammability of the landscape. Lastly, an existing fire hydrant along E. Vista Dr. would provide emergency water. The project's design, including access from Black Butte Dr. and multiple driveways along E. Vista Dr. would provide exceptional access through the project site, and which could improve emergency access for wildland firefighting efforts. Given project site design measures; compliance with existing codes, policies, and regulations; and improved site emergency access, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and would not exacerbate any existing such risks. Impacts would be less than significant, and no mitigation would be required.

# 3.10 HYDROLOGY AND WATER QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wo	ould the project:				
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		$\boxtimes$		
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			$\boxtimes$	
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	<ul> <li>Result in substantial erosion or siltation on- or off- site?</li> </ul>			$\boxtimes$	
	ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?			$\boxtimes$	
	iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?			$\boxtimes$	
	iv. Impede or redirect flood flows?			$\boxtimes$	
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				$\boxtimes$
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				

# Background and Setting

The City of Weed is located in the Shasta River Basin of the Klamath River Watershed. The Klamath River is one of California's largest river systems. Mount Shasta is the main water supplier to the Klamath River (City of Weed 2017b). In May 2021, Governor Newsom declared a drought emergency for 41 counties, including Siskiyou County. In March 2023, emergency drought provisions were removed from select watersheds; however, the Shasta River watershed and Klamath River watershed are still subject to 2021 emergency provisions. Effective June 7, 2024, the State Water Resources Control Board issued a curtailment order to water right holders in the Shasta River watershed. The City of Weed is conditionally curtailed for groundwater rights (i.e., diverters must cease diversions in order of priority, if necessary, to meet and sustain the minimum flow requirements of 50 cubic feet per second at the Yreka United States Geological Survey gage from May 1 – September 15, 2024; SWRCB 2024).

The City is located in the Shasta Valley Groundwater Basin of the North Coast Hydrologic Region. The majority of the Valley Basin is underlain by highly permeable volcanic deposits which make up most of the Valley's usable groundwater aquifers (DWR 2004). The Shasta Valley Groundwater Basin has been identified by the DWR pursuant to the Sustainable Groundwater Management Act as a medium priority basin for groundwater management (DWR 2024). The City of Weed Does not have a groundwater sustainability plan, but Siskiyou County adopted a groundwater management ordinance in 1998 which regulates the extraction of groundwater for use outside the basin from which it was extracted. The Siskiyou County Flood Control and Water Conservation District Groundwater Sustainability Agency was formed in 2017 and the Shasta Valley Groundwater Sustainability Plan (GSP) prepared and approved by DWR in 2022 which cover each of the three medium priority subbasins.

The project site and immediately surrounding areas are relatively flat but are surrounded by low hills giving way to taller peaks of the surrounding ranges. Elevations in the project site range from approximately 3,750 to 3,775 feet amsl, generally sloping toward the west-southwest (in the development area/subject parcel) and to the west-northwest (in the highway advertising sign area). There are no constructed or natural drainages through or adjacent to the project site. The USFWS Wetlands Mapper identifies seasonally inundated drainages and associated riparian corridors that flow offsite from east to west, crossing behind the Love's Travel Stop north of the project site (USFWS 2024).

The National Flood Insurance Act (1968) makes available federally subsidized flood insurance to owners of flood-prone properties. To facilitate identifying areas with flood potential, Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Maps that can be used for planning purposes. Flood Insurance Rate Maps were reviewed to determine the project's proximity to a flood hazard zone. The proposed project is on FEMA panels 06093C2600D and 06093C2570D, both effective 1/19/2011 (FEMA 2024). The project area is classified as Zone X and is an area of minimal flood hazard.

# **Analysis**

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than significant impact with mitigation incorporated. The project site totals approximately 11 acres. Construction activities would result in soil disturbance over nearly the entire project site. During construction, the development area/subject parcel and driveway area would be cleared and graded. Excavation for underground utilities, foundations, and underground storage tanks would occur. The area of disturbance for development would total approximately 6.4 acres (six acres in the development area/subject parcel and 0.4 acre in the driveway area). Excess soil would be placed in the soil placement area (approximately 3.4 acres). Ground disturbance associated with the ROW improvements would be minimal and would be associated with clearing and grading outside of the existing paved areas along an approximately 393-foot-long area. The highway sign area would experience ground disturbance associated with equipment access and staging for installation of the highway advertising sign, and trenching for electrical connections.

Soils exposed during construction would be subject to wind, rainfall, and stormwater runoff which could become concentrated and could enter stormdrains and natural waterways outside of the project site. Furthermore, accidental release of hazardous materials during construction activities could impact water quality. In Clean Water Act Section 402, the USEPA has established regulations under the National Pollutant Discharge Elimination System (NPDES) Program to regulate stormwater discharges to surface waters. In California, the State Water Resources Control Board administers the NPDES Program, and the City of Weed is within the NCRWQCB region. Because construction of the proposed project would

involve ground disturbance to more than one acre of soil, the applicant would be required to obtain coverage for the project under the Construction Stormwater General Permit from the NCRWQCB and to comply with all conditions of the permit. The project would also implement an approved SWPPP, which would be developed based on final engineering design and would include all project components. The SWPPP would include BMPs to reduce the potential for water quality impacts because of soil erosion or accidental spills. Failure to comply with the water quality standards of the NPDES Program, including preparation and implementation of a SWPPP, would result in a potentially significant impact to water quality standards. Mitigation Measure HYD-1 requires the preparation and implementation of a SWPPP which would reduce potentially significant impacts during construction to a level of less than significant.

Impacts to water quality and waste discharge during operations could occur due to an increase in impervious surfaces which allow an increase in pollutants that could enter stormwater runoff. The project would result in approximately 190,914 square feet (4.4 acres) of impervious surfaces (4,761 square feet of building + 167,203 square feet of paved area = 171,964 square feet on the development area/subject parcel; 9,125 square feet of paved area for the driveway to Black Butte Dr.; and 9,825 square feet of paved area for the ROW improvements). Runoff from onsite impervious surfaces could result in oil, grease, sediment, pesticides and chemical residues entering waterways. The acreage of new impervious surfaces from the driveway to Black Butte Dr. and the ROW improvements along Black Butte Dr. would be minimal (approximately 0.4 acre). The project design incorporates flow controls in the paved areas of the development area/subject parcel, and the site would be graded to direct on-site stormwater to bioretention basins. Concrete v-gutters would collect runoff from the fueling stations and surrounding paved areas and would direct flows to the bioretention basins. The bioretention basins would be designed to remove contaminants and sedimentation from flows prior to infiltrating into the soil or entering the City's storm drain system. Stormwater discharges from the City of Weed are regulated by the NCRWQCB under the City's Phase II Municipal Separate Storm Sewer System (MS4) Permit through the Municipal Storm Water Permitting Program. The permit outlines requirements associated with site design, low impact development and source control. Failure to comply with the requirements of the MS4 Permit would result in a potentially significant impact to water quality standards during operation. Mitigation Measure HYD-2 requires meeting the requirements of the City's MS4 Permit which would reduce potentially significant impacts during operation to a level of less than significant.

Mitigation Measure HYD-1: Stormwater Quality Protection during Construction. The applicant shall file a Notice of Intent with the North Coast Regional Water Quality Control Board (NCRWQCB) prior to construction to comply with the Construction General Permit. The Notice of Intent shall detail the treatment measures and best management practices (BMPs) to control pollutants that shall be implemented and complied with during the construction and post-construction phases of the project. The Stormwater Pollution Prevention Plan (SWPPP) is subject to approval by the NCRWQCB, which makes the final determination on which BMPs are required for the project. Construction contracts will include the requirement to implement the BMPs in accordance with the SWPPP, and proper implementation of the specified BMPs is subject to inspection by the NCRWQCB staff. Example BMPs may include practices such as: retaining onsite the sediments generated on or brought to the project site; using treatment control or structural BMPs; retaining constructionrelated materials and wastes, spills, and residues at the project site and preventing discharges to streets, drainage facilities, the City's municipal separate storm sewer system (MS4), receiving waters, or adjacent properties; containing non-storm runoff from equipment and vehicle washing at the project site; controlling erosion from slopes and channels through BMPs such as: limiting grading during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes, if any; and covering any slopes susceptible to erosion; surface disturbance of

soil and vegetation will be kept to a minimum; existing access and roads will be used wherever feasible; any stockpiled soil will be placed and sloped so that it would not be subject to accelerated erosion; after ground-disturbing activities are complete, all disturbed areas will be replanted or covered with paving stones to prevent erosion.

**Mitigation Measure HYD-2: Stormwater Quality Protection During Operation.** Prior to issuance of a grading permit, the applicant shall submit to the City of Weed Public Works Department for review and approval, plans presenting stormwater control design, operations and maintenance for the project in accordance with the City's MS4 Permit. The plan will demonstrate that the proposed project includes design features and BMPs sufficient to meet the MS4 Permit requirements.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

**Less than significant impact.** The proposed project would require a supply of water during project construction and operation. No groundwater wells exist on the project site and the project would not involve the installation of new groundwater wells – all water would be supplied by the City's municipal water system which relies predominantly on spring water (City of Weed 2017b). The City would be required to ensure that City water use would not exceed available supply. Refer to Section 3.19, Utilities and Service Systems, for an analysis of water use and compliance with City water supplies.

The proposed project would convert undeveloped areas to impervious surfaces totaling approximately 190,914 square feet (4.4 acres; refer to breakdown of impervious surfaces under item a), above) which could reduce the amount of precipitation able to infiltrate the soil and recharge groundwater reserves. The proposed project includes bioretention basins throughout the development area/subject parcel, which would allow stormwater runoff from the adjacent impervious surfaces to infiltrate the soil and support groundwater recharge from the project site. Impervious surfaces associated with the driveway and ROW improvements would be minimal (approximately 0.4 acre) and would not impair groundwater recharge. Because the proposed project would not rely on groundwater supplies outside of the City's municipal supply and the project design incorporates retention basins which would allow groundwater recharge, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Impacts would be less than significant, and no mitigation would be required.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
  - i. Result in substantial erosion or siltation on- or off-site?

**Less than significant.** The project site is relatively flat with no natural waterways through the project site. The USFWS National Wetlands Inventory Mapper (USFWS 2024) identifies a natural drainage that flows from east of the project site, along E. Vista Dr, and travels northwest across undeveloped land north of the project site. The proposed project does not include off-site improvements that would alter the course of the drainage.

The proposed project would not require substantial grading or contouring that could result in substantial erosion or siltation on-or off-site. Furthermore, the project would be required to implement BMPs and SWPPP in accordance with the Construction General Permit and plans to control stormwater in accordance with the MS4. Impacts associated with erosion and siltation would be less than significant and no mitigation would be required.

- ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?
- iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?
- iv. Impede or redirect flood flows?

Less than significant impact with mitigation incorporated. The project site is relatively flat, and as a result of the proposed project, the development area/subject parcel would remain flat and the site would be graded to direct runoff into the new on-site bioretention basins. Each basin would also include a storm drain inlet to allow excessive flows to enter the City's storm drain system. The driveway to Black Butte Drive would direct flows toward Black Butte Drive; however, with the minimal collection area (approximately 9,125 square feet or 0.2 acre), the volume of surface runoff from the driveway would be minimal. The Preliminary Stormwater Control Plan (Sheet C-4) in Appendix C presents the flow patters of the development area/subject parcel and existing and proposed stormwater runoff volumes. As demonstrated in the plan, the drainage design would achieve runoff that would not exceed current rates of runoff from the project site. Furthermore, the bioretention basins would be designed to prevent flows to the stormwater drainage system that would exceed the capacity of the City's storm drain system and that the proposed project would not impede or redirect flood flows. Under existing conditions, stormwater runoff from the development area/subject parcel is 6,270 cubic feet. The proposed project would result in a runoff volume of 22,806 cubic feet; therefore, the proposed bioretention basins would provide 16,536 cubic feet of on-site stormwater detention. Under the proposed project, 6,270 cubic feet of stormwater would continue to runoff from the site, consist with existing conditions. Like existing conditions, stormwater generated in the development area/subject parcel would flow northward toward E. Vista Dr. Runoff from the site would enter E. Vista Dr. and the existing stormdrain system. The proposed project would not impede or redirect flood flows and would not increase the volume of stormwater runoff leaving the site. Impacts would be less than significant and no mitigation would be required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

**No impact.** People or structures would not be exposed to hazards associated with seiche or tsunami, as there are no large bodies of water near the project site and the County is located inland of the Coast Ranges. FEMA has identified the project site as part of Zone X, an area of minimal flood hazard and would not be subject to flooding or risk of pollutants due to flooding. Therefore, the project would have no impact and no mitigation would be required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant impact. The City of Weed lies within the Shasta Valley Groundwater Basin, for which the was approved in 2022. The GSP covers the three medium priority subbasins of the Shasta Valley Groundwater Basin. The City of Weed does not fall within the GSP's boundary; however, the City relies on groundwater from within the Basin. The Plan identifies the need to develop partnerships with all relevant land use agencies in the watershed, including the City of Weed. The GSP considered the City of Weed 2040 General Plan and acknowledges that the City currently has sufficient water supply but it may ultimately be a limiting factor for growth (SCFCWCD 2021, Chapter 2). The City would be responsible for participating in the GSP and implementing land uses that would support the GSP. The

proposed project is consistent with the City's land use designation for the project site, which was considered in development of the GSP and would not conflict with or obstruct implementation of the GSP.

The City of Weed falls within the NCRWQCB for which there is a Water Quality Control Plan. As previously mentioned, the project would be required to comply with the provisions of the NPDES Program and the MS4 Permit which would address State and local water quality requirements. The proposed project would not conflict with or obstruct implementation of a water quality control plan. Impacts as a result of the proposed project would be less than significant and no mitigation would be required.

# 3.11 LAND USE AND PLANNING

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wo	ould the project:				
a)	Physically divide an established community?				$\boxtimes$
b)	Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			$\boxtimes$	

# Background and Setting

Land use in the project area is regulated by the City of Weed through the 2040 General Plan and the City of Weed Zoning Code (Municipal Code Title 18, Zoning). All parcels associated with the proposed project are designated as General Commercial by the 2040 General Plan (City of Weed 2017a) and are within the CM, Limited Industrial zoning district (City of Weed 2024).

# **Analysis**

a) Physically divide an established community?

**No impact.** The project site is undeveloped and is surrounded by largely undeveloped parcels within a greater area developed with commercial retail, including grocery, fast food restaurants and travel stops. Development of the proposed project would not physically divide an established community. Therefore, there would be no impact, and no mitigation would be required.

b) Cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than significant impact. The project site is designated General Commercial under the 2040 General Plan and CM, Limited Industrial under the Zoning Code. The City of Weed Zoning District Regulations identifies General Commercial land uses to be allowable under the CM, Limited Industrial zoning district but with more restrictive building specifications than under the C2, General Commercial zoning district (City of Weed 2024). The existing zoning district for the project site allows commercial land uses, including those not within a building (such as a service station), and the zoning designation is consistent with the 2040 General Plan designation, therefore, rezoning the subject parcels to General Commercial is not anticipated. The proposed convenience store and fuel station development is consistent with the land use designations and zoning of the project site. Furthermore, the project is in South Weed, an area identified in the City's 2040 General Plan that emphasizes commercial and industrial land uses and in which continued development of highway- serving commercial land uses is anticipated (City of Weed 2017a). The proposed project would be consistent with the planned commercial development and intended land use of the area. Impacts related to consistency with adopted plans, policies, or regulations would be less than significant and no mitigation would be required.

#### 3.12 MINERAL RESOURCES

Wo	ould the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				$\boxtimes$
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				$\boxtimes$

# Background and Setting

There are no existing mining operations in the City of Weed and based the Final EIR for the 2040 General Plan, no production sites were found in the City based on the results of a 50-year statewide study of aggregate demand (City of Weed 2017b).

# **Analysis**

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

**No impact.** The proposed project is not located in a zone of known mineral or aggregate resources. No active mining operations are present on or near the site. Implementation of the project would not interfere with the extraction of any known mineral resources, nor would it result in the loss of availably of any known mineral resources. No impact would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

**No impact.** The proposed project is not located in a zone of known mineral or aggregate resources. No active mining operations are present on or near the site. Implementation of the project would not interfere with the extraction of any known mineral resources, nor would it result in the loss of availably of any known mineral resources. No impact would occur.

#### **3.13 NOISE**

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wo	ould the project result in:				
a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			$\boxtimes$	
b)	Generation of excessive groundborne vibration or groundborne noise levels?			$\boxtimes$	
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			$\boxtimes$	

# Background and Setting

An Environmental Noise and Vibration Assessment was prepared for this project by Bollard Acoustical Consultants, Inc. (BAC 2025). The discussion of noise-related impacts in this section is based on that report, which is included as Appendix J to this Initial Study.

# Noise Environment and Sensitive Receptors

Noise is defined as "unwanted sound." It can cause annoyance, loss of sleep and even ear damage in extreme cases (City of Weed 2017a). The existing ambient noise environment in the project vicinity is defined by several different sources, including I-5 traffic, local traffic on E. Vista Dr., Black Butte Dr., and Shastina Dr., and existing highway-serving commercial land uses, including fast food restaurants, gas stations and travel stops. The airport nearest to the project site is Weed Airport (046), which is a public airport located approximately 6.5 miles northwest of the project site and is not a significant source of noise for the project site.

Noise sensitive receptors are generally considered to be land uses where noise exposure could result in health-related impacts to individuals, as well as places where quiet is an essential element of their intended purpose. Noise sensitive land uses include residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums and parks and other outdoor recreation areas, while commercial and industrial uses are considered the least noise sensitive. Noise sensitive land uses are also considered to be vibration-sensitive, although commercial and industrial land uses can also be negatively affected by excessive vibration. The City's 2040 General Plan identifies areas that are most sensitive to noise and the major noise generating sources (Map 3.5 in City of Weed 2017a). The project site is not within or adjacent to identified noise sensitive areas of the City. Furthermore, the project is in South Weed, an area identified in the 2040 General Plan for commercial and industrial land uses and in

which continued development of highway- serving commercial land uses is anticipated (City of Weed 2017a).

CEQA evaluates the project impacts based on the environmental baseline, or the physical environmental conditions at the time the analysis commences. Existing development nearest to the project site includes the Grocery Outlet approximately 330 feet west of the development area/subject parcel and the Pilot Travel Center directly northwest of the development area/subject parcel, across E. Vista Dr. Both of these nearby parcels are zoned CM, Limited Industrial, which is not considered to be noise-sensitive, but rather noise-generating. A parcel adjacent to the east project site boundary is zoned R4, Residential Mixed-Use, and is designated for High Density Residential in the 2040 General Plan; however, the parcel is currently vacant with no sensitive receptors and no proposed development; therefore, while the property could someday be developed with noise sensitive land uses, there are no existing noise sensitive receptors to evaluate. Future development on the parcel would evaluate the noise environment as part of the entitlement process and would address potential noise related impacts at that time based on the type of development being proposed. However, this analysis conservatively evaluated the project's potential effect on noise levels at the property for informational purposes.

The nearest potential noise sensitive receptor is an existing single family residence located on a parcel zoned C2, General Commercial approximately 0.25 mile northwest of the project site along Black Butte Dr. The noise sensitive receptor is in an area with considerable noise-generating land uses. The residence is situated between the intersections of Black Butte Dr. and Kellogg Dr., and Black Butte Dr. and Shastina Dr., is less than 100 feet from the CORP railroad line, and is approximately 650 feet from I-5 at its nearest point. Properties between the noise sensitive receptor and the project site are developed with various highway serving commercial uses, including the Pilot Travel Center. Refer to Figure 2 for the location of the noise sensitive receptor.

#### **Regulatory Framework**

The 2040 General Plan includes goals, objectives and policies to prevent exposure of noise sensitive receptors to excessive noise based on planning and adoption of regulations.

The City of Weed Municipal Code Sections 9.18.040 and 9.18.100 establish maximum permissible sound levels by receiving land use based on the "noise zone" or land use as shown in the 2040 General Plan. The Code specifies that if the ambient levels differs from permissible standards, the allowable noise exposure limit shall be adjusted in 5 decibel (dB) increments in each category as appropriate to encompass or reflect the ambient noise levels. Table 5 presents the acceptable exterior noise limits for the receiving land uses.

The City of Weed Municipal Code Section 9.18.080(D) exempts temporary use of domestic power tools, construction and demolition equipment from the maximum permissible sound levels.

The City does not have a policy for assessing noise impacts associated with project-generated increases in ambient noise levels nor adopted vibration impact criteria. Therefore, federal noise and vibration criteria were applied. The Federal Interagency Commission on Noise developed a graduated scale based on the ambient noise levels without the project. The thresholds of impact are increases ranging from 1.5 dB to 5 dB, with the 5 dB threshold applying to ambient noise levels less than 60 dB without the project. The Federal Transit Administration vibration thresholds for assessing damage to structures and general impacts were used.

**Table 5. Exterior Noise Limits** 

		Noise Level (dBA)		
Receiving Land Zone	Time Period	15 Min. of Hour (L25)	Maximum (Lmax)	
Residential	Nighttime (10 p.m. to 7 a.m.)	40	55	
Residential	Daytime (7 a.m. to 10 p.m.)	50	65	
Multiple dwelling, residential, public	Nighttime (10 p.m. to 7 a.m.)	45	60	
space	Daytime (7 a.m. to 10 p.m.)	50	75	
Limited commercial multiple dwelling	Nighttime (10 p.m. to 7 a.m.)	55	70	
Limited commercial, multiple dwelling	Daytime (7 a.m. to 10 p.m.)	60	75	
Commercial	Nighttime (10 p.m. to 7 a.m.)	55	70	
Commercial	Daytime (7 a.m. to 10 p.m.)	60	75	
Industrial	Anytime	75	90	

Source: City of Weed Municipal Code Section 9.18.100, Table 1

dBA = A-weighted decibel; Leq = equivalent continuous sound level (L25 = continuous sound level for 15 minutes)l;  $Lmax_X = maximum noise level$ 

If the existing ambient noise level exceeds the standards of Table 1, then the noise level standards shall be increased at 5 dB increments to encompass the ambient.

Refer to Appendix J for the detailed regulatory background, including the applicable thresholds and methods.

# **Analysis**

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant impact. The noise analysis conducted for the proposed project evaluated noise levels generated during construction and operation of the project at the nearest sensitive receptor. As previously mentioned, the nearest noise sensitive receptor to the project site is a residence approximately 0.25-mile northwest of the project site that is affected by existing noise generating land uses. The effect of noise on nearby receptors largely depends on the activities being performed, the noise levels generated by those activities, the distances to the noise-sensitive receptors, relativity of noise attenuating features such as topography and existing structures, and existing ambient noise levels.

# **Noise Terminology and Metrics**

The noise levels are expressed in terms of dB, with A-weighting (dBA) to approximate the hearing sensitivity of humas. Time-averaged noise levels are expressed by the symbol Leq and represent a period of one hour unless otherwise specified. The Leq is the foundation of the day-night average noise descriptor (DNL) and shows very good correlation with community response to noise. The DNL is a 24-hour weighted average with a 10 dB increase applied to noise levels during the evening hours of 10:00 p.m. to 7:00 a.m.

#### Noise Survey

Long-term (24-hour) noise readings were taken at the project site on May 21, 2024, to quantify the existing ambient noise environment in the project vicinity and are presented in the following table. The readings were conservatively taken near the eastern project site boundary, away from existing development. The readings found that the existing levels fall within the City's range for commercial and multiple dwelling but are higher than the City's range for residential during nighttime hours.

Table 6. Long-Term (24-Hour) Noise Monitoring Results

		Noise Leve	el (dBA)
Site Description	Time Period	15 Min. of Hour	Maximum
		(L25)	(Lmax)
North east project site property boundary	Nighttime	53 (50-55)	62 (57-67)
Northeast project site property boundary	Daytime	49 (45-52)	58 (49-65)

Source: BAC 2025

dBA = A-weighted decibel; Leq = equivalent continuous sound level (L25 = continuous sound level for 15 minutes)l; Lmaxx = maximum noise level

The ambient readings established the existing ambient noise environment for the area and are reasonably expected to be lower than ambient noise levels at the nearest sensitive receptor which is surrounded by noise-producing uses. Because the nighttime ambient noise levels are higher than the City's Exterior Noise Limits for residential, the acceptable exterior levels were increased in increments of 5 dB to reflect the ambient conditions at the sensitive receptor in accordance with City of Weed Municipal Code Sections 9.18.040 and 9.18.100. The resulting nighttime thresholds for the sensitive receptor were conservatively adjusted to 50 dB L25 and 60 dB Lmax. Because the measured daytime noise levels were generally not higher than the City's exterior daytime noise level standards for residential, no adjustments were applied to the daytime noise threshold at the sensitive receptor. As such, the applied noise thresholds at the sensitive receptor were: 50 dB L25 and 65 dB Lmax for daytime and 50 dB and 60 dB Lmax for nighttime.

#### **Construction Noise**

Project construction would result in noise-generating activities which would increase ambient noise levels for the duration of construction. Construction noise levels would fluctuate depending on the type of activities being performed, and the types and numbers of equipment used, how it is operated, and how well it is maintained. Construction equipment would be used sporadically throughout the project site but would be concentrated primarily in areas requiring substantial improvements (such as excavation for the underground fuel storage tanks and the building foundations). Multiple pieces of construction equipment would rarely be used simultaneously near each other.

Project construction is anticipated to take approximately 12 months to complete and would be temporary. However, the noise analysis evaluated the potential for an increase in noise levels at the nearest sensitive receptor from construction activities with a potentially significant impact occurring if noise levels increase by 5 dB or more over existing ambient noise levels (BAC 2025).

The noise analysis presents reference maximum noise levels at 50 feet for typical construction equipment, which range from 76 dB to 85 dB. These levels are comparable to noise levels generated by operating a vacuum cleaner (typically 80 dBA; BAC 2025). There are no noise sensitive receptors or existing developed land uses within 50 feet of the project site. Maximum noise levels from operation of typical construction equipment at the nearest sensitive receptor were projected to range from 44 to

53 dB Lmax (BAC 2025). The predicted noise level assumed a worst case scenario of numerous equipment operating simultaneously at the property boundary. Even under these circumstances, the highest noise level generated would be well below the daytime Lmax noise threshold for the sensitive receptor (65 dB Lmax). Based on the considerable distance from the project site (0.25 mile), intervening structures and existing noise generating operations in the vicinity, noise generated from project construction would not result in a 5 dB increase above existing noise levels at the noise sensitive receptor (BAC 2025). Construction related noise would be temporary, and due to the lack of nearby sensitive receptors and relatively low noise levels generated, construction-related noise impacts would be less than significant.

#### **On-Site Operational Noise**

Operational noise sources as a result of the proposed project include an emergency diesel-powered generator and building rooftop mechanical equipment for the convenience store; an air/water compressor; delivery truck noise; parking lot noise (for both vehicle and truck parking areas); and offsite traffic noise from vehicles and trucks traveling to and from the project site. Off-site traffic noise is evaluated in the following section. The primary on-site operations noise sources associated with the heavy truck parking area/truck fueling station component of the project have been identified as heavy truck idling, trailer-mounted refrigeration units, and heavy truck circulation.

The noise analysis conservatively calculated the combined and highest predicted noise levels from onsite operations at the eastern project site boundary, adjacent to the vacant parcel designated for High Density Residential in the 2040 General Plan and evaluated the potential for noise impacts at the nearest noise sensitive receptor. Note that the calculated noise levels assume a worst case scenario which is continuous operation of the generator without the manufacturer enclosure which would only operate temporarily during power outages, and the air/water unit which would typically operate intermittently and for short duration, and truck deliveries which would be periodic and relatively short duration. The analysis compared the predicted noise levels to the City's Exterior Noise Limits for limited commercial, multiple dwelling at the vacant, adjacent parcel designated for High Density Residential in the 2040 General Plan and to the adjusted City's Exterior Noise Limits for residential for the nearest existing noise sensitive receptor. Table 7 presents the predicted noise levels. Refer to the noise assessment for a detailed breakdown of the on-site operation noise levels.

While the predicted noise levels would exceed the City's Exterior Noise Limits for limited commercial, multiple dwelling at the northeast project site property line and would increase ambient noise levels more than 5 dB, there are no existing or planned development projects for the parcel, so no sensitive receptors would be impacted by the proposed project. As previously mentioned, future development on the adjacent parcel zoned R4, Residential Mixed-Use would evaluate the noise environment as part of the entitlement process and would address potential noise related impacts at that time based on the type of development being proposed.

The predicted noise levels at the nearest sensitive receptor indicate that noise generated from project operation would be below ambient noise levels and would not exceed the applied Exterior Noise Limits (City's Exterior Noise Limits for residential with nighttime L25 increased by 5 dB due to ambient noise levels) and project operations would not result in a 5 dB or greater increase in existing ambient noise levels (BAC 2025).

**Table 7. Cumulative On-site Operational Noise Levels** 

Cita Description	Time		` ,		dicted evel (dBA)	Exterior N	olied loise Limits BA)
Site Description	Period	15 Min. of Hour (L25)	Maximum (Lmax)	15 Min. of Hour (L25)	Maximum (Lmax)	15 Min. of Hour (L25)	Maximum (Lmax)
Northeast project site	Nighttime	53	62	69	65	55	70
property boundary	Daytime.	49	58	69	65	60	75
Consitive recentor	Nighttime	53	62	46	37	50	60
Sensitive receptor	Daytime.	49	58	46	37	50	65

Source: BAC 2025; City of Weed Municipal Code Section 9.18.100, Table 1.

Applied exterior noise limits are from the City of Weed Municipal Code Section 9.18.100, Table 1. Limited commercial, multiple dwelling exterior noise limits were applied to the northeast project site boundary; residential exterior noise limits were applied to the sensitive receptor with the nighttime limits increased by 5 dB to account for ambient noise readings which exceeded the City's nighttime noise limits for residential.

**Bold text** indicates an exceedance of the Exterior Noise Limits and/or an increase in noise levels exceeding 5 dBA. dBA = A-weighted decibel; Leq = equivalent continuous sound level (L25 = continuous sound level for 15 minutes)l; Lmax<sub>X</sub> = maximum noise level

# **Traffic Noise**

Project operations would result in increased traffic volumes on the local roadway network in the vicinity of the project site. Details about how the project would affect traffic circulation are discussed in detail in Section 3.17, Transportation.

If project-generated traffic would result in noise levels exceeding the City's Exterior Noise Limits or an increase in traffic noise levels of 5 dBA or greater at the nearest sensitive receptor, impacts would be potentially significant. Traffic noise levels for the affected roadway segments were calculated under existing, existing plus-project and cumulative plus-project conditions (BAC 2025). The noise levels were calculated for the noise sensitive receptor, located approximately 150 feet from Black Butte Dr. For other roadway segments without an existing noise sensitive receptor, a default distance of 100 feet was used.

Table 8 presents traffic noise levels at the sensitive receptor for existing conditions, existing conditions with the project, existing conditions with other pending and approved projects in the area, and existing conditions with pending and approved projects in the area plus the proposed project. The change in noise levels for each scenario are presented. Approved and pending projects include the Loves Travel Stop west of I-5, AM/PM gas station with convenience store and drive through restaurant on Shastina Dr. north of the project site; Basecamp Park RV resort south of the project site along E. Vista Dr. and the Shasta Mountain RV Resort at the east terminus of E. Vista Dr. Table 9 presents future traffic noise levels under cumulative conditions with and without the project and presents the change in noise levels because of the project for each scenario. Refer to the noise study for calculated noise levels on the surrounding roadway segments without sensitive receptors.

Table 8. Traffic Noise Levels at Sensitive Receptor – Existing Conditions and with Pending and Approved Projects

			at 150 feet fro	om Centerline					
						Existing	Net		
	dB		Existing	Net Change	Existing	with	Change		
	Threshold	Existing Char Existing Plus Exist Project vs. F			with	Pending	Pending		
Roadway Segment	(Nighttime/				Pending	&	&		
	Daytime)		vs. Plus	<u>ک</u>	Approved	Approved			
	Daytille					Project	Project	Approved	Projects
				Project	Projects	Plus	vs. Plus		
						Project	Project		
Black Butte Dr. north of E. Vista Dr.	50/50	48.9	49.6	+0.7	49.3	49.9	+0.6		

Source: BAC 2025; dB = decibel

Applied exterior noise limits are from the City of Weed Municipal Code Section 9.18.100, Table 1. Limited commercial, multiple dwelling exterior noise limits were applied to the northeast project site boundary; residential exterior noise limits were applied to the sensitive receptor with the nighttime limits increased by 5 dB to account for ambient noise readings which exceeded the City's nighttime noise limits for residential.

Table 9. Traffic Noise Levels at Sensitive Receptor – Cumulative Conditions

		F	Predicted DNL	(dB) at 150 fee	t from Center	line
Roadway Segment	dB Threshold (Nighttime/ Daytime)	Existing	Cumulative No Project	Cumulative Plus Project	Net Change Existing vs. Cumulative Plus Project	Net Change Cumulative No Project vs. Plus Project
Black Butte Dr. north of F. Vista Dr.	50/50	48.9	49.5	50.1	+1.2	+0.6

Source: BAC 2025; dB = decibel

Applied exterior noise limits are from the City of Weed Municipal Code Section 9.18.100, Table 1. Limited commercial, multiple dwelling exterior noise limits were applied to the northeast project site boundary; residential exterior noise limits were applied to the sensitive receptor with the nighttime limits increased by 5 dB to account for ambient noise readings which exceeded the City's nighttime noise limits for residential.

Under all scenarios, the project would not result in traffic noise levels exceeding the exterior noise limit at the noise sensitive receptor, nor would the project result in a 5 dB increase in noise levels. While cumulative plus project conditions would potentially result in traffic noise levels 0.1 dB higher than the applied Exterior Noise Limits at the sensitive receptor, the difference would be imperceptible to the human ear and impacts would be less than significant.

#### Summary

Noise generated during construction and operation of the project would not exceed applicable noise standards for the nearby noise sensitive receptor. The impact on temporary and permanent noise levels would be less than significant, and no mitigation would be required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. Construction and operational activities were evaluated for the potential to generate excessive vibration or groundborne noise levels (BAC 2025). Heavy equipment used during construction would generate localized vibration in the immediate vicinity. The level at which humans begin to perceive vibration is at 65 velocity in decibels (VdB) relative to 1 micro-inch per second and damage to engineered structures occurs at 98 VdB. Maximum vibration levels were calculated for the existing human-occupied structure nearest to the project site – the Grocery Outlet west of the project site – which indicated vibration generated by construction activities would remain below the level of human perception (refer to Table 31 in Appendix J). Vibration and groundborne noise generated during construction would be minimal and temporary and impacts would be less than significant.

During project site visits conducted by BAC on May 20 and 22, 2024, BAC staff noted that for the existing surrounding land uses similar to the proposed project, vibration levels were below the threshold of perception within the area (BAC 2025). While traffic and trucks traveling on roadways are a source of vibration, they rarely generate vibration amplitudes high enough to cause excessive vibration and they dissipate rapidly with distance. Vibration and groundborne noise generated during operation would be minimal and impacts would be less than significant, and no mitigation would be required.

Therefore, the project would not result in the exposure of people to, or generation of, excessive groundborne vibration levels. Impacts during construction and operation would be less than significant and no mitigation would be required.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

**No impact.** Weed Airport (046) is nearest to the project site approximately 6.5 miles northwest of the project site. The project site is not located within the vicinity of a private airstrip or airport land use plan or within two miles of a public airport or public use airport. The project would not result in human exposure to excessive noise levels from either private airstrips or public airports. No impact would occur.

#### 3.14 POPULATION AND HOUSING

Wo	ould the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				$\boxtimes$
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				$\boxtimes$

# Background and Setting

The project site is a historically undeveloped lot. Existing development surrounding the project site is commercial with no residential development. Based on the Final EIR for the 2040 General Plan, the population of the City of Weed and the County of Siskiyou remained relatively stable between 2010 to 2017, with some decrease in population (City of Weed 2017b). The City anticipated a population increase of 635 residents and 689 additional houses between 2010 and 2040 (City of Weed 2017b).

# **Analysis**

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**No impact.** The proposed project would not involve the construction of new homes or extension of roads or infrastructure associated with unplanned population growth; however, operation of the convenience store and fuel station would offer new opportunities for employment. The facility would employ approximately 12 people. While the employees would likely be hired from the existing working population in the area, the opportunity could potentially attract new residents to the City. The City's estimated population was 2,769 in 2016 and is projected to reach 3,602 by 2040 (City of Weed 2017b). An increase of 12 residents would be minor and would not constitute a substantial population growth. Impacts on population growth would be less than significant and no mitigation would be required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

**No impact.** The project site is a historically undeveloped lot with no existing residential development in the surrounding area. The proposed project would not displace existing people or housing, and no replacement housing would be required. No impact would occur.

# 3.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			$\boxtimes$	
b) Police protection?			$\boxtimes$	
c) Schools?				$\boxtimes$
d) Parks?				$\boxtimes$
e) Other public facilities?				$\boxtimes$

# Background and Setting

#### <u>Fire</u>

Fire protection is provided by the City of Weed Fire Department, located at 128 Roseburg Parkway in Weed, CA, approximately 2.3 miles north of the project site.

# <u>Police</u>

Police protection is provided by the City of Weed Police Department, located at 550 Main Street, Weed, CA, approximately two miles northwest of the project site.

#### <u>Schools</u>

The Weed Union Elementary School District provides public education for grades K-8. Weed Union Elementary is located at 575 White Avenue, Weed, CA, approximately two miles north of the project site. A private school with Weed Union Elementary School District, Siskiyou Christian School (grades K-9), is located at 750 S. Weed Boulevard, Weed, CA, approximately one mile northwest of the project site. Siskiyou Union High serves the City of Weed through Weed Public High School for grades 9-12, located at 909 Hillside Drive, Weed, CA, approximately 1.9 miles north of the project site. College of the Siskiyous is a public community college within the California Community College System, located at 800 College Avenue, Weed, CA, approximately 1.2 miles northwest of the project site.

# Parks

The Weed Recreation & Parks District serves the City of Weed. The office is located at 161 E Lincoln Avenue, Weed, CA and manages three public community parks.

#### Other Public Facilities

The Siskiyou County Library system manages the Weed Library at 150 Alamo Avenue, Weed, CA, approximately 6.16 miles from the project site.

# Analysis

# a) Fire protection?

Less than significant impact. Fire protection is provided by the City of Weed Fire Department, whose station is approximately 2.3 miles away. The project is located within the existing service area of the Fire Department and would not result in an increase in residents requiring service. The proposed land use is consistent with the land use identified in the 2040 General Plan and is consistent with the growth assumptions used to evaluate service needs. The project would not result in reduced response times or substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities. Impacts would be less than significant, and no mitigation would be required.

# b) Police protection?

Less than significant impact. Police protection to the area is provided by the City of Weed Police Department, whose station is approximately two miles away. The project is located within the existing service area of the Police Department and would not result in an increase in residents requiring service. The proposed land use is consistent with the land use identified in the 2040 General Plan and is consistent with the growth assumptions used to evaluate service needs. The project would not result in reduced response times or substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities. Impacts would be less than significant, and no mitigation would be required.

#### c) Schools?

**No impact.** The project would not include population growth, either directly or indirectly, and would not increase demand for schools. There would be no impact.

# d) Parks?

**No impact.** The project would not include population growth, either directly or indirectly, and would not increase demand for parks. There would be no impact.

# e) Other public facilities?

**No impact.** The project would not include population growth, either directly or indirectly, and would not increase demand for other public services. There would be no impact.

#### 3.16 RECREATION

Wo	ould the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				$\boxtimes$
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				×

# Background and Setting

There are three main public parks within the City of Weed, 404.8 acres of open space and the Weed Golf Course. The City of Weed Recreation and Parks Department operates and maintains the parks.

# **Analysis**

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

**No impact.** The proposed project would not generate population that would increase demand for parks or recreational facilities. Thus, the proposed project would not affect the use of existing facilities. Therefore, the proposed project would have no impact on recreational facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

**No impact.** The proposed project would not generate population that would increase demand for parks or recreational facilities. Thus, the proposed project would not affect the use of existing facilities, nor would it require the construction or expansion of existing recreational facilities. Therefore, the proposed project would have no impact on recreational facilities.

#### 3.17 TRANSPORTATION

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wo	ould the project:				
a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			$\boxtimes$	
b)	Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			$\boxtimes$	
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		$\boxtimes$		
d)	Result in inadequate emergency access?		$\boxtimes$		

# Background and Setting

A Traffic Impact Study was prepared by LSA and is included as Appendix K to this Initial Study (LSA 2025). The study relied on traffic standards and goals from the City's 2040 General Plan and California Department of Transportation (Caltrans). Due to the potential for impacts to I-5, including the intersections of the I-5 northbound and southbound ramps with E. Vista Dr., the study considered Caltrans' operational standards and included a safety analysis consistent with Caltrans' Local Development Review Safety Review Practitioner's Guidance dated 2024. Refer to Appendix K for the regulatory background and a detailed description of the methods and analyses.

#### Roadway Network

The following provides a description of the existing roadways in the vicinity of the project:

- **I-5** is a major interstate freeway that runs north/south through California. I-5 connects to E. Vista Dr. via a full-access diamond interchange approximately 0.27 mile west of the project site.
- Shastina Dr. is a two-lane, north/south collector roadway east of I-5. Shastina Dr. intersects E. Vista Dr. 0.22 mile west of the project site. Shastina Drive north of E. Vista Dr. is a divided, two lane road with a two-way-left turn median.
- Black Butte Dr. is a two-lane, north/south local roadway east of I-5 and Shastina Dr. Black Butte Dr. intersects E. Vista Dr. 0.15 mile west of the project site at E. Vista Dr. The project's driveway intersects Black Butte Dr. North of E. Vista Dr., this roadway is a divided, two lane road with a two-way-left turn median. South of E. Vista Dr., the roadway is an undivided, two lane facility.
- Vista Dr. is a local roadway that extends east from west of I-5, runs under I-5 and continues eastward. The road is named E. Vista Dr. east of I-5. West of the I-5 southbound ramps, the roadway features two lanes with a striped median. Between the I-5 southbound ramps and Black Butte Dr., the roadway features two eastbound lanes and one westbound lane with a two-way-left turn median. East of Black Butte Dr., E. Vista Dr. features two travel lanes in each direction with a two-way-left turn median.

#### **Evacuation Routes**

Evacuation routes are relied upon during emergency or disaster response. The City has not established official evacuation routes; however, the Final EIR for the 2040 General Plan identifies potential evacuation routes for the City, including I-5 and South Weed Blvd. west of I-5 (City of Weed 2017b).

#### Truck, Transit, Bicycle and Pedestrian Facilities

Within the project area, Black Butte Dr. from Shastina Dr. and E. Vista Dr. from the I-5 interchange have been designated as truck routes.

Siskiyou Transit and General Express (STAGE) Routes 2 and 3 operate in the project area. The nearest bus stop is on the southbound side of Black Butte Dr., north of the intersection of Black Butte Dr. with E. Vista Dr.

The City promotes bicycling for recreation and mobility. The 2040 General Plan classifies the bicycle network into three categories: multi-use trails, Class 2 bike routes (i.e., designated bike lane), and Class 3 bike routes (i.e., on-street designated bicycle travel shared with motor vehicles). There are no existing designated bike routes on E. Vista Dr. or Black Butte Dr. adjacent to the project site; however, the 2040 General Plan identifies Class 2 bike routes along both roadways.

Pedestrian facilities in the project vicinity include paved sidewalks. Existing sidewalks are located on both sides of Shastina Dr. north of E. Vista Dr. and on both sides of Black Butte Dr. north of E. Vista Dr., and south of E. Vista Dr. to the southeast Grocery Outlet property boundary. Sidewalks are also located on both sides of E. Vista Dr. east of Shastina Dr.

# **Analysis**

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less than significant impact. The proposed project would develop a 7-Eleven convenience store, six conventional gas station islands, six commercial gas station islands, four electric vehicle charging spots, and conventional and commercial parking. The project site would access E. Vista Dr. at four locations and Black Butte Dr. at one location. The project would incorporate the existing sidewalks along E. Vista Dr. and would include construction of an ADA-compliant sidewalk along the northeast side of Black Butte Dr. to connect the project driveway to sidewalks along the Grocery Outlet property west of the project site.

# **Trip Generation**

The proposed project is estimated to generate 4,430 gross daily trips with 408 trips during the a.m. peak hour and 367 trips during the p.m. peak hour. Due to the project's location and proximity to I-5, most of the project's passenger vehicle trips would be generated from diverted trips made by motorists en-route to another destination and 100% of truck trips would be diverted from I-5. Further, additional diverted trips would occur from motorists traveling locally. As a result, a total of 756 new daily trips would be generated by the project with 78 during the a.m. peak hour and 68 during the p.m. peak hour.

The 2040 General Plan (adopted in 2017) includes Policy CI 1.7.1 to maintain a level of service (LOS) C for all major arterial roadways. Caltrans has not established operational deficiency criteria for the project area intersections under its jurisdiction; however, an operational deficiency is considered to occur when the project causes the LOS to deteriorate from an operational LOS A through D to E or F. However, as of July 1, 2020, under CEQA the analysis of transportation impacts rely on vehicle miles traveled (VMT) instead of LOS. While no longer used as a tool to determine significance of impacts under CEQA, LOS

analyses is provided for informational purposes and may be used by the City and Caltrans in determining if roadway or other traffic improvements because of the project may be needed. The LOS analysis in the Traffic Impact Study is therefore provided for informational purposes and it is not necessary to consider it as part of the impact analysis contained in this Initial Study.

#### **Caltrans Safety Analysis**

A Caltrans Safety Analysis was conducted to evaluate the project's potential impacts on operational deficiencies and/or safety concerns along I-5 in the project vicinity (LSA 2025). The analysis included a collision analysis and a freeway queuing analysis. The collision analysis found that, for all freeway segments analyzed, no fatal crashes were reported, the fatal-plus-injury rate is below the average for similar facilities statewide and the actual total injury rate is above average for similar facilities statewide at only one of the evaluated roadway segments. The queuing analysis examined how many car lengths the proposed project could add to the existing I-5 ramp queues under existing conditions with the project and under future conditions with approved and pending projects and cumulative conditions. The analysis found that under all scenarios, the proposed project is not anticipated to cause the ramp queues to extend into the freeway lanes. The findings concluded that no additional analysis or mitigation is required.

# Transit, Roadway, Bicycle and Pedestrian Facilities

The 2024 General Plan includes goals, objectives, policies and programs to ensure adequate multimodal circulation. There are no existing bicycle facilities in the project vicinity, and the project would not negatively impact or preclude bicycle transportation. The proposed project would be in a commercial area with an existing network of sidewalks available to pedestrians. STAGE provides public transit service in the vicinity of the project site, with a bus stop approximately 0.15 mile west of the project site on Black Butte Dr. As such, the project would provide direct and convenient access for convenience store patrons and employees and would contribute to the City's planning for multimodal circulation.

The project includes potential improvements along E. Vista Dr. at its intersections with the I-5 southbound ramp and Shastina Dr. The potential improvements consist of adding stop signs for east-and westbound traffic and extending the existing turn lane storage at both intersections which would consist of lane restriping within the existing roadway footprint. These improvements may be implemented, in part or whole, at the request of the City as needed to improve traffic flow. The improvements would be implemented consistent with City standards (and/or Caltrans' standards at the I-5 southbound ramp intersection with E. Vista Dr.) and would not conflict with any adopted policies, plans or programs addressing roadway circulation.

As described above, the project would incorporate the existing sidewalk along E. Vista Dr. The project also includes extending the existing sidewalk along Black Butte Dr., further supporting the existing network of sidewalks and enhancing pedestrian access to the proposed project and surrounding areas.

Implementation of the proposed project could result in an increase in demand for public transportation service for travel to and from the project site by employees and customers; however, the increase in new public transit patrons is not anticipated to be significant since the store would employ 12 individuals who may travel by passenger vehicle, and convenience stores tend to divert customers traveling locally rather than attracting large numbers of customers from outside of the area.

The project would not conflict with any adopted policies, plans or programs addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities or otherwise decrease the safety or performance of such facilities. Impacts would be less than significant, and no mitigation would be required.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less than significant impact. State CEQA Guidelines Section 15064.3 requires that transportation impacts be analyzed based on VMT. For a land use project, VMT exceeding an applicable threshold of significance may indicate a significant impact. The City, as the CEQA Lead Agency, is responsible for establishing the thresholds of significance and the City has not yet adopted thresholds to determine a project's potential impacts based on VMT. For jurisdictions that have yet to adopt their own VMT analysis guidelines, the California Office of Land Use and Climate Innovation (formerly the California Office of Planning and Research) Technical Advisory on Evaluating Transportation Impacts in CEQA, dated December 2018, is typically utilized for preparation of a VMT analysis and contains factors to qualitatively assess certain development projects based on the project's size, location, proximity to transit, and trip-making potential.

Per the VMT analysis guidelines, new retail development typically redistributes trips rather than creating new trips; however, retail development with stores exceeding 50,000 square feet are typically considered to be regionally serving, which can result in longer trips in placement of shorter trips to local retailers. As described in the Traffic Impact Study, due to the proposed land use and the project's proximity to I-5, most trips associated with the project are anticipated to be diverted trips made enroute to another destination. The approximately 4,761-square-foot convenience store and fueling stations developed under the proposed project would not generate regional trips, rather it would serve motorists already traveling to another destination and would provide a local-serving retail development which may result in shortened trips and reduced VMT. Impacts would be less than significant, and no mitigation would be required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant impact with mitigation incorporated. As previously mentioned, the project site would access E. Vista Dr. at four locations and Black Butte Dr. at one location. Two of the driveways at E. Vista Dr. would allow ingress and egress of passenger vehicles and the other two would allow one way circulation of trucks through the site from E. Vista Dr. These new access points would result in turning movements in and out of the project site which would increase the potential for interaction with through traffic along E. Vista Dr. and Black Butte Dr. The project entrances would be designed in accordance with City improvement standards and would be subject to design review and approval by the City Public Works Department. Project egress would be controlled by stop signs.

The Traffic Impact Study included a sight distance analysis at the project driveways along E. Vista Dr. and Black Butte Dr. Sight distance is the length of the visible roadway a driver can see approaching vehicles before their line of sight is blocked by any object. The analysis looked at the stopping sight distance — the minimum sight distance along a roadway required to allow a driver to decrease their speed from the design speed to a complete stop — and corner sight distance — the minimum sight distance required for a driver at a stop-controlled approach to see oncoming traffic and safely maneuver onto the roadway. Based on the analysis, with the proposed ROW improvements along Black Butte Dr., all project driveways would have adequate stopping and corner sight distance (LSA 2025). Traffic hazards resulting from the proposed project design would be less than significant.

Construction activities may include disruptions to the transportation network near the project site, including the possibility of temporary lane closures and slow moving construction vehicles accessing the project site. Construction traffic impacts would be localized and temporary and access to nearby properties would be maintained. Activities impacting roadway operating conditions would be potentially significant. The proposed mitigation (Mitigation Measure TRANS-1) requires that the appropriate traffic

controls be implemented during project activities within the roadway ROW consistent with City and other affected agencies (e.g., Caltrans) requirements. With implementation of the proposed mitigation, impacts would be less than significant.

Mitigation Measure TRANS – 1: Construction Traffic Management Plan. Prior to issuance of encroachment and grading permits, the applicant or the construction contractor shall prepare a construction traffic management plan to the satisfaction of the City and subject to review by affected agencies. Traffic measures to be included in the Plan and implemented during construction activities shall include, at a minimum:

- Construction traffic shall not block emergency vehicle routes
- Construction activities shall be designed to minimize work on and delays to or safety concerns for other users of public ROS and local streets, including the following:
  - o Identify designated parking for all project-related vehicles during construction
  - Identify designated staging area(s). If staging will occur in the roadway ROW, specify
    the type and maximum number of trucks and/or equipment simultaneously
    permitted, use of traffic control personnel and signage.
  - Identify truck routes for the transport of construction equipment and materials
  - Provide advance warning and appropriate signage whenever lane or pedestrian facility closure are necessary.
  - Specify the duration and safe and efficient access routes for pedestrians, emergency vehicles and affected businesses.

# d) Result in inadequate emergency access?

**Less than significant impact with mitigation incorporated.** The project site is approximately 0.27 mile east of I-5 and would not impact implementation or physically interfere with emergency operations along I-5 or its on/off-ramps. As described earlier, temporary lane closures during construction may affect traffic and emergency response locally which would be a potentially significant impact. Mitigation Measure HAZ-2 would be implemented to reduce potentially significant impacts to a level of less than significant.

The project design does not include changes to the adjacent roadway network and project driveways and on-site circulation would be designed and maintained in accordance with applicable standards to allow for adequate emergency access. In accordance with City requirements, the City of Weed Police and Fire Departments and CAL FIRE would review the project design prior to approval. With the proposed mitigation, impacts to emergency access would be less than significant.

#### 3.18 TRIBAL CULTURAL RESOURCES

			Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wo	uld	the project:				
a)	trik Sed lan size wit	use a substantial adverse change in the significance of a cal cultural resource, defined in Public Resources Code ction 21074 as either a site, feature, place, cultural adscape that is geographically defined in terms of the e and scope of the landscape, sacred place, or object the cultural value to a California Native American tribe, d that is:				
	i.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or		$\boxtimes$		
	ii.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				

# Background and Setting

Effective July 1, 2015, AB 52 amended CEQA to mandate consultation with California Native American tribes during the CEQA process to determine whether a proposed project may have a significant impact on a tribal cultural resource, and that this consideration be made separately from cultural and paleontological resources. Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies carry out consultation with tribes at the commencement of the CEQA process to identify tribal cultural resources. Furthermore, because a significant effect on a tribal cultural resource is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and tribal governments, public agencies, and project proponents would have information available to identify and address potential adverse impacts on tribal cultural resources.

A tribal cultural resource is a site, feature, place, cultural landscape, sacred place, or object which is of cultural value to the tribe. Tribal cultural resources are either listed in or eligible for the CRHR or a local historic register. Tribes may choose not to share information regarding these resources with the public, in accordance with state and/or local laws.

#### AB 52 TRIBAL CONSULTATION

Tribal consultation efforts were initiated on January 28, 2025, by the City for the proposed project. The City sent notification letters via email and post to the list of 16 Native American contacts that were recommended by the NAHC as potential sources of information related to cultural resources in the vicinity of the project site. The list is included as Appendix L. Emails were resent to three contacts on March 3, 2025 for incorrect contacts/rejected emails: the Redding Rancheria Chairperson, the Shasta Indian Nation Culture Preservation Officer, and the Susanville Indian Rancheria Chairperson. One response was received from the Karuk Tribe's Tribal Heritage Preservation Officer in an email dated January 28, 2025, indicating there are no known concerns. No responses requesting consultation were received prior to circulation of this document for public review.

# **Analysis**

- a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?
  - ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than significant impact with mitigation incorporated. As described in Section 3.5, a cultural resources inventory and evaluation was conducted for this project by Kevin Dalton, M.A., Registered Professional Anthropologist (Dalton 2024). The report is included as Appendix G (Confidential) to this Initial Study. The assessment included a records search at the NEIC in Chico; a search of the NAHC's Sacred Lands File and information request letters to Native American representatives; a pedestrian field survey; and completion of DPR forms. No tribal cultural resources are known to occur in the project site or vicinity. However, previously undiscovered tribal cultural resources could be impacted by ground disturbing activities during construction, which would result in a potentially significant impact. Implementation of Mitigation Measures CUL-1 and CUL-2 during construction would reduce the impact to a level of less than significant.

#### 3.19 UTILITIES AND SERVICE SYSTEMS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wo	ould the project:				
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			$\boxtimes$	
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			$\boxtimes$	
c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			$\boxtimes$	
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			$\boxtimes$	

# Background and Setting

Water and wastewater services to the project site are supplied by the City of Weed. The City depends on spring water from the Upper Beaughan Springs and ground water from the Mazzei and Gazelle Wells to meet water supply demands. The Gazelle Well is used as a backup, emergency water source. At the time of the Final EIR for the 2040 General Plan, the maximum capacity of the water sources was 2.1 million gallons per day (MGD), and the City's water demand was 1.6 MGD (approximately 75 percent of total water supply; City of Weed 2017b). Subsequently, Pace Engineering prepared a letter dated July 28, 2022, which summarized and updated the evaluation and recommendations for water and sewer utility rate studies conducted for the City in 2017 (Pace 2022). The letter noted that the City provides water service to 1,144 accounts, has approximately 26 miles of water distribution piping, five water storage tanks, three wells, and a 2.0 cubic feet per second (1.3 MGD) spring water supply from Crystal Geyser, and the City consumes approximately 260,220 hundred cubic feet per year (or .5 MGD; Pace 2022). During a call with Christ Davis, City of Weed Public Works Director on October 1, 2024, Mr. Davis confirmed that the water supply has capacity for growth (pers. comm.).

The City owns and operates two independent wastewater collection and treatment facilities with a shared effluent disposal system. The system consists of the Weed collection system serving the northern portion of the City and the Shastina collection system serving the southern portion of the City. In 2022,

the wastewater collection system served approximately 994 customers (Pace 2022). The project site falls within the service area of the Shastina sewage collection system which consists of approximately 43,000 linear feet of 6-, 8-, and 10-inch sewer mains and 7,600 linear feet of 12-inch interceptor sewer. The Final EIR for the 2040 General Plan noted that the Shastina Wastewater Treatment Plant has an average dry weather flow capacity of 0.22 MGD and a peak wet weather flow capacity of 0.99 MGD (City of Weed 2017b). Based on the results of a sewer capacity evaluation conducted in support of the 2020 Sewer System Management Plan Update (2020 SSMP); the Shastina collection system was projected to collect 0.35 MGD during dry periods and approximately 1.57 MGD during wet weather periods in 2022 (Appendix F in City of Weed 2020). The study acknowledged that prior evaluations had concluded that influent would exceed capacity for existing and anticipated flows in 2022 under wet weather conditions. Both the 2020 SSMP and the water and sewer utility rate study conducted for the City in 2017 (Pace 2022) acknowledged considerable planned improvements to the wastewater treatment facilities, some of which were underway at the time of the studies. With these improvements in place, and minimal population growth trends in the City, the Shastina collection system was anticipated to be adequate for loads exceeding the 2022 estimates used in the evaluation (City of Weed 2020). During the call on October 1, 2024, Mr. Davis confirmed that the sewer capacity meets all of the State requirements with no foreseen issues related to exceeding flow capacity (pers. comm.).

Pacific Power provides electricity to the project site. The project would connect to an existing transformer in the PUE along E. Vista Dr. Onsite transformers and switchgear installed as part of the project would connect with the existing transformer. An emergency generator would be installed to provide back up power during service outages.

Siskiyou County Disposal, LLC (SCD) provides solid waste collection in the City of Weed (City of Weed 2022. The City generates approximately 219 tons of solid waste per month for removal (City of Weed 2017b). Solid waste generated within the City is transported to the Black Butte Transfer Station, approximately 3.5 miles southeast of the project site, or the Yreka-Oberlin Road Transfer and Recycling Transfer Station approximately 24 miles northwest of the project site, and subsequently disposed at the Anderson Landfill in Shasta County, approximately 67 miles south of the City. The landfill is permitted to accept 1,850 tons of solid waste per day and has a closure date of 2055 (CalRecycle 2008).

# **Analysis**

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

#### Less than significant impact.

# Water

The proposed project would use approximately 438.9 gallons per day (0.000439 MGD; Meihe, pers. comm. 2024) of water. The City's estimated water supply is 1.3 MGD, and the current water usage is 0.5 MGD (Pace 2022). The City anticipated a population increase of 635 residents and 689 additional houses between 2010 and 2040 (City of Weed 2017b). If the City provided the project site with 0.000439 MGD, approximately 0.8 MGD would remain. During the call on October 1, 2024, Mr. Davis confirmed that the City's water supply has adequate capacity for growth (pers. comm.). The City would have sufficient water supply available to serve the project site, resulting in a less than significant impact.

The proposed project would connect with an existing water line in E. Vista Dr. directly from the project site. The proposed project would not result in the need for relocation or construction of new water facilities.

### Wastewater

The project site is located in the Shastina sewage collection system and would connect with an existing sewer line in E. Vista Dr. The proposed project would generate approximately 395 gallons per day (0.000395 MGD; estimated using 1:0.9 ratio – water:wastewater) of wastewater. The 2020 SSMP acknowledged that influent would exceed capacity for existing and anticipated flows in 2022 under wet weather conditions. With planned and ongoing improvements to the system, and minimal population growth trends in the City, the Shastina collection system was anticipated to be adequate for loads exceeding the 2022 estimates used in the evaluation (City of Weed 2020). During the call on October 1, 2024, Mr. Davis confirmed that based on existing capacity of the system and the minimal additional demand from the proposed project would not negatively impact the sewer capacity resulting in the need for expansion (pers. comm.). The proposed project would result in a negligible increase in demand on the wastewater system and based on the conclusion of the most recent evaluation and feedback from the City of Weed Department of Public Works, the system would be adequate to serve the proposed project.

The proposed project would connect with an existing sewer line in E. Vista Dr. directly from the project site. The proposed project would not result in the need for relocation or construction of new water facilities.

# **Stormwater Drainage**

The drainage design of the proposed project incorporates bioretention basins that would collect stormwater from the project site and would allow excess stormwater runoff to enter the City's storm drain design. The project's drainage design would achieve runoff that would not exceed current rates of runoff from the project site. Furthermore, the bioretention basins would be designed to prevent flows to the stormwater drainage system that would exceed the capacity of the City's storm drain system and that the proposed project would not impede or redirect flood flows. An exceedance could result in or result in the relocation or construction of new or expanded storm drain facilities which would result in a potentially significant impact. The City of Weed Public Works Department would review the drainage design. As described in Section 3.10, inadequate hydrology and drainage design could result in a potentially significant impact on runoff and the stormwater drainage system. Mitigation Measure HYD-3 requires preparation of a detailed drainage design that includes calculations to demonstrate that the project would not impede or redirect flood flows and would not increase the volume of stormwater runoff leaving the site.

# Solid Waste

The proposed project includes a convenience store with eating areas, and truck parking. The project would employ approximately 12 individuals with 2 to 4 employees working per eight-hour shift. While CalRecycle does not endorse specific waste generation rates, the 2017 per employee disposal rate was presented as 11.9 pounds per employee per day (CalRecycle 2019). It should be noted that the per capita disposal rates for 2018 and 2019 have been published, but do not specifically address employees (only residents). Residential rates of waste generation are lower than employee rates; therefore, the 2017 rates were conservatively used to calculate solid waste generation for the proposed project. With 12 employees, the project would generate appropriately 143 pounds per day of solid waste. The City is

served by the Anderson Solid Waste Landfill which can accept up to 1,850 tons per day of solid waste. As noted in the EIR for the Love's Travel Stop (Ascent 2018), the landfill operates below capacity. 

Additional waste generated as a result of the proposed project would be negligible. The landfill would have sufficient capacity to serve the proposed project, resulting in a less than significant impact.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

**Less than significant impact.** As described under item a), the estimated water demand of the proposed project is 438.9 gallons per day (0.000439 MGD). The City anticipated a population increase of 635 residents and 689 additional houses between 2010 and 2040 (City of Weed 2017b). If the City provided the project site with 0.000439 MGD in addition to its existing commitments, approximately 0.8 MGD would remain. The City would have sufficient water supply available to serve the project site, resulting in a less than significant impact.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than significant impact. As described under item a), the estimated wastewater generation of the proposed project is 395 gallons per day (0.000395 MGD). As previously described, the project's generation of wastewater would be minimal, and the City's Department of Public Works has confirmed that the Shastina sewage collection system has adequate capacity to serve the project's demand in addition to the City's existing commitments (Chris Davis, pers., comm.). Impacts associated with inadequate system capacity would be less than significant and no mitigation would be required.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than significant impact. As described under item a), the project is served by the Anderson Solid Waste Landfill which can accept up to 1,850 tons per day of solid waste. As noted in the EIR for the Love's Travel Stop (Ascent 2018), the landfill operates below capacity. The project would generate approximately 0.065 tons per day of solid waste which would use 6.5 percent of the landfill's daily capacity. Additional waste generated as a result of the proposed project would be negligible. The landfill would have sufficient capacity to serve the proposed project, resulting in a less than significant impact.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than significant impact. The proposed project would be required to comply with all laws and regulations pertaining to solid waste. During construction, the proposed project would comply with CALGreen which requires recycling or salvaging a minimum of 65 percent nonhazardous construction and demo waste (Sections 4.408 and 5.408). During operations, the project would comply with AB 1826 to recycle organic waste based on weekly generated waste, and with AB 341 which establishes recycling requirements for waste generation exceeding 4 cubic yards weekly. Disposal of solid wastes associated with construction and operation of the project would comply with applicable solid waste regulations.

<sup>&</sup>lt;sup>11</sup> Catherine Silvester, Point View Environmental, called the Anderson Solid Waste Landfill on October 1, 2024 and again on October 7, 2024 to request the current landfill capacity but the phone line was busy both times and did not accept voice messages; therefore, the most recently readily available volumes provided to the City (those noted in the EIR for the Love's Travel Stop; Ascent 2018) were used.

Because the landfill serving the project area is of sufficient capacity to accommodate solid waste needs, impacts would be less than significant and no mitigation would be required.

#### 3.20 WILDFIRE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
cla	ocated in or near state responsibility areas or lands ssified as very high fire hazard severity zones, would the oject:				
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?		$\boxtimes$		
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			$\boxtimes$	
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			$\boxtimes$	

#### Background and Setting

The project site is in an area that transitions from commercial development to undeveloped areas. The project site is in a local responsibility area with a very high fire hazard (CAL FIRE 2024).

# **Analysis**

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than significant impact with mitigation incorporated. Refer to the discussion of emergency response in Section 3.9, Hazards and Hazardous Materials, item f). The City does not have an adopted emergency response plan; however the Final EIR for the 2040 General Plan identifies I-5, S. Weed Boulevard, U.S. Route 97, and College Avenue as potential evacuation routes (City of Weed 2017b). The project site is approximately 0.2 mile east of I-5 and would not impact implementation or physically interfere with emergency operations along I-5 or its on/off-ramps. As described earlier, temporary lane closures during construction may affect traffic and emergency response locally which would be a potentially significant impact. Mitigation Measure HAZ-2 would be implemented to reduce potentially significant impacts to a level of less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less than significant impact. The project site and immediate surrounding areas are relatively flat. Undeveloped areas east and south of the project site feature low hills which give way to steeper slopes associated with Black Butte approximately two miles south of the project site. The project site is in an area that has been largely cleared of dense vegetation and is transected by paved roadways. Once operational, native vegetation would be removed and replaced by pavement and irrigated landscaping which would reduce the risk of wildfire generated onsite. The surrounding paved roadways and relatively flat topography surrounding the project site would reduce the risk of uncontrolled spread of wildfire.

CBC Chapter 7A applies to new buildings located in fire hazard severity zone areas and establishes minimum standards to protect life and property by increasing its ability to resist the intrusion of flames or burning embers. Because the project site is in a very high fire hazard zone, CBC Chapter 7A would apply to the proposed project, as well as 24 CCR Part 9 (California Fire Code), as adopted and applied by the City of Weed to mitigate wildfire conditions from a structure and vice versa. Based on the site conditions and implementation of the required building standards related to wildfire hazards, potential exposure to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be less than significant and no mitigation would be required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less than significant impact with mitigation incorporated. Roadways in high fire severity zones pose an increase risk of wildfire due to increased ignition sources. The proposed project includes construction of a new driveway across undeveloped property. The northern ROW for Black Butte Drive is without a curb and there is evidence of trucks and vehicles parking along the roadside and entering the undeveloped parcels along the proposed driveway alignment. Under existing conditions, the project site and adjacent undeveloped properties pose a potential fire hazard and vehicular use of the area poses a potential ignition source. Construction of the proposed paved driveway from Black Butte Drive would reduce the risk of fire from vehicles driving across vegetated areas of the project site; however, excessive vegetation build up along the driveway, unmaintained areas of the development area/subject parcel, and the highway advertising sign area during operations could result in exacerbated risk of fire from ignition sources associated with the presence of people and vehicles. Impacts would be potentially significant. Mitigation Measure FIRE-1 requires ongoing maintenance of all privately held and maintained areas of the project site during operations. Emergency water would be provided by a fire hydrant in the PUE along E. Vista Dr. which would be relocated within the existing PUE. No other infrastructure associated with the potential for exacerbated fire risk would be required. With implementation of Mitigation Measure FIRE-1, potentially significant impacts would be reduced to a level of less than significant.

Mitigation Measure FIRE-1: Vegetation Management Plan. Prior to issuance of a grading permit, the applicant shall provide the City of Weed with a Vegetation Management Plan which shall address all privately held and maintained areas of the project site for the duration of project operations. The Vegetation Management Plan will require that all privately-owned and maintained areas of the project site are maintained consistent with City of Weed Municipal Code Section 16.30.030 which applies to vacant properties. At a minimum, the driveway access easement will be maintained free of weeds, dry brush, dead vegetation, trash, junk, debris, building materials, accumulation of paper and discarded items. Failure to maintain the access easement would result in a penalty in accordance with the City code.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

**Less than significant impact.** The project site is relatively flat and would remain flat following construction. In the event of a fire, the project would not expose people or structures associated with runoff, slope instability or drainage changes. Impacts would be less than significant, and mitigation would not be required.

# 3.21 MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		$\boxtimes$		
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present, and probable future projects)?		×		
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				

### **Analysis**

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact with mitigation incorporated. As discussed in Section 3.4, Biological Resources, the project could result in potentially significant impacts to rare plants, if they are present in the project site, nesting birds, and protected trees. However, with the implementation of Mitigation Measures BIO-1, BIO-2, and BIO 3, impacts would be reduced to less than significant levels. Mitigation Measures CUL-1 and CUL-2 would address inadvertent discovery of unknown cultural resources during construction and would reduce potential impacts to less than significant.

With implementation of the proposed mitigation measures to be incorporated into the proposed project, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?

**Less than significant impact with mitigation incorporated.** The cumulative analysis is based on consideration of past, present and probable future projects in the vicinity of the proposed project which are development projects with the potential for impacts similar to the proposed project. A list of pending and approved projects near the project site was provided by the City and the projects are presented in Table 10.

Table 10. Pending and Approved Projects in the Vicinity of the Proposed Project

Project	Location	Size (acres)	Status (as of February 2025)
Love's Travel Stop	West of I-5, southwest corner of I-5 southbound ramp with Vista Dr.	17.6	Approved (2018)
Dhami's Truck Wash and Truck Repair	West of I-5, northwest corner of S. Weed Blvd and Vista Dr.	2.4	Withdrawn
AM/PM Gas Station with Convenience Store and Fast- food Restaurant	1886 Shastina Dr.	1.2	Pending
Basecamp Park RV Resort	Black Butte Dr. east of the project site	UNK	Pending
Shasta Mountain RV Resort	E. Vista Dr. east of the project site	89	Approved (2002)

The potential of the proposed project with the cumulative projects, to contribute to cumulative impacts with regard to aesthetics, air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, tribal cultural resources and traffic and transportation are described below.

**Aesthetics.** The proposed project would be located between I-5 and Mount Shasta which is a scenic resource in the County. Development of the cumulative projects would generally result in a more contiguous block of development on both sides of I-5. Views from I-5 towards the development east of the highway would continue to be shielded by existing vegetation. The cumulative projects would not exacerbate the level of significance of the project on scenic views and the development would be consistent with the surrounding highway-serving commercial development. The individual projects would not combine to result in a cumulatively significant impact related to aesthetics, and the proposed project's contribution to cumulative aesthetic impacts would be less than significant.

**Air Quality.** As discussed in Section 3.3, Air Quality, long term operation of the proposed project would not exceed daily or annual thresholds for criteria pollutants and would not result in the exposure of sensitive receptors to substantial TACs. The notably low number of net daily trips generated by the project would result in emissions well below the daily and annual thresholds of significance. The individual projects would not result in cumulatively significant impacts related to air quality and the proposed project's contribution to cumulative air quality impacts would be less than significant.

**Biological Resources.** As discussed in Section 3.4, Biological Resources, the project would result in potentially significant impacts to rare plants, if they are present in the project site, nesting birds, and protected trees. Mitigation Measures BIO-1 and BIO-2 would avoid impacts to rare plants and nesting birds through pre-construction surveys and avoidance measures. Rare plants unable to be avoided would be mitigated to avoid a significant loss. Mitigation Measure BIO 3 would require mitigating for the

loss of healthy, mature trees unable to be avoided and protected by the project. With implementation of the proposed mitigation, the project's contribution to cumulative impacts on biological resources would be less than significant.

**Cultural Resources.** As discussed in Section 3.5, Cultural Resources, the project would result in potentially significant impacts to historic and prehistoric archaeological resources, including human burials, and paleontological resources if previously undiscovered resources are encountered during construction. However, with the implementation of Mitigation Measures CUL-1 and CUL-2, impacts would be reduced to levels of less than significant. The project's contribution to cumulative impacts on cultural resources would be less than significant.

Hazards and Hazardous Materials. As discussed in Section 3.9, Hazards and Hazardous Materials, the project would result in potentially significant impacts if previously undiscovered hazardous materials are encountered during construction and if construction activities interfere with emergency evacuation or response. Mitigation Measure HAZ-1 requires halting construction work and notifying the City of hazardous materials contamination is discovered or suspected during construction, and Mitigation Measure HAZ-2 requires maintaining emergency access during construction. The project's contribution to cumulative impacts associated with the hazardous materials exposure and adequate emergency access would be less than significant.

**Hydrology and Water Quality.** As discussed in Section 3.10, Hydrology and Water Quality, the project would result in potentially significant effects to water quality during construction and operation. However, with implementation of Mitigation Measures HYD-1 and HYD-2, impacts would be reduced to levels of less than significant. The project's contribution to cumulative impacts associated with water quality during construction and operation would be less than significant.

**Tribal Cultural Resources.** As discussed in Section 3.18, Tribal Cultural Resources, the project would result in potentially significant impacts to tribal cultural resources if previously undiscovered resources are encountered during construction. However, with the implementation of Mitigation Measures CUL-1 and CUL-2, impacts would be reduced to levels of less than significant. The project's contribution to cumulative impacts on tribal cultural resources would be less than significant.

**Transportation.** As discussed in Section 3.17, Transportation, the project would result in potentially significant impacts if construction activities result in inadequate emergency access. With implementation of Mitigation Measure TRANS-1, impacts would be reduced to a level of less than significant. The project's contribution to cumulative impacts associated with emergency access would be less than significant.

**Wildfire.** As discussed in Section 3.20, Wildfire, the project would result in potentially significant impacts if construction activities interfere with emergency evacuation or response, and if improper vegetation management results in an increased risk of wildfire. With implementation of Mitigation Measures HAZ-2 and FIRE-1, impacts would be reduced to a level of less than significant. The project's contribution to cumulative impacts associated with increased wildfire risk and emergency evacuation or response would be less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

**Less than significant impact.** Project-related effects on human beings would be primarily related to air quality, odor, and noise. As discussed in Section 3.3, Air Quality, and Section 3.13, Noise, the project's impacts on air quality, odor and noise would be less than significant. The project-related effects on human beings would be less than significant, and no mitigation would be needed.

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# 4.2 Personal Communication

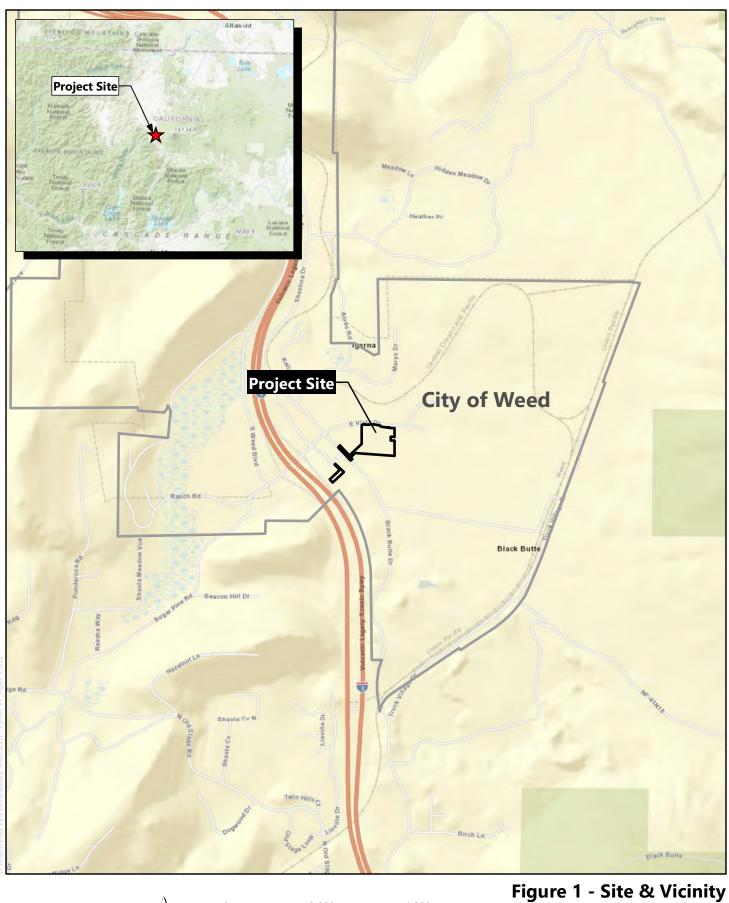
- C. Davis, City of Weed Public Works Director (personal communication with C. Silvester, Point View Environmental, October 1, 2024)
- C. Miehe, National Programs Director, TAIT & Associates, Inc. (personal communication with C. Silvester, Point View Environmental, May 14, 2024)

# 5.0 PREPARERS

Name	Firm	Role, Responsibility	
Catherine Silvester	Point View Environmental	Project Manager, Lead Preparer	
Dave Claycomb, AICP	Green Valley Planning, LLC	Quality Assurance/Quality Control	
Wandy Johnston	VESTRA Resources, Inc.	Section 3.2, Agriculture and Forestry	
Wendy Johnston	vestra resources, inc.	Resources	
Mike Batte	The DCU Croup	Sections 3.3 Air Quality; 3.6 Energy; and	
Mike Ratte	The RCH Group	3.8 Greenhouse Gases	
Anna Prang VESTRA Resources, Inc		Section 3.4, Biological Resources	

# Appendix A Figures

- Figure 1. Site and Vicinity Map
- Figure 2. Aerial Map
- Figure 3. General Plan Land Use Designations
- Figure 4. Zoning Designations
- Figure 5. Soils Map



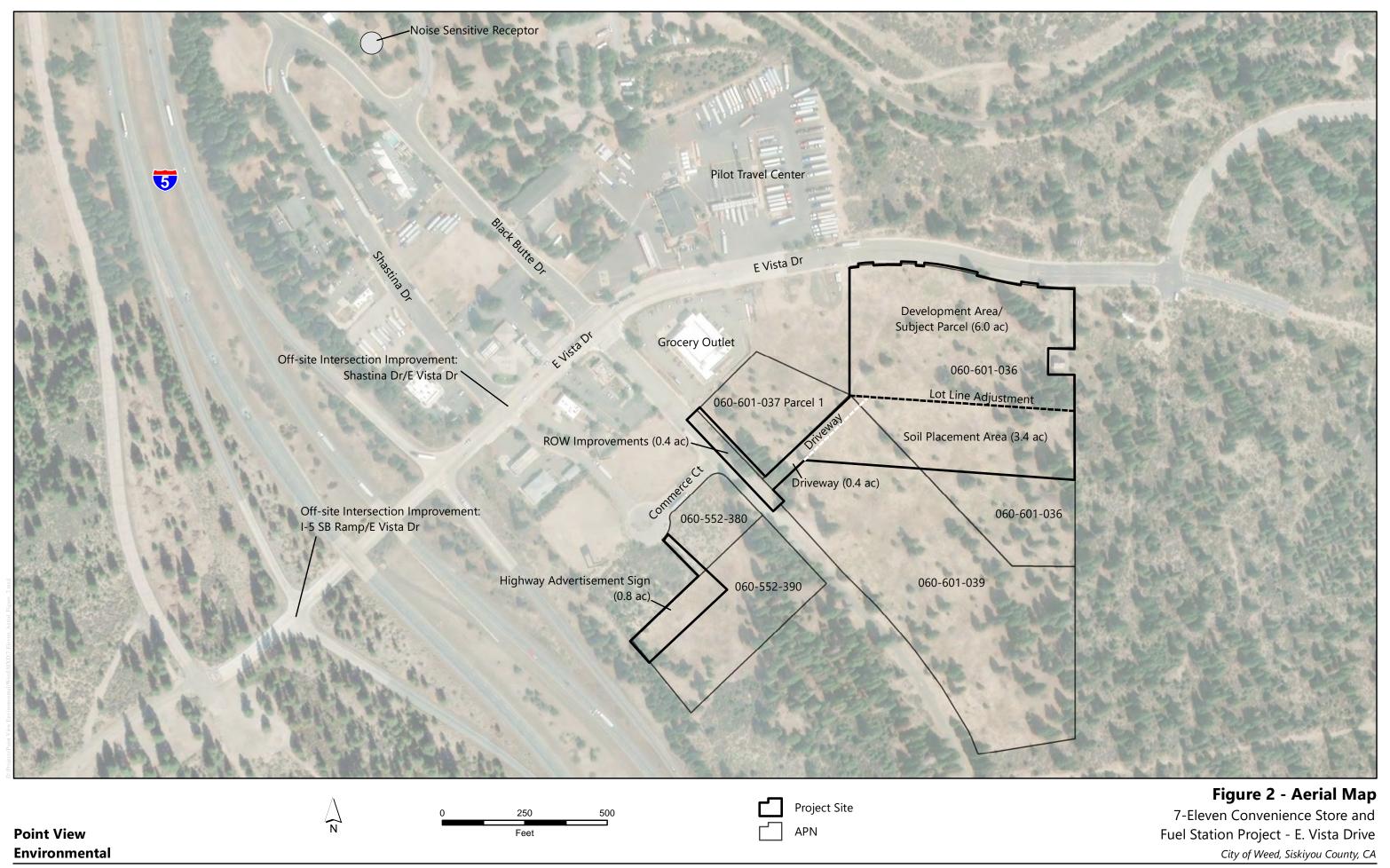
2,000

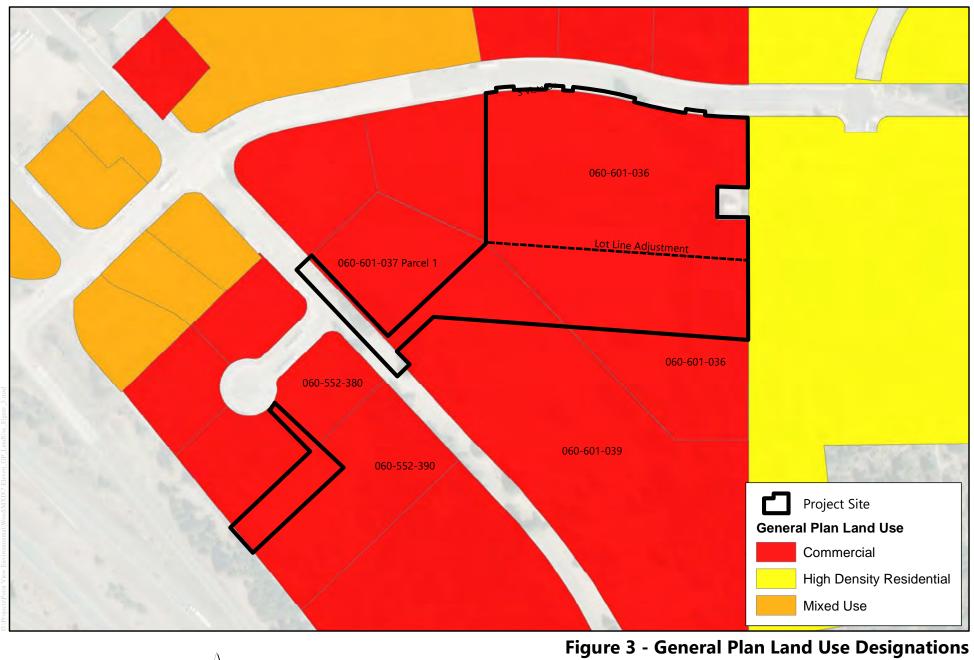
Feet

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Point View Environmental

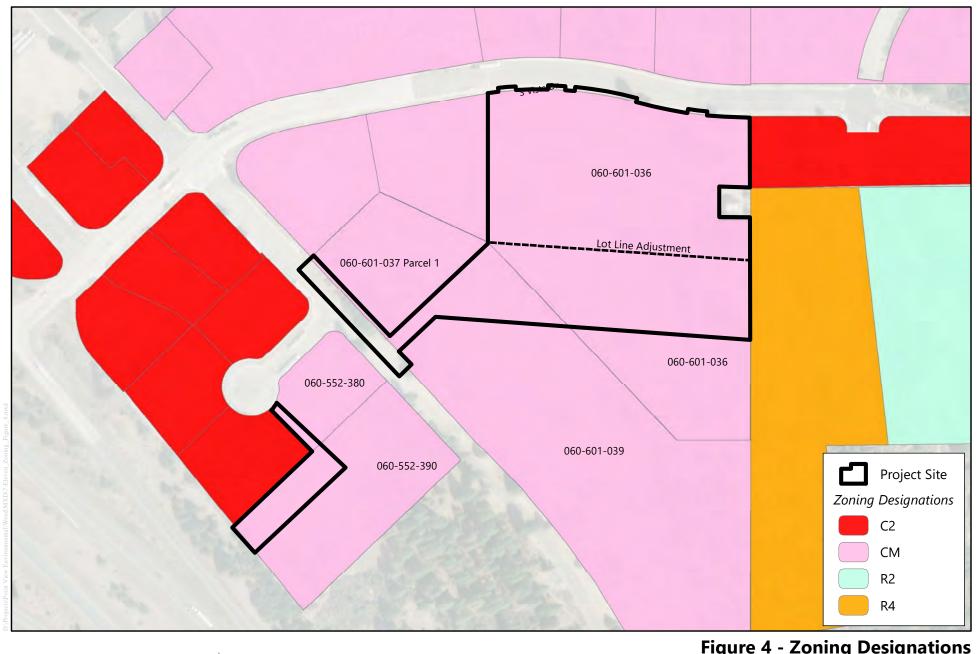
7-Eleven Convenience Store and Fuel Station Project - E. Vista Drive





**Point View Environmental** 

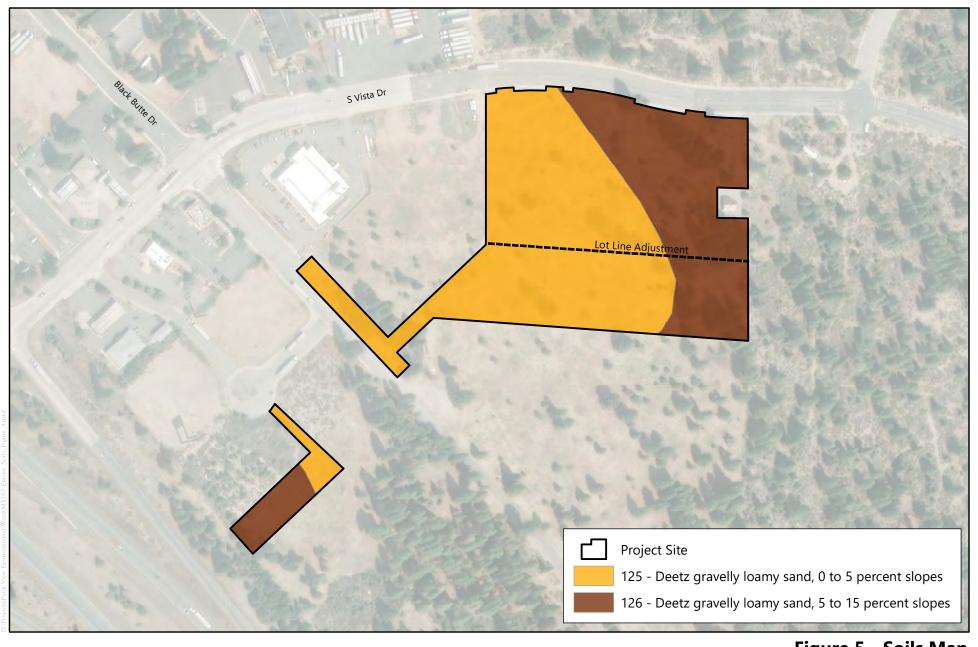
7-Eleven Convenience Store and Fuel Station Project - E. Vista Drive



**Point View Environmental** 

### **Figure 4 - Zoning Designations**

7-Eleven Convenience Store and Fuel Station Project - E. Vista Drive



#### Point View Environmental

### 0 100 200 N Feet

#### Figure 5 - Soils Map

7-Eleven Convenience Store and Fuel Station Project - E. Vista Drive

### Appendix B Mitigation Monitoring and Reporting Program

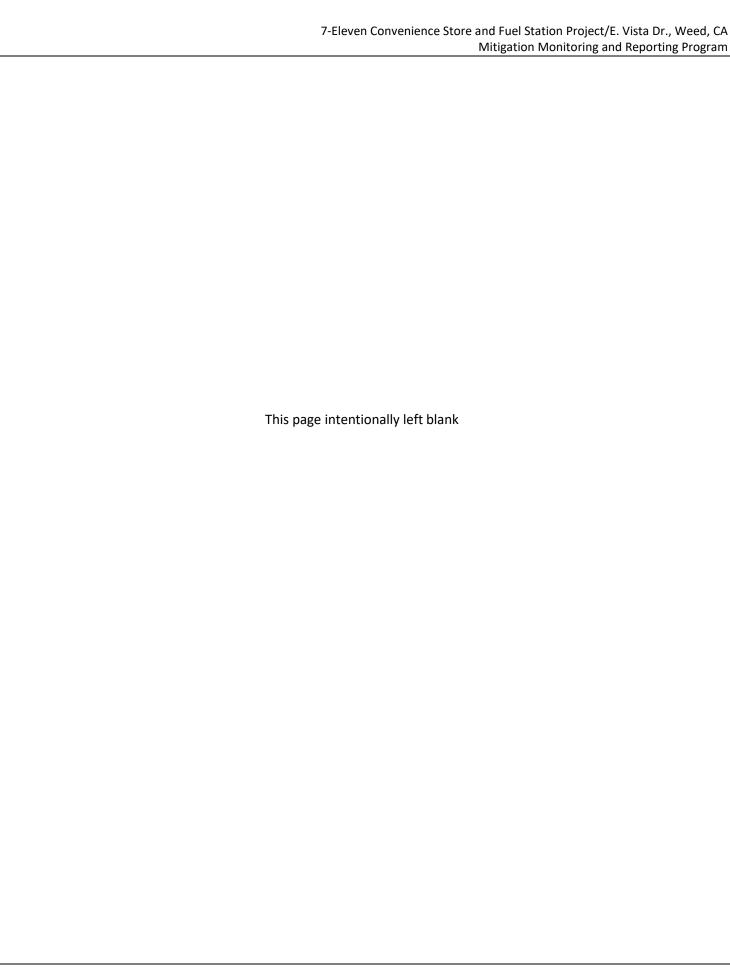
#### MITIGATION MONITORING AND REPORTING PROGRAM

Purpose of Mitigation Monitoring and Reporting Program: The California Environmental Quality Act (CEQA), Public Resources Code (PRC) Section 21081.6, requires that a Mitigation Monitoring and Reporting Program (MMRP) be established upon completing findings when an Environmental Impact Report for a project identifies significant effects or when adopting a Mitigated Negative Declaration (MND). CEQA stipulates that "the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

This MMRP has been prepared in compliance with Section 21081.6 of CEQA to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during the construction and operation of the project, as required. The attached table has been prepared to assist the responsible parties in implementing the MMRP and identifies individual mitigation measures, monitoring/mitigation timing, the responsible person/agency for implementing the measure, and space to confirm implementation of the mitigation measures. The mitigation measures are labeled consistent with the labeling convention found in the Initial Study and MND.

The City of Weed (City) is the lead agency for the project under CEQA and shall administer and implement the MMRP. The City is responsible for reviewing all monitoring reports, enforcement actions, and document disposition. The City shall rely on information provided by the project site observers/monitors (e.g., construction manager, project manager, biologist, archaeologist, etc.) as being accurate and up-to-date and shall provide personnel to field check mitigation measure status, as required.

**Project Description:** The 7-Eleven Convenience Store and Fuel Station Project is the proposed project. The proposed project includes a lot line adjustment to create an approximately 6-acre parcel which would be developed with a convenience store and fuel station with direct access to E. Vista Dr., a driveway connecting to Black Butte Dr., improvements along an approximately 390-foot long segment of Black Butte Dr., and installation of a pylon sign along I-5. The project would result in approximately 4,761 square feet of building (1.8 percent of the proposed APN 060-601-036), 167,203 square feet of paved area, and 85,132 square feet of landscaped area. Off-site improvements may include installation of stop signs and restriping existing turn lanes to add storage along E. Vista Dr. at the I-5 southbound ramp and Shastina Dr.



### MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST FOR THE 7-ELEVEN CONVENIENCE STORE AND FUEL STATION PROJECT

Mitigation Measure	Monitoring / Mitigation	Reporting / Responsible	Verification of Compliance	
	Timing	Party	Initials	Date
BIOLOGICAL RESOURCES				
Mitigation MeasureBIO-1: Survey for Special-Status Plants  Protocol-level surveys for rare plants shall be completed in any areas that have not been surveyed within five years prior to ground disturbance. Surveys will be completed for the potentially occurring species:	Prior to vegetation clearing and ground disturbing activities. Prior to issuance of grading permits.	Applicant; City of Weed		
<ul> <li>Pallid bird's-beak (Cordylanthus tenuis ssp. pallescens)</li> <li>Peck's lomatium (Lomatium peckianum)</li> <li>Modoc green-gentian (Frasera albicaulis var. modocensis)</li> <li>Henderson's triteleia (Triteleia hendersonii)</li> </ul>				
Surveys shall be conducted by a qualified botanist, according to survey protocols provided by California Department of Fish and Wildlife (CDFW) March 20, 2018, in Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities. If special-status plant species are found on the project site, then a 15-foot non-disturbance buffer shall be implemented around the plant(s); if avoidance is not possible then consultation with CDFW shall occur.				

Mitigation Measure Mo	Monitoring / Mitigation	Reporting / Responsible	Verification of Compliance	
	Timing	Party	Initials	Date
BIOLOGICAL RESOURCES (cont.)				
<b>Mitigation Measure BIO-2: Nesting Migratory Birds:</b> In order to avoid impacts to nesting migratory birds and/or raptors protected under federal Migratory Bird Treaty Act and California Fish and Game Code Section 3503 and Section 3503.5, including their nests and eggs, one of the following shall be implemented:	Prior to vegetation clearing and ground disturbing activities. Prior to issuance of grading permits.	Applicant; City of Weed		
<ul> <li>Vegetation removal and other ground-disturbance activities associated with construction shall occur between September 1 and January 31 when birds are not nesting; or</li> </ul>				
• If removal of nesting substrate, including trees or woody vines that could support nesting birds, occurs within the nesting bird season (February 1 to August 31), then preconstruction surveys will be conducted by a qualified biologist within 7 days of activities to identify active nests within the work area and surrounding 150 feet, wherever potential nesting habitat is present. Surveys will begin prior to sunrise and continue until vegetation and potential nesting habitat has been sufficiently observed. If an active nest is located during preconstruction surveys, a species specific, non-disturbance spatial buffer will be established around the nest by a qualified biologist to comply with the Migratory Bird Treaty Act. The buffer distance will be selected to consider the species present and onsite conditions, such as potential for project activities to disturb or cause abandonment of a nest with nesting birds, eggs, or chicks present. The buffer will remain in place until the chicks have fledged or the nest is deemed to be no longer active by a qualified biologist.				

Mitigation Measure  Monitoring / Mitigation Timing	Reporting / Responsible	Verification of Compliance		
	lilling	Party	Initials	Date
BIOLOGICAL RESOURCES (cont.)				
<ul> <li>Mitigation Measure BIO-3: Removal of Healthy, Mature Trees. Prior to tree removal, the project applicant shall apply for and obtain a tree removal permit from the City of Weed which will include a plan to mitigate for the loss of healthy, mature trees on the project site. The project applicant shall submit the following information to the City in support of the permit application:</li> <li>The number of mature trees on the property;</li> <li>The number, species, health and vitality of mature trees to be removed as assessed by an International Society of Arboriculture Certified Arborist;</li> <li>The reasons for removal;</li> <li>A tree retention plan (a plot plan diagramming the remaining trees following tree</li> </ul>	Prior to tree removal. Prior to issuance of grading permits.	Applicant; City of Weed		
<ul> <li>A tree retention plan (a plot plan diagramming the remaining trees following trees removal); and</li> <li>A tree mitigation plan. The tree mitigation plan shall be approved by the City prior to improvement plan approval. Tree replacement as mitigation may occur on- or off-site at location(s) agreed to by the City and the plan shall include post-replacement monitoring. Alternatively, mitigation may be achieved through payment of in-lieu fees to the City for planting trees on City maintained properties and ROW or through participation of a tree planting program in the City. The tree mitigation plan shall achieve a minimum of 1:1 ratio of tree planted per tree removed through fees or replacement.</li> </ul>				

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible	Verifica Compl	
		Party	Initials	Date
CULTURAL RESOURCES				
Mitigation Measure CUL-1: Discovery of Previously Unknown Cultural Resources. In the event that any prehistoric or historic-era subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits, are discovered during construction, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist shall be retained to assess the significance of the find. Specifically, the archaeologist shall determine whether the find qualifies as an historical resource, a unique archaeological resource, or a tribal cultural resource. If the find does fall within one of these three categories, the qualified archaeologist shall then make recommendations to the City regarding appropriate procedures that could be used to protect the integrity of the resource and to ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery, with preservation in place being the preferred option if feasible. If the find is a tribal cultural resource, the City shall provide a reasonable opportunity for input from representatives of any tribe or tribes the professional archaeologist believes may be associated with the resource. The City shall implement such recommended measures if it determines that they are feasible in light of project design, logistics, and cost considerations.	Prior to and during construction – this mitigation measure shall be included in all construction documents for implementation during construction	City of Weed; Archeologist or Qualified Cultural Resource Monitor; Construction Contractor		
If monitoring during construction is required in response to consultation with the Tribes or as determined by the qualified archaeologist due to inadvertent discoveries, the monitor shall meet the Secretary of the Interior's professional qualifications for both prehistoric and historic-era archaeology or be directly supervised by an individual who meets those qualifications. The monitor may be hired directly by the applicant or its contractor, or by the City on behalf of the applicant. The monitor shall observe soil excavation to their maximum depths, inspect stockpiled soil sediments, and document soil stratigraphy. The monitor shall document monitoring activities in a daily log. At a minimum, the daily log shall include name(s) of the monitor(s), date the monitoring occurred, start and stop times of the monitoring activities, the location of the archaeological monitoring, activities for the reporting period, and periodic digital photographs of construction activities. If cultural resources are encountered during				

Mitigation Measure	Monitoring / Mitigation Timing	Reporting / Responsible	Verifica Compl	
		Party	Initials	Date
CULTURAL RESOURCES (cont.)				
construction, the monitor shall have the authority to temporarily halt or re-direct construction activities. The duration and location of monitoring activities shall be determined by the qualified professional archaeologist.				
<ul> <li>Mitigation Measure CUL-2: Discovery of Human Remains. To avoid the potential for impacts to buried human remains, the following measures shall be implemented, as necessary, in conjunction with the construction of the project:         <ul> <li>Pursuant to State Health and Safety Code Section 7050.5(e) and Public Resources Code (PRC) Section 5097.98, if human bone or bone of unknown origin is found at any time during on- or off-site construction, all work shall stop in the vicinity of the find and the Siskiyou County Coroner shall be notified immediately. If the remains are determined to be Native American, the Coroner shall notify the California State Native American Heritage Commission (NAHC), who shall identify the person believed to be the Most Likely Descendant (MLD). The project proponent and MLD, with the assistance of the archaeologist, shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines Sec. 15064.5(d)). The agreed upon treatment shall address the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. California PRC allows 48 hours for the MLD to make their wishes known to the landowner after being granted access to the site. If the MLD and the other parties do not agree on the reburial method, the project will follow PRC Section 5097.98(e) which states that " the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance."</li> <li>Any findings shall be submitted by the archaeologist in a professional report submitted to the project applicant, the MLD, the City of Weed Planning Department, and the California Historical Resources Information System, Northeas</li></ul></li></ul>	Prior to and during construction — this mitigation measure shall be included in all construction documents for implementation during construction	City of Weed; Archeologist or Qualified Cultural Resource Monitor; Construction Contractor		

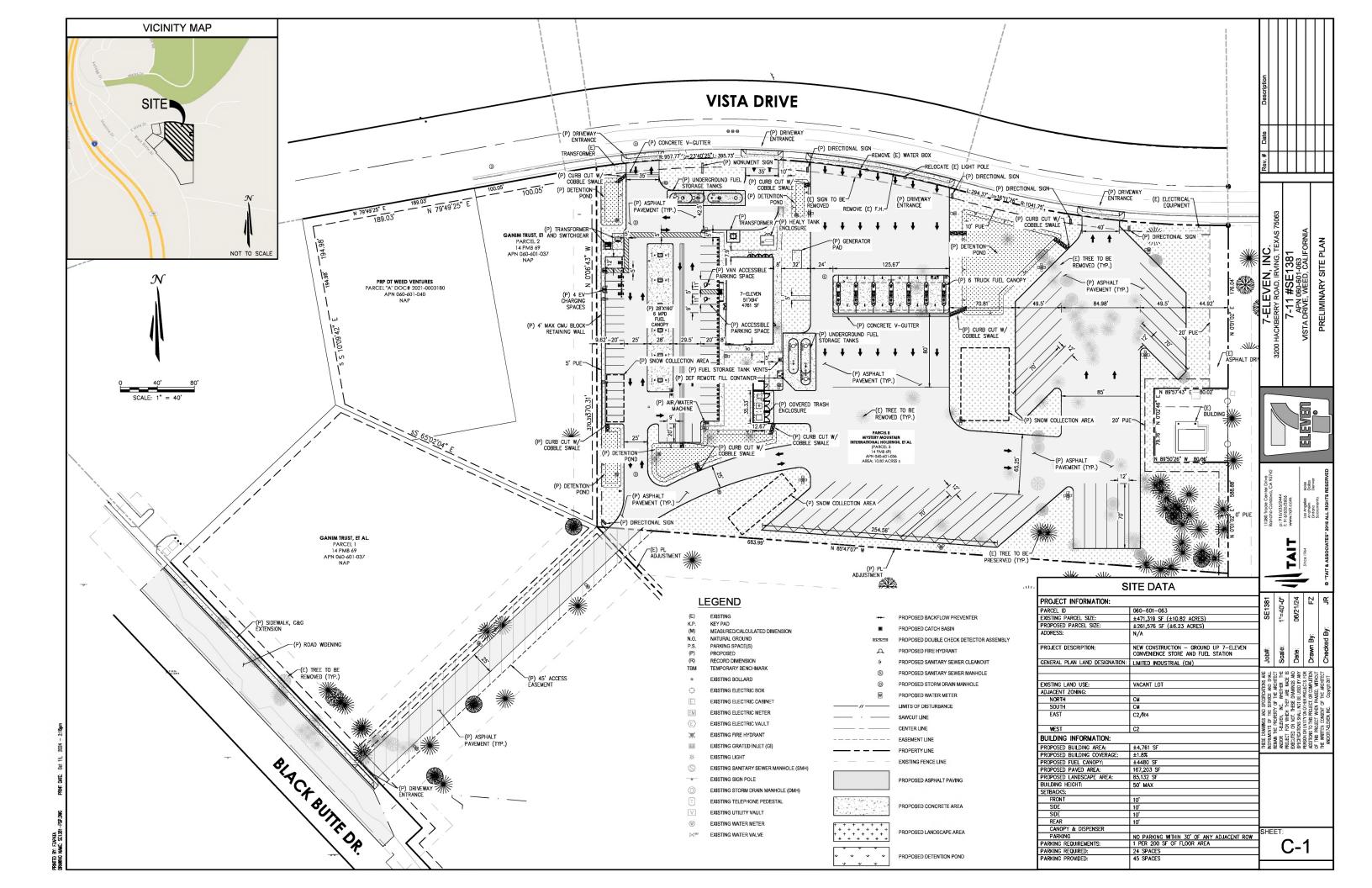
Mitigation Measure	Monitoring / Mitigation	Reporting / Responsible	Verification of Compliance	
	Timing	Party	Initials	Date
HAZARDS AND HAZARDOUS MATERIALS				
Mitigation Measure HAZ-1: Discovery of Previously Unknown Hazardous Materials. The City of Weed shall ensure that grading plans, other improvement plans and building permits include a statement specifying that if hazardous materials contamination is discovered or suspected during construction activities, then all work shall stop immediately until the Siskiyou County Environmental Health Division has determined an appropriate course of action. Such actions may include, but would not be limited to, site investigation, human health and environmental risk assessment, implementation of a health and safety plan, and remediation and/or site management controls. Any site investigation and recommendations for mitigation, as necessary, shall be completed by a qualified professional and submitted to the City.	Prior to and during construction – this mitigation measure shall be included in all construction documents for implementation during construction	Applicant; Siskiyou County Environmental Health Division		
Mitigation Measure HAZ-2: Provide Emergency Access During Temporary Lane Closures. Prior to implementing temporary lane closures during construction, the applicant shall notify the City of Weed Police and Fire Departments. The applicant shall implement traffic controls as appropriate during construction activities to facilitate traffic flow and to permit the movement of emergency vehicles. Temporary traffic controls could include measures such as signage, physical barriers and channelizing devices, reduced speed limit, detours, and flaggers.	Prior to issuance of encroachments permits; during construction	Applicant; Contractor; City of Weed Public Works Department		

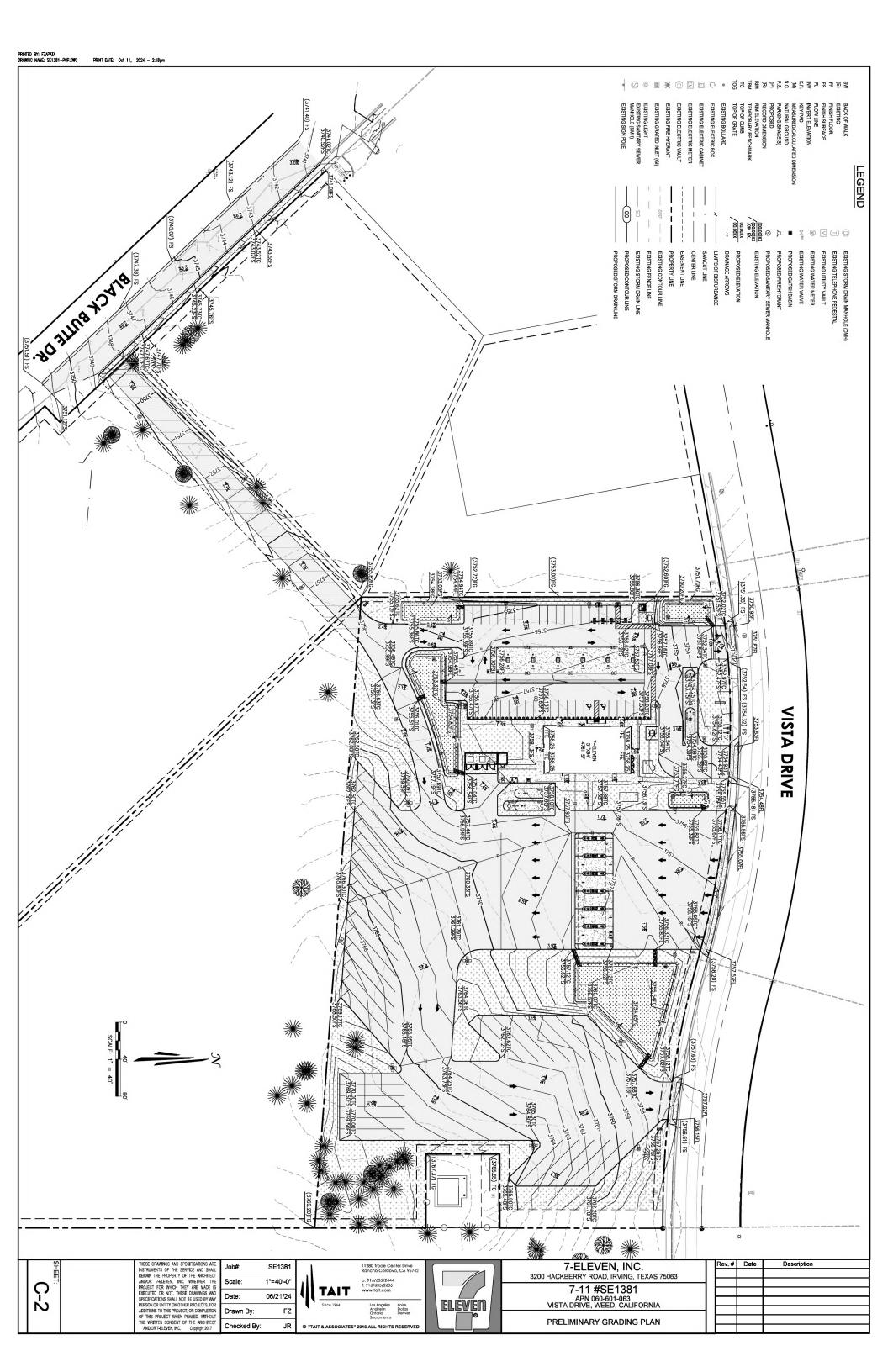
Mitigation Measure	Monitoring / Mitigation	Reporting / Responsible	Verification of Compliance	
	Timing	Party	Initials	Date
HYDROLOGY AND WATER QUALITY				
Mitigation Measure HYD-1: Stormwater Quality Protection during Construction. The	Prior to issuance of grading	Applicant;		
applicant shall file a Notice of Intent with the North Coast Regional Water Quality Control	permit.	Contractor;		
Board (NCRWQCB) prior to construction to comply with the Construction General Permit.		City of Weed		
The Notice of Intent shall detail the treatment measures and best management practices				
(BMPs) to control pollutants that shall be implemented and complied with during the				
construction and post-construction phases of the project. The Stormwater Pollution				
Prevention Plan (SWPPP) is subject to approval by the NCRWQCB, which makes the final				
determination on which BMPs are required for the project. Construction contracts will				
include the requirement to implement the BMPs in accordance with the SWPPP, and				
proper implementation of the specified BMPs is subject to inspection by the NCRWQCB				
staff. Example BMPs may include practices such as: retaining onsite the sediments				
generated on or brought to the project site; using treatment control or structural BMPs;				
retaining construction-related materials and wastes, spills, and residues at the project site				
and preventing discharges to streets, drainage facilities, the City's municipal separate				
storm sewer system (MS4), receiving waters, or adjacent properties; containing non-				
storm runoff from equipment and vehicle washing at the project site; controlling erosion				
from slopes and channels through BMPs such as: limiting grading during the wet season;				
inspecting graded areas during rain events; planting and maintenance of vegetation on				
slopes, if any; and covering any slopes susceptible to erosion; surface disturbance of soil				
and vegetation will be kept to a minimum; existing access and roads will be used				
wherever feasible; any stockpiled soil will be placed and sloped so that it would not be				
subject to accelerated erosion; after ground-disturbing activities are complete, all				
disturbed areas will be replanted or covered with paving stones to prevent erosion.				
Mitigation Measure HYD-2: Stormwater Quality Protection During Operation. Prior to	Prior to issuance of grading	Applicant;		
issuance of a grading permit, the applicant shall submit to the City of Weed Public Works	permit.	Contractor;		
Department for review and approval, plans presenting stormwater control design,		City of Weed		
operations and maintenance for the project in accordance with the City's MS4 Permit. The				
plan will demonstrate that the proposed project includes design features and BMPs				
sufficient to meet the MS4 Permit requirements.				

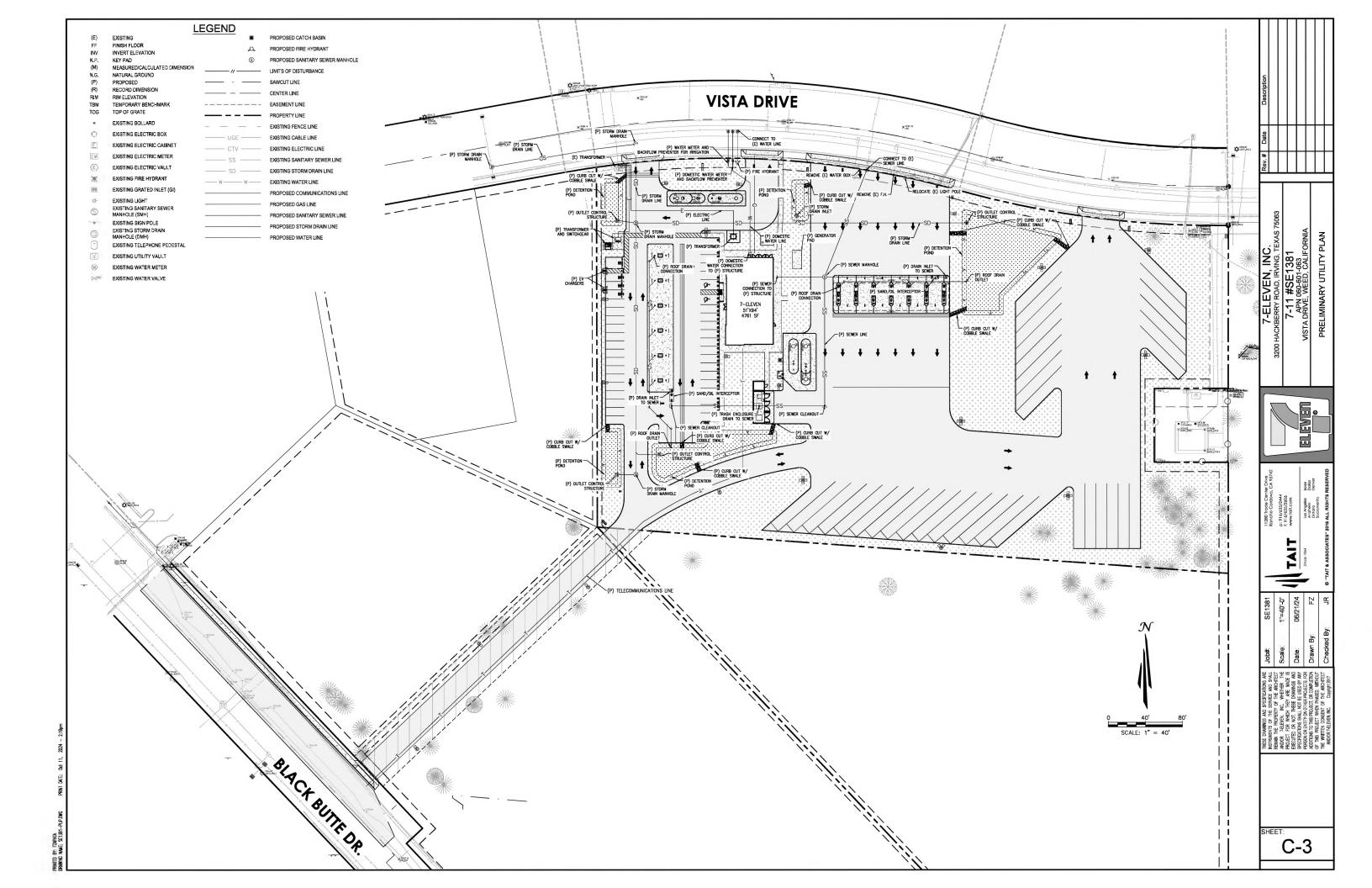
Mitigation Measure	Monitoring / Mitigation	Reporting / Responsible	Verification of Compliance	
	Timing	Party	Initials	Date
TRANSPORTATION				
<ul> <li>Mitigation Measure TRANS – 1: Construction Traffic Management Plan. Prior to issuance of encroachment and grading permits, the applicant or the construction contractor shall prepare a construction traffic management plan to the satisfaction of the City and subject to review by affected agencies. Traffic measures to be included in the Plan and implemented during construction activities shall include, at a minimum:         <ul> <li>Construction traffic shall not block emergency vehicle routes</li> <li>Construction activities shall be designed to minimize work on and delays to or safety concerns for other users of public ROW and local streets, including the following:</li></ul></li></ul>	Prior to issuance of encroachments permits; during construction	Applicant; Contractor; City of Weed Public Works Department		
WILDFIRE				
Mitigation Measure FIRE-1: Vegetation Management Plan. Prior to issuance of a grading permit, the applicant shall provide the City of Weed with a Vegetation Management Plan which shall address all privately held and maintained areas of the project site for the duration of project operations. The Vegetation Management Plan will require that all privately-owned and maintained areas of the project site are maintained consistent with City of Weed Municipal Code Section 16.30.030 which applies to vacant properties. At a minimum, the driveway access easement will be maintained free of weeds, dry brush, dead vegetation, trash, junk, debris, building materials, accumulation of paper and discarded items. Failure to maintain the access easement would result in a penalty in accordance with the City code.	Prior to issuance of grading permit.  During operations.	Applicant; City of Weed		

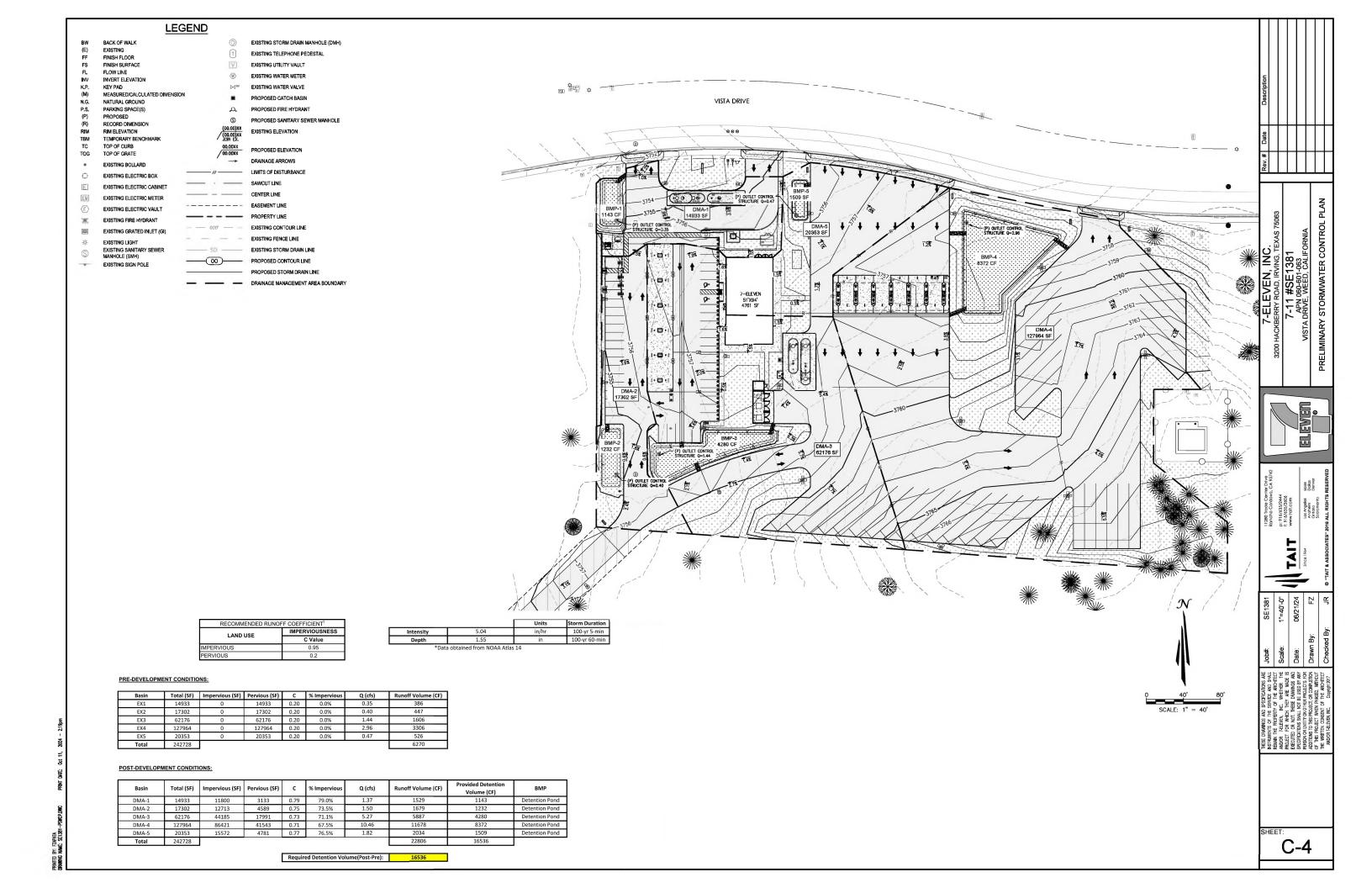
# Appendix C Plans and Exhibits

- C-1. Preliminary Site Plan
- C-2. Preliminary Grading Plan
- C-3. Preliminary Utility Plan
- C-4. Preliminary Stormwater Control Plan
- L-1. Conceptual Landscape Plan
- L-2. Conceptual Plant Image Board
- A3.3. Exterior Colored Elevations
- Pylon Sign Exhibit











ALL LANDSCAPE INSTALLATION SHALL BE PERMANENTLY MAINTAINED BY OWNER.

Intigation sections/ hydrozones are separated by considering plant species factor, plant density and microclimates. If low water use plants are mixed with moderate water use plants in the some hydrozone, the moderate water use factor is used for water use calulations. See hydrozone exhibit table.

The irrigation system utilized low volume distribution system with a master valve, flow sensor, check valves, ET based automatic controllers with Cycle+Soak and water budgeting capability weather station, rain shut-off.

The use of Turf is eliminated. All tree and groundcover areas will be dressed with 2° layer of mulch moisture retention and to discourage weeds,

Landscaping and irrigation plans will comply with the standards set forth in the citys current. Zoning Ordinance,  $\,$ 

LANDSCAPE AREA TABULATION GROSS SITE AREA

PROPOSED LANDSCAPE AREA 85,132 S.F. (32 %) PLANTING AREA 52.077 S.F. BIORETENTION AREA 16.515 S.F. SNOW COLLECTION AREA 6,210 S.F.

NATURALIZED AREA 10.330 S.F.

VICINITY MAP

CONCEPTUAL LANDSCAPE PLAN **7-ELEVEN RETAIL** 

WEED, CA



RANCHO CORDOVA, CA





L-1

WUCOLS Project 2

Common Name

White Fir

Red Maple

Incense Ceda

Frontier Elm

Pacific Doawood Cross

Common Name

Prostrate Acacia

Dwarf Bottlebrush Yankee Point Ceanothus

Little Rev Flax Lily

Ballerina Indian Hawthor

Atlas Fescue

Pink Muhly

Red Drift Rose

Prostrate Rosemary

Mexican Bush Sage Star Jasmine Mundi Coast Rosemary

California Fuchsia

Pink Lady Raphiolepis

Red Leaf Japanese Barberry Low

WUCOLS Region: 2

Botanical Name

Ulmus 'Frontie

Cornus nuttali

Botanical Name

Acacia r. 'Low Boy

Dianella r. 'Little Rev'

Festuca mairel Lomandra 'Breeze

Dietes vegeta Variagat

Muhlenbergia capillari

Nepeta r. Walker's Low Pennisetum orientale Rhaphiolepis indica 'Ba

Rosa meigalpio 'Red Driff'

Rosemarinus o. Prostratus

Salvia greggli 'Furman's I

Berberis t, var, atropurpurea

Rhaphiclepis Indica 'Pink Lady'

Frangula californica "Eve Case" Dwarf Coffeberry
Heterorneles 'Davis Gold' David's Gold Toyon

Bioretention Hydroseed Area Non-irrigated California Flowering Meadow Mix

Snow Collection Hydroseed Area Seasonal Irrigated California Low Profile Wildflower Mix

Westringla 'Mundi' Zauschneria californica

Bouteloua gracilis 'Blonde Amb Callistemon v. 'Little John'

Acer rubrum 'October Glory'

OCTOBER 11, 2024



















EXTERIOR MATERIALS SCHEDULE

GODE | DESCRIPTION | COLOR | MANUFACTURER | MODEL

EIFES FIBER CEMENT PANEL
FC-1 FIBER CEMENT PANELS - CEDAR
VINTAGEWOOD AWP 3030 VERTICAL INSTALLATION SEE PAINT SCHEDULE FOR ADDITIONAL INFORMATION SEE PAINT SCHEDULE FOR ADDITIONAL INFORMATION STOREFRONT
S-1 ALUMINUM STOREFRONT #29 BLACK KAWNEER 451T VG
FRAMING 7-ELEVEN, INC
2000 MAGRERY ROLD, IRMNG, TEMB 70003
7-ELEVEN 9350 CST
STREET ADDRESS
ANTONN, USA 00000
EXTERIOR COLORED ELEVATIONS

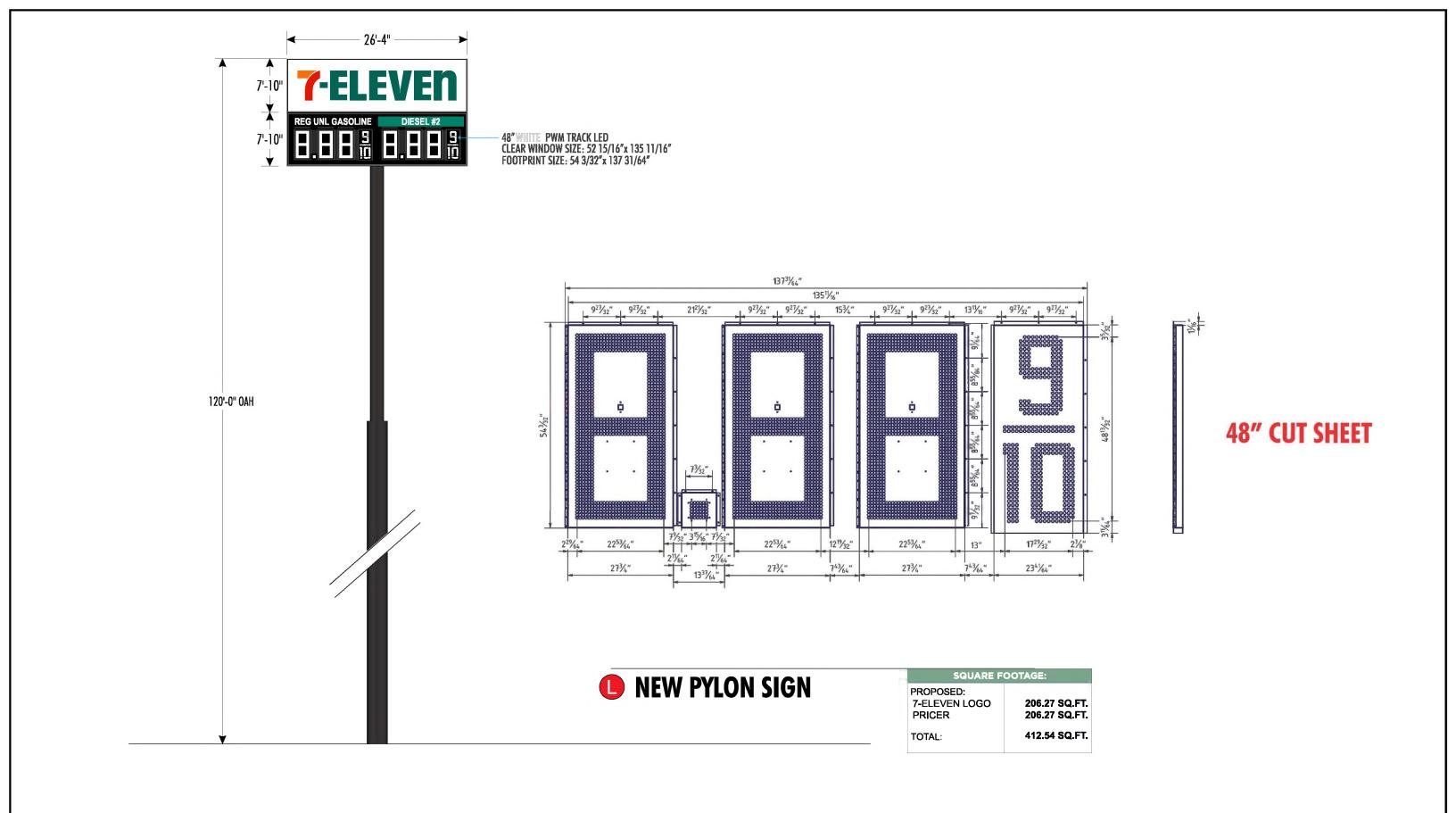
3 REAR (WEST) ELEVATION





Endoaments propated by AE
Finduction as specific profits and profits by owner or my other profits, by owner or my other profits and consistent of the profits and other profits and consistent of the profits and consistent or my profits and

1 RIGHT (NORTH) ELEVATION



# Appendix D Site Photographs

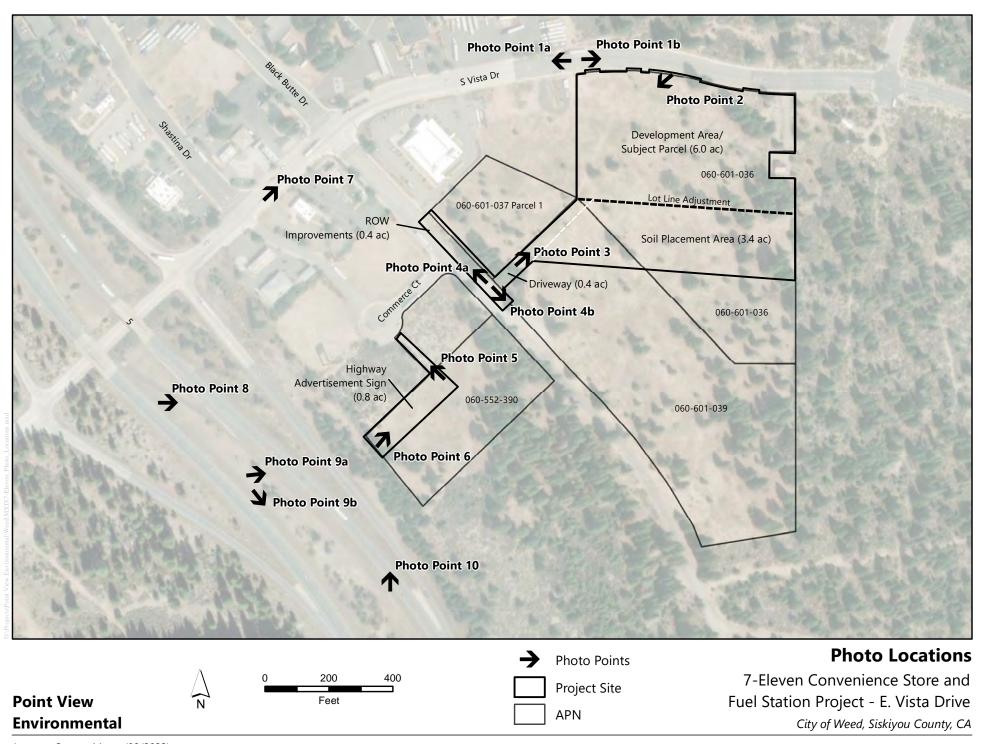




Photo 1a. View facing west from northwest boundary of project site. Existing development along East Vista Drive is visible. Photo date: 10/1/2024



Photo 1b. View facing east from northwest boundary of project site. East Vista Drive is a four lane roadway with curb and gutter on both sides. Mount Shasta is visible in the background. Photo date: 10/1/2024



Photo 2. View facing southwest from northern boundary of development area/subject parcel. The project site is undeveloped with existing commercial development visible near the center of the photo. Photo date: 10/1/2024



Photo 3. View of project driveway alignment, facing northeast. Photo date: 10/1/2024



Photo 4a. View from intersection of project driveway and Black Butte Drive, facing northwest along the ROW improvement area. Existing commercial development and highway advertising signs are visible. Photo date: 10/1/2024



Photo 4b. View from intersection of project driveway and Black Butte Drive, facing southeast towards existing undeveloped areas along Black Butte Drive. Photo date: 10/1/2024



Photo 5. View facing northwest along access alignment for highway advertising sign area. Existing highway advertising signs are visible. Photo date: 10/1/2024



Photo 6.View from southwest area of highway advertising sign area facing northeast toward development area/subject parcel. The view is shielded by existing trees. Mount Shasta is partially visible behind the trees in the right side of the photo. Photo date: 10/1/2024



Photo 7. View of East Vista Drive approaching signalized intersection with Black Butte Drive from the west. The entire corridor segment is developed with commercial land uses. Photo date: 10/1/2024



Photo 8. View facing east from I-5 southbound lane. An existing highway advertising sign is visible near the center of the photograph and Mount Shasta is visible in the background. The relatively dense trees lining the east side of the highway are visible. Photo date: 10/1/2024



Photo 9a. View facing northeast from I-5 toward project site. Views of the site are shielded by existing trees. Views of Mount Shasta are partially shielded. Photo date: 10/1/2024



Photo 9b. View facing south from I-5 southbound. Black Butte is the predominant visual feature along this stretch of I-5. Photo date: 10/1/2024



Photo 10. View facing north from I-5 toward project site. Views of the site are shielded by existing trees. The existing highway advertising signs are visible. Mount Shasta is outside of the photo frame, away from the direction northbound traffic is facing. Photo date: 10/1/2024

# Appendix E Air Quality Technical Report

# Air Quality Technical Report Weed, Siskiyou County Gas Station

#### **PREPARED BY:**

RCH Group
Contact: Mike Ratte, Senior Air Quality Scientist



#### **PREPARED FOR:**

Catherine Silvester
Environmental Planner, Project Manager
Point View Environmental

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Attachment A: Construction and Operational Emissions Inventory Supporting Information

# 1.0 INTRODUCTION

This technical report documents the potential air quality, energy usage, and greenhouse gas (GHG) emissions from the Weed (Siskiyou County) Gas Station (the "proposed project"). The air quality analysis includes a review of criteria pollutant<sup>1</sup> emissions such as carbon monoxide (CO)<sup>2</sup>, nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), volatile organic compounds (VOC) as reactive organic gases (ROG)<sup>3</sup>, particulate matter less than 10 micrometers (coarse or PM<sub>10</sub>), particulate matter less than 2.5 micrometers (fine or PM<sub>2.5</sub>).<sup>4</sup>

The supporting information, methodology, and assumptions used in the construction air emissions inventory and operational air emissions inventory are provided in:

# • Attachment A: Construction and Operational Emissions Inventory Supporting Information

All construction-related emissions would be below the significance thresholds. Estimated operational emissions would be below the significance thresholds. Health impacts and greenhouse gas (GHG) emissions would also be below the significance thresholds. Therefore, the proposed project would have a less-than-significant impact on air quality and GHG emissions.

# 2.0 PROJECT OVERVIEW

The proposed project consists of the construction and operation of a convenience store with gas station. The project site is approximately 6.96 acres with a convenience store of 4,853 square feet. There would be 50 parking spaces (two of which are for EV). There would be a total of 12 fuel pumps. In the public area, there would be one tank with regular unleaded gasoline of 20,000 gallons and one tank with a separation creating 8,000 gallons of regular unleaded gasoline and 12,000 gallons of diesel fuel. In the commercial truck area, there would be one tank with 20,000 gallons of diesel fuel and one tank with separation creating 20,000 gallons of diesel fuel. All fuel tanks will be underground. The project construction is proposed to begin in May of 2026 and be completed in May of 2027.

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<sup>&</sup>lt;sup>1</sup> Criteria air pollutants refer to those air pollutants for which the USEPA and CARB has established National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) under the Federal Clean Air Act (CAA).

<sup>&</sup>lt;sup>2</sup> CO is a non–reactive pollutant that is a product of incomplete combustion of organic material, and is mostly associated with motor vehicle traffic, and in wintertime, with wood–burning stoves and fireplaces.

<sup>&</sup>lt;sup>3</sup> VOC means any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions and thus, a precursor of ozone formation. ROG are any reactive compounds of carbon, excluding methane, CO, CO<sub>2</sub> carbonic acid, metallic carbides or carbonates, ammonium carbonate, and other exempt compounds. The terms VOC and ROG are often used interchangeably.

<sup>&</sup>lt;sup>4</sup> PM<sub>10</sub> and PM<sub>2.5</sub> consists of airborne particles that measure 10 microns or less in diameter and 2.5 microns or less in diameter, respectively. PM<sub>10</sub> and PM<sub>2.5</sub> represent fractions of particulate matter that can be inhaled into the air passages and the lungs, causing adverse health effects.

# 3.0 ANALYSIS METHODOLOGY

Intermittent (short-term construction emissions that occur from activities, such as removal of structures, site-grading, and construction of structures) and long-term air quality impacts related to the operation of the project were evaluated. The analysis focuses on daily and annual emissions from construction and operational (mobile, area, stationary, and fugitive sources) activities.

Regulatory models used to estimate air quality impacts include:

- California Air Pollution Officers Association (CAPCOA) CalEEMod (California Emissions Estimator Model Version 2022.1)<sup>5</sup> is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.
- VOC emissions from the fuel station were estimated based on the methodology recommended by the CAPCOA's Gasoline Service Station Industry-wide Risk Assessment Guidelines. Fuel dispensing and loading storage tank operations would result in VOC emissions.<sup>6</sup>

# 4.0 EXISTING CONDITIONS

The City of Weed and the project site are located in a region identified as the Northeast Plateau Air Basin (NPAB), which principally includes Siskiyou, Modoc, and Lassen counties. This large air basin is divided into local air districts, which are charged with the responsibility of implementing air quality programs. While the other counties in the air basin are identified as currently being in nonattainment for exceeding state criteria pollutant levels for particulate matter, Siskiyou County and the City of Weed are identified as being in attainment or unclassified for all federal and state air quality standards.

The local air quality agency affecting Weed is the Siskiyou County Air Pollution Control District (SCAPCD). In the local air district, the primary sources of air pollution are wood-burning stoves, wildfires, farming operations, unpaved road dust, managed burning and disposal, and motor vehicles. The project site is currently vacant and does not have a land use in place that produces emissions or emits air quality—impacting emissions. The SCAPCD adopts and enforces controls on stationary sources of air pollutants through its permit and inspection programs and regulates agricultural and nonagricultural burning. Other district responsibilities include monitoring air quality, preparing air quality plans, and responding to citizen air quality complaints.

<sup>&</sup>lt;sup>5</sup> California Air Pollution Officers Association, *California Emissions Estimator Model User Guide Version* 2022.1, April 2022, http://www.caleemod.com/

<sup>&</sup>lt;sup>6</sup> California Air Resources Board, *Gasoline Service Station Industrywide Risk Assessment Supplemental Policy Guidance Document*, July 21, 2022, <a href="https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance">https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance</a>

Sensitive receptors are children, elderly, asthmatics and others who are at a heightened risk of negative health outcomes due to air pollution exposure. The locations where these sensitive receptors congregate are considered sensitive receptor locations. Sensitive receptor locations may include residences, hospitals, schools, and day care centers. The nearest sensitive receptors to the project site are residential homes located approximately 1,500 feet to the northwest of the project site.

#### **Criteria Air Pollutants**

The following provides a summary of the potential health and welfare effects and typical sources of each of the criteria air pollutants.

#### Ozone

Ozone (or  $O_3$ ) is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials.  $O_3$  is not emitted directly into the atmosphere but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving VOC and  $NO_x$ . VOC and  $NO_x$  are known as precursor compounds for  $O_3$ . Substantial ozone production generally requires  $O_3$  precursors to be present in a stable atmosphere with strong sunlight for approximately three hours.  $O_3$  is a regional air pollutant because it is not emitted directly by sources but is formed downwind of sources of VOC and  $NO_x$  under the influence of wind and sunlight.  $O_3$  concentrations tend to be higher in the late spring, summer, and fall, when long sunny days combine with regional air subsidence inversions to create conditions conducive to the formation and accumulation of secondary photochemical compounds.

#### **Carbon Monoxide**

CO is a nonreactive pollutant that is a product of incomplete combustion of organic material, and is mostly associated with motor vehicle traffic, and in wintertime, with wood–burning stoves and fireplaces. High CO concentrations develop primarily during winter when periods of light winds combine with the formation of ground–level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased CO emission rates at low air temperatures.

When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces its oxygen-carrying capacity, resulting in reduced levels of oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia. CO measurements and modeling were important in the early 1980s when CO levels were regularly exceeded throughout California, but in more recent years, CO measurements and modeling are not a priority in most California air districts due to the retirement of older vehicles, fewer emissions from new vehicles, and improvements to fuels.

#### **Nitrogen Oxides**

When combustion temperatures are extremely high, as in aircraft, truck and automobile engines, atmospheric nitrogen combines with oxygen to form various oxides of nitrogen. Nitric oxide (NO) and nitrogen dioxide (NO<sub>2</sub>) are the most significant air pollutants generally referred to as NO<sub>x</sub>. Nitric oxide is a colorless and odorless gas that is relatively harmless to humans, quickly converts to NO<sub>2</sub> and can be

measured. Nitrogen dioxide has been found to be a lung irritant capable of producing pulmonary edema. Inhaling NO<sub>2</sub> can lead to respiratory illnesses such as bronchitis and pneumonia.

## **Volatile Organic Compounds**

VOC means any compound of carbon, excluding carbon monoxide, carbon dioxide (CO<sub>2</sub>), carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions and thus, is a precursor of ozone formation. VOC includes a variety of chemicals, some of which may have short- and long-term adverse health effects. VOC are emitted by a wide array of products numbering in the thousands. Examples include paints and lacquers, paint strippers, cleaning supplies, building materials and furnishings, as well as fuel storage and use.

VOC can cause eye, nose, and throat irritation; headaches, loss of coordination, nausea; and damage to liver, kidney, and central nervous system. Some organics can cause cancer in animals; some are suspected or known to cause cancer in humans. The ability of organic chemicals to cause health effects varies greatly from those that are highly toxic, to those with no known health effect. As with other pollutants, the extent and nature of the health effect will depend on many factors including level of exposure and length of time exposed. Eye and respiratory tract irritation, headaches, dizziness, visual disorders, and memory impairment are among the immediate symptoms that some people have experienced soon after exposure to some organics.

#### **Particulate Matter**

 $PM_{10}$  and  $PM_{2.5}$  consist of airborne particles that measure 10 micrometers or less in diameter and 2.5 micrometers or less in diameter, respectively.  $PM_{10}$  and  $PM_{2.5}$  represent fractions of particulate matter that can be inhaled into the air passages and the lungs, causing adverse health effects. Particulate matter in the atmosphere results from many kinds of dust- and fume-producing industrial and agricultural operations, fuel combustion, wood burning stoves and fireplaces, and atmospheric photochemical reactions. Some sources of particulate matter, such as demolition, construction activities and mining, are more local in nature, while others such as vehicular traffic and wood burning stoves and fireplaces, have a more regional effect.

Very small particles of certain substances (e.g., sulfates and nitrates) can cause lung damage directly, or can contain adsorbed gases (e.g., chlorides or ammonium) that may be injurious to health. Particulates can also damage materials and reduce visibility. Dust comprised of large particles (diameter greater than 10 micrometers) settles out rapidly and is easily filtered by human breathing passages. This dust is of concern more as a soiling nuisance rather than a health hazard. The remaining fractions, PM<sub>10</sub> and PM<sub>2.5</sub>, are a health concern particularly at levels above the federal and California ambient air quality standards. PM<sub>2.5</sub> (including diesel exhaust particles) is thought to have greater effects on health, because these particles are so small and thus penetrate to the deepest parts of the lungs.

Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, coughing, bronchitis, and respiratory illnesses in children. Mortality studies since the 1990s have shown a statistically significant direct association between mortality (premature deaths) and daily concentrations of particulate matter in the air. Despite important gaps in scientific knowledge and continued reasons for some skepticism, a comprehensive evaluation of

the research findings provides persuasive evidence that exposure to fine particulate air pollution has adverse effects on cardiopulmonary health. The CARB has estimated that achieving the ambient air quality standards for  $PM_{10}$  could reduce premature mortality rates by 6,500 cases per year.

#### **Sulfur Dioxide**

 $SO_2$  is a combustion product of sulfur or sulfur–containing fuels such as coal and diesel.  $SO_2$  is also a precursor to the formation of atmospheric sulfate and particulate matter and contributes to potential atmospheric sulfuric acid formation that could precipitate downwind as acid rain.

## Lead

Lead has a range of adverse neurotoxin health effects and was released into the atmosphere via leaded gasoline products. The phase-out of leaded gasoline in California has resulted in dramatically decreased levels of atmospheric lead. Metal processing is currently the primary source of lead emissions in the SCAB. The highest concentrations of lead in air are generally found near lead smelters and general aviation airports; where piston aircraft use leaded fuel. Other stationary sources that generate lead emissions include waste incinerators, utilities, and lead-acid battery manufacturers.

#### **Sulfates**

Sulfates are the fully oxidized ionic form of sulfur produced when sulfur dioxide is fully oxidized in the atmosphere. Sulfates are produced by emissions from automobiles, power plants, and industrial activity, and contribute to general atmospheric haziness. Typical health effects associated with exposure to sulfates include respiratory illness and an increased risk of cardio-pulmonary disease.

#### **Vinyl Chloride**

Vinyl chloride is an artificially created colorless gas with a mild, slightly sweet odor. The gas is used in the manufacture of vinyl products, including polyvinyl chloride plastic. Vinyl chloride emissions are produced from the vinyl manufacturing process as well as from the breakdown of vinyl products in landfills and hazardous waste sites. The health effects associated with vinyl chloride include dizziness, headaches, and drowsiness from short-term exposure, and liver damage and cancer resulting from long-term exposure.

#### **Hydrogen Sulfide**

 $H_2S$  is a naturally occurring, colorless gas that at low concentrations produces a distinctive rotten egg odor. At higher concentrations, olfactory fatigue prevents detection of odor. The gas is produced through the bacteriological breakdown of organic materials as well as during oil and gas production and geothermal power generation. Health effects associated with  $H_2S$  include exposure to a disagreeable odor, coughing, irritation to eyes, and impairment of the respiratory system.

## **Visibility Reducing Particles**

Visibility reducing particles are particulate matter composed of many different substances that are suspended in the atmosphere and contribute to haze and diminished visibility.

#### **Ambient Air Quality Standards**

Regulation of air pollutants is achieved through both national and state ambient air quality standards and emissions limits for individual sources. Regulations implementing the federal Clean Air Act and its subsequent amendments established National Ambient Air Quality Standards (NAAQS) for the six criteria pollutants. California has adopted more stringent California Ambient Air Quality Standards (CAAQS) for most of the criteria air pollutants. In addition, California has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Because of the meteorological conditions in the state, there is considerable difference between state and federal standards in California.

The NAAQS and CAAQS are intended to protect public health and welfare, and they incorporate an adequate margin of safety. They are designed to protect those segments of the public most susceptible to respiratory distress, known as sensitive receptors, including asthmatics, the very young, elderly, people weak from other illness or disease, or persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollution levels somewhat above the ambient air quality standards before adverse health effects are observed.

Under amendments to the federal Clean Air Act, USEPA has classified air basins or portions thereof, as either "attainment" or "non-attainment" for each criteria air pollutant, based on whether or not the NAAQS have been achieved. The California Clean Air Act, which is patterned after the federal Clean Air Act, also requires areas to be designated as "attainment" or "non-attainment" for the CAAQS. Thus, areas in California have two sets of attainment/non-attainment designations: one set with respect to the NAAQS and one set with respect to the CAAQS.

# **Toxic Air Contaminants**

Toxic air contaminants (TAC) are regulated under both state and federal laws. Federal laws use the term "Hazardous Air Pollutants" (HAP) to refer to the same types of compounds that are referred to as TAC under state law. Both terms encompass essentially the same compounds. Under the 1990 Federal Clean Air Act Amendments, 189 substances are regulated as HAP.

With respect to state law, in 1983 the California legislature adopted Assembly Bill 1807 (AB 1807), which establishes a process for identifying TAC and provides the authority for developing retrofit air toxics control measures on a statewide basis. Air toxics in California may also be regulated because of another state law, the Air Toxics "Hot Spots" Information and Assessment Act of 1987, or Assembly Bill 2588 (AB 2588). Under AB 2588, TAC from individual facilities must be quantified and reported to the local air pollution control agency. The facilities are then prioritized by the local agencies based on the quantity and toxicity of these emissions, and on their proximity to areas where the public may be exposed. In establishing priorities, the air districts are to consider the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors that the air district determines may indicate that the facility may pose a significant risk. High priority facilities are required to perform a Health Risk Screening Assessment, and if specific risk thresholds are exceeded, they are required to communicate the results to the public in the form of notices and public meetings. Depending on the health risk levels, emitting facilities can be required to implement varying

levels of risk reduction measures. CARB identified approximately 200 TAC, including the 189 federal HAP, under AB 2588.

# Siskiyou County Air Pollution Control District

The SCAPCD has the responsibility of enforcing federal and state air quality regulations in Siskiyou County. It also issues rules and regulations setting specific standards of operation, defining permit requirements, and setting emission limits. For new or modified stationary sources, the SCAPCD has defined 250 pounds/day as the threshold of significance for NO<sub>X</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and SO<sub>2</sub> emissions, and 2,500 pounds/day as the threshold of significance for CO emissions (Rule 6.1). Siskiyou County is currently designated in attainment or unclassified status for all federal and state criteria pollutants; therefore, the County is not required to have a local air quality attainment plan.

The SCAPCD is responsible for addressing emissions from stationary sources through permits and local rules. Rule 4.1, Visible Emissions, and Rule 4.2, Nuisance, address what is prohibited from being discharged into the atmosphere. Rule 4.1 states that a person shall not discharge into the atmosphere from any single source of emission whatsoever, any air contaminant for a period or periods aggregating more than three minutes in any one hour which is 1) as dark or darker in shade as designated as No. 2 on the Ringlemann chart as published by the United States Bureau of Mines, or 2) of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in subjection A. Rule 4.2 states that no person shall discharge from any source whatsoever, such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of person or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property. The SCAPCD would be required to comply with all local rules and policies.

The proposed project includes six self-service pump stations. The SCAPCD requires all gasoline dispensing facilities to be equipped with a Phase I and Phase II vapor recovery system (Rule 8.1). The proposed fuel station would be subject to SCAPCD rules and regulations which govern the storage and distribution of gasoline. Vapor recovery systems collect gasoline vapors that would otherwise escape into the air during bulk fuel delivery (Phase I) or fuel storage and vehicle refueling (Phase II). Phase I refers to control methods used for reducing emissions when tank trucks unload into underground storage tanks. Phase I vapor recovery system components include the couplers that connect tanker trucks to the underground tanks, spill containment drain valves, overfill prevention devices, and vent pressure/vacuum valves. A Phase I vapor balance system employs a vapor return hose which returns gasoline vapor displaced from the underground storage tank to the tank truck storage compartment being emptied. Phase II vapor recovery system components include gasoline dispensers, nozzles, piping, break away, hoses, face plates, vapor processors, and system monitors. Phase II refers to control methods used for reducing vehicle/equipment refueling emissions. The Phase II systems are designed to convey the vapors displaced from vehicle fuel tanks to underground storage tanks vapor space. Both balance systems and assist systems were assumed to capture 95 percent control of the vapors released from the vehicle fuel tank, with an overall efficiency of 90 percent. In addition, all gasoline will be stored underground with valves installed on the tank vent pipes to further control gasoline vapor emissions.

# **Local Air Quality**

CARB maintains a network of monitoring stations within the NSVAB that monitor air quality and compliance with applicable ambient standards. The monitoring station closest to the project site is in Shast lake and Redding. Ozone,  $PM_{10}$ , and  $PM_{2.5}$  are the primary pollutants affecting the NPAB. CO and  $NO_2$  are not measured at the nearest monitoring stations. **Table 1: Air Quality Data Summary** summarizes the most recent three years of data (2021 – 2023) from the air monitoring station. Ozone data is measured at 13791 Lake Boulevard in Shasta Lake.  $PM_{10}$  and  $PM_{2.5}$  is measured at the Health Department in Redding at 2630 Breslauer Way. In 2021, the  $PM_{10}$  and  $PM_{2.5}$  measurements may be affected by wildfires.

Table 1: Air Quality Data Summary (2021 - 2023)

Pollutant		Monitoring I	Data by Year		
Pollutarit	Standard <sup>a</sup>	2021	2022	2023	
Ozone					
Highest 1 Hour Average (ppm) <sup>b</sup>	0.090/-	0.079	0.078	0.074	
Highest 8 Hour Average (ppm) <sup>b</sup>	0.070	0.073	0.071	0.067	
Particulate Matter (PM <sub>10</sub> )					
Highest 24-Hour Average (μg/m³)b	50/150	126	53	33	
Annual Average (μg/m³) <sup>b</sup>	20/-	20.7	12.7	12.2	
Particulate Matter (PM <sub>2.5</sub> )					
Highest 24-Hour Average (μg/m³)b	-/35	165	41.5	30	
Annual Average (μg/m³) <sup>b</sup>	12/9	18.9	6.01	7.40	

NOTES: Values in **bold** are in excess of at least one applicable standard.

- a. Generally, state standards/national standards are not to be exceeded more than once per year.
- b. ppm = parts per million;  $\mu g/m^3$  = micrograms per cubic meter.

Source: United States Environmental Protection Agency, AirData, <a href="https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors">https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors</a>

## 5.0 IMPACT ANALYSIS AND MITIGATION

The significance of potential impacts was determined based on State CEQA Guidelines, Appendix G. Using Appendix G evaluation thresholds, the proposed project would be considered to have significant air quality impacts if it were to:

- A. Conflict with or obstruct implementation of the applicable air quality plan;
- B. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
- C. Expose sensitive receptors to substantial pollutant concentrations; or
- D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The SCAPCD Rule 6.1 (Construction Permit Standards for Criteria Pollutants) contains thresholds for operational emissions from new stationary sources. Criteria air pollutants from the operation of stationary

sources are considered significant if they exceed 250 pounds/day as the threshold of significance for  $NO_X$ ,  $PM_{10}$ ,  $PM_{2.5}$ , and  $SO_2$  emissions, and 2,500 pounds/day as the threshold of significance for CO emissions.

#### 6.0 CONSTRUCTION EMISSIONS INVENTORY

Intermittent (short-term construction emissions that occur from activities, such as site-grading, paving, and building construction) and long-term air quality impacts related to the operation of the project were evaluated. The analysis focuses on daily emissions from construction and operational (mobile, area, stationary, and fugitive sources) activities. CalEEMod was used to quantify construction-related pollutant emissions.

CalEEMod output worksheets are included in **Attachment A: Construction and Operational Emissions Inventory Supporting Information**. The emissions generated from these construction activities include:

- Dust (including PM<sub>10</sub> and PM<sub>2.5</sub>) primarily from "fugitive" sources (i.e., emissions released through means other than through a stack or tailpipe) such as material handling and travel on unpaved surfaces; and
- Combustion exhaust emissions of criteria air pollutants (ROG, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) primarily from operation of heavy off-road construction equipment, haul trucks, (primarily diesel-operated), and construction worker automobile trips (primarily gasoline-operated).
- VOC as ROG primarily from "fugitive" sources such as architectural coating and paving.

Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. High winds (greater than 10 miles per hour) occur infrequently in the area, less than two percent of the time. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and  $PM_{10}$  concentrations may be adversely affected on a temporary and intermittent basis during construction. In addition, the fugitive dust generated by construction would include not only  $PM_{10}$ , but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts.

The project construction is proposed to begin in May of 2026 and be completed in May of 2027. **Table 2: Estimated Construction Schedule** presents the construction schedule by construction phase. Construction activities would be conducted from 8 a.m. to 5 p.m. Monday through Friday.

**Table 2: Estimated Construction Schedule** 

Phase	Description	Start	End	Working Days
1	Site Preparation	5/20/2026	6/2/2026	10
2	Grading	6/3/2026	7/21/2026	35
3	<b>Building Construction</b>	7/22/2026	4/13/2027	190
4	Paving	4/14/2027	5/11/2027	20
5	Architectural Coating	5/12/2027	5/18/2027	5

SOURCE: CalEEMod Version 2022.1.0.

The estimated construction equipment associated with the proposed project along with the number of pieces of equipment, daily hours of operation, horsepower (hp), and load factor (i.e., percent of full throttle) are shown in **Table 3: Estimated Construction Equipment Usage**.

**Table 3: Estimated Construction Equipment Usage** 

Phase	Equipment	Amount	Daily Hours	HP	Load Factor
Site Preparation	Rubber Tired Dozers	3	8	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8	84	0.37
Grading	Excavators	1	8	36	0.38
Grading	Graders	1	8	148	0.41
Grading	Rubber Tired Dozers	1	8	367	0.40
Grading	Tractors/Loaders/Backhoes	3	8	84	0.37
<b>Building Construction</b>	Cranes	1	7	367	0.29
<b>Building Construction</b>	Forklifts	3	8	82	0.20
<b>Building Construction</b>	Generator Sets	1	8	14	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7	84	0.37
<b>Building Construction</b>	Welders	1	8	46	0.45
Paving	Pavers	2	8	81	0.42
Paving	Paving Equipment	2	8	89	0.36
Paving	Rollers	2	8	36	0.38
Architectural Coating	Air Compressors	1	6	37	0.48

SOURCE: CalEEMod Version 2022.1.0.

**Table 4: Estimated Daily Construction Emissions** provides the estimated daily construction emissions that would be associated with the proposed project and compares those emissions to the significance thresholds. All construction-related emissions would be below the significance thresholds.

**Table 4: Estimated Daily Construction Emissions (pounds)** 

Condition	ROG	NOx	PM10	PM2.5	CO
Construction	25.3	29.2	9.06	5.12	29.8
Significance Threshold	250	250	250	250	2,500
Significant (Yes or No)?	No	No	No	No	No

SOURCE: CalEEMod Version 2022.1.0.

Using standard fuel consumption estimates, construction activities would require approximately 29,600 gallons of diesel fuel <sup>7</sup>

The proposed project would comply with SCAPCD Rule 4.1 and 4.2 and would incorporate dust control management practices including, but not limited to: covering or watering all material excavated, stockpiled, or graded materials, sweeping or washing paved streets adjacent to the construction site that

<sup>&</sup>lt;sup>7</sup> Fuel usage is estimated using the CalEEMod output for CO<sub>2</sub>, and a 8.91 kgCO<sub>2</sub>/gallon (gasoline) and 10.15 kgCO<sub>2</sub>/gallon (diesel) conversion factor, <a href="https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors-mar-2018-0.pdf">https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors-mar-2018-0.pdf</a>

are used by project construction vehicles and/or equipment, suspending all land clearing, grading, earth moving, or excavating activities when winds are expected to exceed 20 miles per hour, limiting vehicle speed to 15 miles per hour on unpaved roads. Furthermore, through conditions of approval, construction would be subject to mandatory compliance with CARB regulations limiting the idling of heavy-duty construction equipment to no more than five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations), which would further reduce temporary and variable emissions.

#### 7.0 OPERATIONAL EMISSIONS INVENTORY

CalEEMod was used to estimate emissions that would be associated with motor vehicle use, space and water heating, and landscape maintenance emissions expected to occur after the proposed project construction is complete and operational. The proposed project land use types and size and other project-specific information were input to the model. CalEEMod provides emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport. CalEEMod output worksheets are included in **Attachment A: Construction and Operational Emissions Inventory Supporting Information**.

In addition, VOC/ROG emissions would result from fuel loading, breathing (both related to the underground storage tanks), refueling, and spillage (both related to the fuel pumps). The following are additional details concerning these emission points:

- Loading emissions occur when a cargo tank truck unloads gasoline to the storage tanks.
- At the gasoline station, storage tank vapors are emitted from the vent pipe during the initial fuel transfer period. These emissions are significantly reduced when the vent pipe includes a pressure/vacuum valve.
- Gasoline vapors are emitted from the storage tank vent pipe due to temperature and pressure changes within the storage tank vapor space.
- During the refueling process, gasoline vapors are emitted at the vehicle/nozzle interface.
- Spillage emissions occur from the spills during vehicle fueling.

CAPCOA's *Gasoline Service Station Industry-wide Risk Assessment Guidelines* was used to estimate VOC/ROG emissions that would result from the proposed gasoline station.<sup>8</sup> The calculations are based on maximum hourly gasoline throughput and a typical annual gasoline throughput based on maximum vehicle volume and number of fuel pumps with underground storage tanks and vapor recovery systems, and 90 percent overall control efficiency.

According to the California Annual Retail Fuel Outlet Report Results, the average annual throughput of gasoline fuel was 1,408,528 gallons and the average annual throughput of diesel fuel was 347,947 gallons

<sup>&</sup>lt;sup>8</sup> California Air Resources Board, *Gasoline Service Station Industrywide Risk Assessment Supplemental Policy Guidance Document*, July 21, 2022, <a href="https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance">https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance</a>

during 2022. It is anticipated that for the proposed project, the throughput for both gasoline and diesel would be lower than these values.

The proposed project is estimated to generate 4,430 gross daily trips, with 408 trips during the a.m. peak hour and 367 trips during the p.m. peak hour. Due to the project's location and proximity to I-5, most of the project trips would already be traveling on I-5 and diverting to patronize the proposed project. Trips that require diversion from roadways within the vicinity are referred as "diverted" trips and affect traffic along the streets near the proposed project. Therefore, the proposed project is anticipated to generate 756 net daily trips (275,896 trips per year and 1,020,146 vehicle miles per year), with 78 net trips during the a.m. peak hour and 68 net trips during the p.m. peak hour. It has been assumed that the majority of the truck coming to the gas station will be diverted from the I-5 interchange. Therefore, all the truck trips have been considered as diverted trips. As a result, all net trips are associated with the convenience store/gas station and no net trips are associated with the truck stop.<sup>10</sup>

The estimated annual vehicle fuel usage is approximately 48,492 gallons of gasoline.<sup>11</sup>

Estimated daily operational emissions that would be associated with the proposed project are presented in **Tables 5: Estimated Daily Operational Emissions** and are compared to thresholds of significance. As indicated, the estimated proposed project operational emissions would be below the significance thresholds and would be less than significant.

Table 5: Estimated Daily Operational Emissions (pounds)

Condition	ROG	NOx	PM10	PM2.5	CO
Mobile	3.84	4.86	4.75	1.26	27.9
Area	0.17	< 0.01	<0.01	< 0.01	0.21
Energy	< 0.01	0.04	<0.01	< 0.01	0.04
Fuel Pumps/Tanks Fugitive	3.35	-	-	-	-
<b>Total Operations</b>	7.37	4.90	4.76	1.26	28.2
Significance Threshold	250	250	250	250	2,500
Significant Impact?	No	No	No	No	No

SOURCE: CalEEMod Version 2022.1.0.

# 8.0 HEALTH IMPACTS

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are more sensitive than the public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. The CARB has identified the following people as most likely

<sup>&</sup>lt;sup>9</sup> California Energy Commission, 2022. California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, <u>https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting</u>

<sup>&</sup>lt;sup>10</sup> LSA, Weed 7-Eleven Transportation Impact Study, December 2024

<sup>&</sup>lt;sup>11</sup> Fuel usage is estimated using the CalEEMod output for CO<sub>2</sub>, and a 8.91 kgCO<sub>2</sub>/gallon (gasoline) and 10.15 kgCO<sub>2</sub>/gallon (diesel) conversion factor, <a href="https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors-mar-2018-0.pdf">https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors-mar-2018-0.pdf</a>

to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and those with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive population groups. Generally, the relevant zone of influence for an assessment of air quality health risks is considered to be within 1,000 feet of a project site. The nearest sensitive receptors (Cal-Ore Trail Mobile Estates) to the project site are residential homes located approximately 1,500 feet to the northwest of the project site; at which the project health impacts were estimated.

Health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. Individual cancer risk is the likelihood that a person exposed to air toxic concentrations over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. The maximally exposed individual represents the worst—case risk estimate, based on a theoretical person continuously exposed for a lifetime at the point of highest compound concentration in the air. This is a highly conservative assumption since most people do not remain at home all day and on average residents change residences every 11 to 12 years. In addition, this assumes that residents are experiencing outdoor concentrations for the entire exposure period.

CAPCOA's Gasoline Service Station Industry-wide Risk Assessment Guidelines was used to estimate health impacts from the proposed gasoline station.<sup>12</sup> For the nearest residential-receptors (Cal-Ore Trail Mobile Estates), the estimated cancer risk would be 0.03 per million, which is well below the significance threshold of 10 per million. For the nearest off-site workers, the estimated cancer risk would be 0.07 per million, which is well below the significance threshold of 10 per million and the health impact of the proposed project would therefore be less than significant.

Both acute (short-term) and chronic (long-term) adverse health impacts unrelated to cancer are measured against a hazard index (HI), which is defined as the ratio of the predicted incremental DPM exposure concentration from the Project to a reference exposure level (REL) that could cause adverse health effects. The acute and chronic HI would be 0.16 and less than 0.01 for nearby sensitive receptors. The acute and chronic HI would be below the threshold of 1 and the health impact of the proposed project would therefore be less than significant.

Notably, CAPCOA's *Health Risk Assessments for Proposed Land Use Projects* (dated July 2009)<sup>13</sup> states that siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater) should be avoided. A 50-foot separation is recommended for typical gas dispensing facilities. Therefore, future adjacent high-density residential zoning adjacent to the project should considered this guidance.

According to the requirements under the California Public Resources Code, Division 13, Environmental Quality ( $\S21000 - \S21189.57$ ), a project located within ¼ mile of a school that involve the construction or alteration of a facility that might reasonably be anticipated to emit hazardous air emissions, and that may

<sup>&</sup>lt;sup>12</sup> California Air Resources Board, *Gasoline Service Station Industrywide Risk Assessment Supplemental Policy Guidance Document*, July 21, 2022, <a href="https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance">https://ww2.arb.ca.gov/resources/documents/gasoline-service-station-industrywide-risk-assessment-guidance</a>

<sup>&</sup>lt;sup>13</sup> California Air Resources Board, *Health Risk Assessments for Proposed Land Use Projects, July* 2009, https://ww2.valleyair.org/media/glsdzpx3/capcoa hra lu guidelines 8-6-09.pdf

impose a health or safety hazard to persons who would attend or would be employed at the school, must meet all requirements per CEQA Guidelines §15186 (b)(1)(2).<sup>14</sup> The lead agency must consult with the affected school district or districts regarding the potential impact of the project on the school and notify the affected school district(s) of the project in writing, not less than 30 days prior to approval or certification of the negative declaration or environmental impact report.

# 9.0 ODOR IMPACTS

Though offensive odors from stationary and mobile sources rarely cause any physical harm, they remain unpleasant and can lead to public distress, generating citizen complaints to local governments. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors. Generally, odor emissions are highly dispersive, especially in areas with higher average wind speeds. However, odors disperse less quickly during inversions or during calm conditions, which hamper vertical mixing and dispersion.

Potential localized odor sources associated with proposed project operation-related activities could originate from fumes from the diesel exhaust from trucks or VOC emissions from the fuel station. However, odor emissions are highly dispersive, especially in areas with higher average wind speeds. Therefore, proposed project odor impacts would be less than significant.

# 10.0 CUMULATIVE IMPACTS

Cumulative impacts are defined in CEQA as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355). Stated in another way, "a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing relating impacts" (CEQA Guidelines Section 15130 [a][1]).

Cumulative impacts would exist when either direct air quality impacts or multiple construction projects occur within the same area simultaneously. If a project were to produce air quality emissions simultaneously to a nearby construction project, the addition of both project emissions to the environment could exceed significance thresholds. For this project, the construction emissions were found to be less than significant. If a nearby project was to be under construction at the same time, that project would need to produce an additive amount of emissions close to the project site such that emissions would exceed thresholds. No cumulatively considerable construction projects are within at least 0.5 mile of the project site. Cumulative projects beyond 0.5 miles would be unlikely to overlap with project impacts due to dispersion and dilution of emissions. Therefore, a less than significant cumulative air quality impact would be expected during construction and operation.

The project site is zoned industrial, and the project has been designed to be consistent with this zoning designation. The project would generate less than significant direct and cumulative air quality impacts.

<sup>14 2019</sup> CEQA Statutes and Guidelines, http://resources.ca.gov/ceqa/docs/2019 CEQA Statutes and Guidelines.pdf

Since the project would not have any significant direct impacts and would not have any significant cumulative impacts, the project would not conflict with air quality goals.

# 11.0 GREENHOUSE GAS ANALYSIS

"Global warming" and "global climate change" are the terms used to describe the increase in the average temperature of the earth's near-surface air and oceans since the mid-20th century and its projected continuation. Warming of the climate system is now considered to be unequivocal, with global surface temperature increasing approximately 1.33 degrees Fahrenheit (°F) over the last 100 years. Continued warming is projected to increase global average temperature between 2 and 11°F over the next 100 years.

Natural processes and human actions have been identified as the causes of this warming. The Intergovernmental Panel on Climate Change (IPCC) concludes that variations in natural phenomena such as solar radiation and volcanoes produced most of the warming from pre-industrial times to 1950 and had a small cooling effect afterward. After 1950, however, increasing GHG concentrations resulting from human activity such as fossil fuel burning, and deforestation have been responsible for most of the observed temperature increase. These basic conclusions have been endorsed by more than 45 scientific societies and academies of science, including all of the national academies of science of the major industrialized countries. Since 2007, no scientific body of national or international standing has maintained a dissenting opinion.

Increases in GHG concentrations in the earth's atmosphere are thought to be the main cause of human-induced climate change. GHG naturally trap heat by impeding the exit of solar radiation that has hit the earth and is reflected back into space. Some GHG occurs naturally and are necessary for keeping the earth's surface inhabitable. However, increases in the concentrations of these gases in the atmosphere during the last 100 years have decreased the amount of solar radiation that is reflected back into space, intensifying the natural greenhouse effect and resulting in the increase of global average temperature.

Gases that trap heat in the atmosphere are referred to as GHG because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG has been implicated as the driving force for global climate change. The primary GHG are carbon dioxide ( $CO_2$ ), methane ( $CH_4$ ), and nitrous oxide ( $N_2O$ ), ozone, and water vapor.

While the presence of the primary GHG in the atmosphere are naturally occurring,  $CO_2$ ,  $CH_4$ , and  $N_2O$  are also emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of  $CO_2$  are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHG include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

CO<sub>2</sub> is the reference gas for climate change because it is the predominant GHG emitted. The effect that each of the aforementioned gases can have on global warming is a combination of the mass of their emissions and their global warming potential (GWP). GWP indicates, on a pound-for-pound basis, how much a gas is predicted to contribute to global warming relative to how much warming would be predicted

to be caused by the same mass of  $CO_2$ .  $CH_4$  and  $N_2O$  are substantially more potent GHG than  $CO_2$ , with GWP of 25 and 298 times that of  $CO_2$ , respectively.<sup>15</sup>

In emissions inventories, GHG emissions are typically reported in terms of pounds or metric tons (MT) of  $CO_2$  equivalents ( $CO_2$ e).  $CO_2$ e are calculated as the product of the mass emitted of a given GHG and its specific GWP. While  $CH_4$  and  $N_2O$  have much higher GWP than  $CO_2$ ,  $CO_2$  is emitted in such vastly higher quantities that it accounts for the majority of GHG emissions in  $CO_2$ e.

Fossil fuel combustion, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO<sub>2</sub> emissions (and thus substantial increases in atmospheric concentrations of CO<sub>2</sub>). In pre-industrial times (c. 1860), concentrations of atmospheric CO<sub>2</sub> were approximately 280 parts per million (ppm). By February 2024, atmospheric CO<sub>2</sub> concentrations had increased to 424.55 ppm, 52 percent above pre-industrial concentrations.<sup>16</sup>

There is international scientific consensus that human-caused increases in GHG have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.<sup>17</sup>

#### **California Environmental Quality Act and Climate Change**

Under CEQA, lead agencies are required to disclose the reasonably foreseeable adverse environmental effects of projects they are considering for approval. GHG emissions have the potential to affect the environment because they contribute to global climate change. In turn, global climate change has the potential to cause sea level rise, alter rainfall and snowfall patterns, and affect habitat.

## **California Code of Regulations Title 24**

Although not originally intended to reduce greenhouse gas emissions, Title 24 of the California Code of Regulations, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow for the consideration and possible incorporation of new energy efficiency technologies and methods. Energy efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for water heating) results in GHG emissions. Therefore, increased energy efficiency results in decreased GHG emissions.

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<sup>&</sup>lt;sup>15</sup> Global Warming Potential values, <a href="https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29\_1.pdf">https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29\_1.pdf</a>

<sup>&</sup>lt;sup>16</sup> Earth System Research Laboratory, Recent Monthly Mean CO<sub>2</sub> at Mauna Lora, www.esrl.noaa.gov/gmd/ccgg/trends/

<sup>&</sup>lt;sup>17</sup> California Environmental Protection Agency, 2006 Final Climate Action Team Report to the Governor and Legislature, March 2006,

https://planning.lacity.org/eir/8150Sunset/References/4.E.%20Greenhouse%20Gas%20Emissions/GHG.23 CalEPA% 202006%20Report%20to%20Governor.pdf

Accordingly, Title 24 in the CALGreen Building Code is now a part of the statewide strategy for reducing GHG emissions and is the only statewide plan for reduction of GHG emissions that every local agency must adopt in a public hearing by adopting the state building code. Consistent with CALGreen, the state recognized that GHG reductions would be achieved through buildings that exceed minimum energy-efficiency standards, decrease consumption of potable water, reduce sold waste during construction and operation, and incorporate sustainable materials. Compliance with Title 24 of the CALGreen Building Code is thus a vehicle to achieve statewide electricity and natural gas efficiency targets, and lower GHG emissions from waste and water transport sectors.

#### **Executive Order S-3-05**

Governor Schwarzenegger established Executive Order S-3-05 in 2005, in recognition of California's vulnerability to the effects of climate change. Executive Order S-3-05 set forth a series of target dates by which statewide emissions of GHG would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order directed the Secretary of CalEPA to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of CalEPA created the California Climate Action Team, made up of members from various state agencies and commissions. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through state incentive and regulatory programs.

# Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 established regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 required that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction was to be accomplished by enforcing a statewide cap on GHG emissions that were to be phased in starting in 2012. To effectively implement the cap, AB 32 directed CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specified that regulations adopted in response to AB 1493 were used to address GHG emissions from vehicles. However, AB 32 also included language stating that if the AB 1493 regulations cannot be implemented, then CARB was to develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 required CARB to adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrived at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state reduces GHG emissions enough to meet the cap. AB 32 also includes guidance on instituting emissions reductions in an economically efficient

manner, along with conditions to ensure that businesses and consumers are not unfairly affected by the reductions. Pursuant to AB 32, CARB identified 427 million MT CO₂e as the total Statewide aggregated 1990 GHG emissions level, which serves as the 2020 emissions limit. Using these criteria to reduce statewide GHG emissions to 1990 levels by 2020 represented an approximate 25 to 30 percent reduction in current emissions levels. However, CARB also had discretionary authority to seek greater reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to significantly increase emissions. The goals of AB 32 were achieved within the 2002 timeline.

# **Climate Change Scoping Plans**

AB 32 also required CARB to develop a Scoping Plan that describes the approach California will take to reduce GHG to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by CARB in 2008 and must be updated every five years. The initial AB 32 Scoping Plan contains the main strategies California will use to reduce the GHG that cause climate change. The initial Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation fee regulation to fund the program. In August 2011, the initial Scoping Plan was approved by CARB.

The 2013 Scoping Plan Update builds upon the initial Scoping Plan with new strategies and recommendations. The 2013 Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The 2013 Update defines CARB climate change priorities for the next five years and sets the groundwork to reach California's long-term climate goals set forth in Executive Orders S-3-05 and B-16-2012. The 2013 Update highlights California progress toward meeting the near-term 2020 GHG emission reduction goals defined in the initial Scoping Plan. In the 2013 Update, nine key focus areas were identified (energy, transportation, agriculture, water, waste management, and natural and working lands), along with short-lived climate pollutants, green buildings, and the cap-and-trade program.

On May 22, 2014, the First Update to the Climate Change Scoping Plan was approved by CARB, along with the finalized environmental documents. The First Update to the Climate Change Scoping Plan identified the 2020 emissions limit as 431 million metric tons of CO<sub>2</sub>e and the 2020 business-as-usual forecast as 509 million metric tons of CO<sub>2</sub>e. Finally, the Updated Scoping Plan provided recommendations for establishing a mid-term emissions limit that aligns with the long-term (2050) goals of Executive Order S-3-05. The recommendations covered energy, transportation, agriculture, water, waste management, natural and working lands, short-lived climate pollutants, green building, and cap-and-trade sectors.

In 2017, CARB approved the Second Update to the Climate Change Scoping Plan (2017 Scoping Plan). The 2017 Scoping Plan identified progress made to meet the near-term (2020) objectives of AB 32 and defined California's climate change priorities and activities for the next several years. The 2017 Scoping Plan identified the 2020 emissions limit as 431 million metric tons of  $CO_2$ e and the 2020 business-as-usual forecast as 509 million metric tons of  $CO_2$ e. The 2017 Scoping Plan provided strategies for meeting the mid-term 2030 greenhouse gas reduction target set by Senate Bill (SB) 32. The 2017 Scoping Plan also

identified how the State can substantially advance toward the 2050 greenhouse gas reduction target of Executive Order S-3-05, which consists of reducing greenhouse gas emissions to 80 percent below 1990 levels. The recommendations covered the key sectors, including energy and industry; transportation; natural and working lands; waste management; and water.

In 2022, CARB approved the Third Update to the Climate Change Scoping Plan (2022 Scoping Plan), which lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279. The 2022 Scoping Plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers
  with clean energy options that address climate change, improve air quality, and support economic
  growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the
  existential threat that climate change presents, including carbon capture and sequestration, as
  well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

The recommended measures in the 2022 Scoping Plan and previous Scoping Plans are broad policy and regulatory initiatives that will be implemented at the State level and do not relate to the construction and operation of individual projects.

# **Greenhouse Gas Regional Emission Estimates**

In 2021, the United States emitted about 6,340 million metric tons of  $CO_2e$  or 5,586.0 million metric tons of carbon dioxide equivalents after accounting for sequestration from the land sector. Emissions increased in 2021 by 6 percent. The increase in total GHG emissions was driven largely by an increase in  $CO_2$  emissions from fossil fuel combustion. In 2021,  $CO_2$  emissions from fossil fuel combustion increased by 7

<sup>&</sup>lt;sup>18</sup> California Air Resources Board, *Final 2022 Scoping Plan Update*, November 16, 2022, <a href="https://ww2.arb.ca.gov/ourwork/programs/ab-32-climate-change-scoping-plan#:~:text=The%20Draft%202022%20Scoping%20Plan,neutrality%20no%20later%20than%202045">https://ww2.arb.ca.gov/ourwork/programs/ab-32-climate-change-scoping-plan#:~:text=The%20Draft%202022%20Scoping%20Plan,neutrality%20no%20later%20than%202045</a>

percent relative to the previous year. This increase in fossil fuel consumption emissions was due primarily to economic activity rebounding after the height of the COVID-19 pandemic.<sup>19</sup>

According to the USEPA, net emissions in 2021 were 17 percent below 2005 levels. The recent decline is mostly due to a shift to less CO<sub>2</sub>-intensive natural gas for generating electricity and a rapid increase in the use of renewable energy in the electric power sector. Transportation activities accounted for 29 percent of total GHGs emissions in 2021. Emissions from electric power accounted for the second largest portion (25 percent), while emissions from industry accounted for the third largest portion (24 percent) of total GHG in 2021. <sup>20</sup>

In 2021, California emitted approximately 381 million metric tons of  $CO_2e$ , 12 million metric tons of  $CO_2e$  higher than 2020 levels and 50 million metric tons of  $CO_2e$  below the 2020 GHG Limit of 431 million metric tons of  $CO_2e$ ).<sup>21</sup> The transportation sector represents 39 percent of the total GHG emissions. The industrial sector represents 22 percent of the total GHG emissions, followed by electricity (16 percent), and residential, agricultural, and commercial (8, 8, and 6 percent, respectively).

In 2021, GHG emissions were 12.6 million metric tons of  $CO_2e$  (3.4 percent) higher than 2020 (368.7 million metric tons of  $CO_2e$ ), but 23.1 million metric tons of  $CO_2e$  (5.7 percent) lower than 2019 levels (404.4 million metric tons of  $CO_2e$ ). Both the 2019 to 2020 decrease and the 2020 to 2021 increase in emissions are likely due in large part to the impacts of the COVID-19 pandemic that were felt globally. Emissions levels in 2020 are anomalous to the long-term trend, and the one-year increase from 2020 to 2021 should be considered in the broader context of the pandemic and subsequent economic recovery that took place over 2021.<sup>22</sup>

GHG emissions inventories for cities are most commonly broken into two categories: (1) Government/Municipal emissions from local government operations and (2) Community – Wide emissions, accounting for emissions from all residents within the jurisdiction. For the City of Weed's baseline emission inventory for the year 2014, the Community – Wide emissions were 57,568 . metric tons of  $CO_2e$  and the Government/Municipal emissions were 1,796 metric tons of  $CO_2e$ , which calculated a per capita rate 13.5 metric tons of  $CO_2e$  per year.

# **Threshold of Significance**

At this time, neither the SCAPCD nor Siskiyou County nor the City of Weed has adopted numerical thresholds of significance for GHG emissions that would apply to the proposed project. The SCAPCD, however, recommends that all projects subject to CEQA review be considered in the context of GHG emissions and climate change impacts, and that CEQA documents include a quantification of GHG

<sup>&</sup>lt;sup>19</sup> United States Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks* 1990 - 2021, April 2023, <a href="https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks">https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks</a>

<sup>&</sup>lt;sup>20</sup> United States Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks* 1990 - 2021, April 2023, <a href="https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks">https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks</a>

<sup>&</sup>lt;sup>21</sup> California Air Resources Board, *Emissions Trends Report* 2000-2021 (2023 Edition), <a href="https://ww2.arb.ca.gov/ghg-inventory-data">https://ww2.arb.ca.gov/ghg-inventory-data</a>

<sup>&</sup>lt;sup>22</sup> California Air Resources Board, *Emissions Trends Report* 2000-2021 (2023 Edition), <a href="https://ww2.arb.ca.gov/ghg-inventory-data">https://ww2.arb.ca.gov/ghg-inventory-data</a>

emissions from all project sources, as well as minimize and mitigate GHG emissions as feasible. The project would generate GHG emissions through long-term operational activities.

In light of the lack of established GHG emissions thresholds that would apply to the proposed project, CEQA allows lead agencies to identify thresholds of significance applicable to a project that are supported by substantial evidence. Substantial evidence is defined in the CEQA statute to mean "facts, reasonable assumptions predicated on facts, and expert opinion supported by facts" (14 CCR 15384(b)).<sup>23</sup> Substantial evidence can be in the form of technical studies, agency staff reports or opinions, expert opinions supported by facts, and prior CEQA assessments and planning documents. Therefore, to establish additional context in which to consider the order of magnitude of the proposed project's GHG emissions, this analysis accounts for the following considerations by other government agencies and associations about what levels of GHG emissions constitute a cumulatively considerable incremental contribution to climate change:

- Sacramento Metropolitan Air Quality Management District (SMAQMD) established thresholds, including 1,100 metric tons of CO<sub>2</sub>e per year for construction and 10,000 direct metric tons of CO<sub>2</sub>e per year from operations.<sup>24</sup>
- Placer County Air Pollution Control District (PCAPCD) recommends a tiered approach to determine if a project's GHG emissions would result in a significant impact. First, project GHG emissions are compared to the de minimis level of 1,100 metric tons of CO<sub>2</sub>e per year. If a project does not exceed this threshold, it does not have significant GHG emissions. If the project exceeds the de minimis level and does not exceed the 10,000 metric tons of CO<sub>2</sub>e per year bright line threshold, then the project's GHG emissions can be compared to the efficiency thresholds. These thresholds are 4.5 metric tons of CO<sub>2</sub>e per-capita for residential projects in an urban area, and 5.5 metric tons of CO<sub>2</sub>e per-capita for residential projects in a rural area.<sup>25</sup>
- South Coast Air Quality Management District (SCAQMD) formed a GHG CEQA Significance
   Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance
   thresholds until statewide significance thresholds or guidelines are established. The SCAQMD
   adopted an interim 10,000 metric tons of CO2e per-year screening level threshold for stationary

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<sup>&</sup>lt;sup>23</sup> 14 CCR 15384 provides the following discussion: "Substantial evidence" as used in the Guidelines is the same as the standard of review used by courts in reviewing agency decisions. Some cases suggest that a higher standard, the so called "fair argument standard" applies when a court is reviewing an agency's decision whether to prepare an EIR. Public Resources Code section 21082.2 was amended in 1993 (Chapter 1131) to provide that substantial evidence shall include "facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts." The statute further provides that "argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment, is not substantial evidence."

<sup>&</sup>lt;sup>24</sup> Sacramento Metropolitan Air Quality Management District, Guide to Air Quality Assessment in Sacramento County, May 2018, <a href="http://www.airquality.org/Residents/CEQA-Land-Use-Planning/CEQA-Guidance-Tools">http://www.airquality.org/Residents/CEQA-Land-Use-Planning/CEQA-Guidance-Tools</a>

<sup>&</sup>lt;sup>25</sup> Placer County Air Pollution Control District, 2017 CEQA Handbook – Chapter 2, Thresholds of Significance. https://placerair.org/DocumentCenter/View/2047/Chapter-2-Thresholds-of-Significance-PDf

source/industrial projects for which the SCAQMD is the lead agency (SCAQMD Resolution No. 08-35, December 5, 2008).

As described, 1,100 metric tons of  $CO_2$ e per year threshold for construction activities and 10,000 metric tons of  $CO_2$ e per year threshold for operations are used by several air districts in the State (for example, SMAQMD, PCAPCD, and SCAQMD) for determining the significance of project-level industrial and/or stationary source GHG emissions. Therefore, the proposed project's GHG emissions were compared to the 1,100 metric tons of  $CO_2$ e per year for construction activities (i.e., offroad equipment and haul trucks) and 10,000 metric tons of  $CO_2$ e per year quantitative threshold for operations (i.e., diesel generators). The substantial evidence for this GHG emissions threshold is based on the expert opinion of various California air districts, which have applied the 1,100 metric tons of  $CO_2$ e per year and 10,000 metric tons of  $CO_2$ e per year thresholds in numerous CEQA documents where those air districts were the lead agency.

SMAQMD provides further information on their use of the 1,100 metric tons of CO<sub>2</sub>e per year threshold for construction activities and 10,000 metric tons of CO<sub>2</sub>e per year threshold for operations within the Justification for Greenhouse Gas Emissions Thresholds of Significance.<sup>26</sup> SMAQMD utilized guidance from the CAPCOA to develop threshold concepts. The goal was to develop thresholds that would ensure that 90 percent of the emissions from proposed stationary source and land development projects would be reviewed to assess the need for additional mitigation measures. According to guidance issued by the CAPCOA, reviewing 90 percent of the proposed projects should be sufficient to meet AB32 goals.

The CAPCOA's CEQA and Climate Change indicated that stationary source significance thresholds could be developed by establishing a threshold that ensures 90 percent of the GHG emissions from projects are reviewed and assessed to determine whether additional mitigation is necessary. The Bay Area, South Coast and San Luis Obispo air districts utilized a minimum of 90 percent emissions rate to set their stationary source thresholds at 10,000 metric tons of  $CO_2e$  per year. Therefore, the use of this threshold is justified by other precedence.

Therefore, this analysis uses the 10,000 metric tons of  $CO_2e$  per year significance threshold to assess potential GHG emissions impacts from the project. Project emissions of less than 10,000 metric tons of  $CO_2e$  per year would indicate that the project's contribution to global climate change would be less than cumulatively considerable.

#### **Project Greenhouse Gas Emissions**

The estimated total construction GHG emissions are 300 metric tons of CO<sub>2</sub>e. As indicated, 30-year amortized annual construction related GHG emissions would be approximately 10 metric tons of CO<sub>2</sub>e.<sup>27</sup>

<sup>&</sup>lt;sup>26</sup> Sacramento Metropolitan Air Quality Management District, Justification for Greenhouse Gas Emissions Thresholds of Significance, September 2014,

https://www.airquality.org/LandUseTransportation/Documents/GHGThresholdsJustificationSept2014.pdf

<sup>&</sup>lt;sup>27</sup> Given that the SCAPCD does not have a policy, construction emissions were amortized over 30 years and added to operational GHG emissions consistent with SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, December 5, 2008, <a href="https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf">https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf</a>

**Table 6: Estimated Construction Greenhouse Gas Emissions** shows the estimated annual construction GHG emissions.

Table 6: Estimated Construction Greenhouse Gas Emissions (metric tons)

Year	Proposed Project Annual CO₂e Metric Tons)
2026	203
2027	97
<b>Total Construction Emissions</b>	300
30-Year Amortized	10

SOURCE: CARB EMFAC and OFFROAD

CalEEMod incorporates GHG emission factors for PacifiCorp. CalEEMod uses an intensity rate of 1,499 pounds of CO<sub>2</sub> per megawatt of electricity produced for PacifiCorp. However, in 2022, PacifiCorp reported an intensity factor of 1,263 pounds of CO<sub>2</sub>e per MWh.<sup>28</sup> The electricity delivered by PacifiCorp and consumed by the project would be subject to SB 100 and the state's RPS, which requires increasing renewable energy to 60 percent by 2030 and 100 percent by 2045. The associated emissions rate is nearly 90 percent cleaner than the latest national average among energy providers. It would be expected that PacifiCorp's GHG intensity for electricity continues to decrease over time and is estimated to be net zero by 2045.

Operation of the proposed project would generate GHG emissions associated with area sources (e.g. landscape maintenance) as well as vehicle trips, energy use, water use/wastewater conveyance, refrigerants, and solid waste disposal. **Table 7: Estimated Annual Operational Greenhouse Gas Emissions** presents the annual GHG emissions generated by the project (including amortized construction emissions), which would be 783 metric tons per year.

Table 7: Estimated Annual Operational Greenhouse Gas Emissions (metric tons)

Source	Proposed Project
Construction (30-year amortized)	10
Mobile	432
Area	<1
Energy	172
Water	<1
Waste	2
Refrigeration	167
Total Emissions	783
Significance Threshold	10,000
Significant Impact?	No

SOURCE: CARB CalEEMod

https://www.pacificpower.net/content/dam/pcorp/documents/en/pacificpower/rates-regulation/california/PP CA PCL Bill Insert PAC-23052 FNL.pdf

<sup>&</sup>lt;sup>28</sup> PacifiCorp 20222 Power Content Label,

# **Consistency with State and Local GHG Reduction Plans**

The City of Weed 2040 General Plan Update comprehensively incorporates relevant legislation regarding GHG emission reductions in pertinent elements of the 2040 General Plan and incorporates corresponding policies and programs to achieve legislative mandates, regulations, and goals specific to various sectors including transportation, land use, solid waste, renewable energy, energy efficiency and water use. Objectives and policies included in the Air Quality Element of the 2040 General Plan specifically discuss California legislation regarding greenhouse gas emissions reduction targets including AB32 Global Warming Solutions Act of 2006, including meeting greenhouse gas emissions reduction targets established in the legislation. The 2040 General Plan does not conflict with state legislation regarding GHG emissions reduction targets. Consistent with the 2017 Climate Change Scoping Plan Update, the 2040 General Plan sets goals and polices towards achieving the GHG reductions in AB 32 and reducing per capita GHG emissions to no more than six metric tons CO₂e per capita by 2030.<sup>29</sup>

## **POLICY AQ 1.2.1**

The City shall meet California State greenhouse gas emission reduction goals as established by AB 32 and SB 375

#### **POLICY AQ 1.2.2**

The City shall establish transportation demand management programs in collaboration with Siskiyou Regional Transportation Authority to reduce vehicle miles travelled.

#### **PROGRAM AQ 1.2.2.1**

Collaborate with STAGE to promote the use of public transportation.

### **PROGRAM AQ 1.2.2.2**

Demonstrate Promote carpooling and ridesharing programs to reduce dependence on single-occupant vehicles.

CARB's 2022 Scoping Plan extends and expands upon earlier scoping plans with a target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels by 2045. The 2022 Scoping Plan's strategies that are applicable to the project include reducing fossil fuel use, energy demand, and VMT. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

The project would be consistent with these strategies through the project's location and design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards and installing energy-efficient LED lighting, water-efficient faucets and toilets, water efficient landscaping

<sup>&</sup>lt;sup>29</sup> City of Weed, 2024 General Plan, November 9, 2017, <a href="https://core-docs.s3.us-east-1.amazonaws.com/documents/asset/uploaded-file/4838/CWE/4348031/General-Plan Final.pdf">https://core-docs.s3.us-east-1.amazonaws.com/documents/asset/uploaded-file/4838/CWE/4348031/General-Plan Final.pdf</a>

and irrigation, and electric vehicle infrastructure. These standards are intended to encourage more sustainable and environmentally friendly building practices, including the conservation of natural resources and the use of energy-efficient materials and equipment. The project would be served by PacifiCorp, which is required to increase its renewable energy procurement in accordance with SB 100 targets.

# 12.0 SUMMARY

In summary, daily construction emissions would not exceed the significance thresholds, as described in **Section 6**. These impacts are largely due to off-road construction equipment and to a much lesser degree due to off-site construction haul trucks. Construction emissions would be less than significant. Once operational, the project would result in less than significant impacts of criteria air pollutants (**Section 7**). The health impacts due to project operations at nearby existing residences would also be less than significant (**Section 8**). Odor impacts (**Section 9**) and cumulative impacts (**Section 10**) would be less than significant. GHG emissions would also be less than significant (**Section 11**). Therefore, the project would have a less than significant impact on air quality and GHG emissions.

Attachment A

**Construction and Operational Emissions** 

**CalEEMod Input Summary** 

**CalEEMod Output Files** 

**Fugitive VOC Emissions** 

**Health Impacts** 

# Weed, Siskiyou County Gas Station

# CalEEMod Version 2022.1.1.29 Inputs

# **Project Characteristics**

Start of Construction: May 20, 2026

End of Construction: May 18, 2027

Operational Year: 2027

Location: Siskiyou County

Air District: Siskiyou County Air Pollution Control District

Utility Company: PacifiCorp (Electricity)

Land Use Setting: Rural

# **Construction Specifics**

No buildings will be demolished.

a. Site preparation: 10 days

b. Grading/Excavation: 35 days

c. Building Construction: 280 days (includes site construction)

d. Paving: 20 days

e. Painting/Coating: 5 days

No export/import of soil materials expected.

Project site is 303,336 square feet (6.96 acres).

Portion of project site which is asphalt paved is 170,000 square feet (3.90 acres).

Number of parking spaces is 50 (two EV parking spaces).

Area of convenience store is 4,853 square feet.

Area of convenience store, if metal frame, is 4,761 square feet.

Area of landscaping is 34 percent per site plan or 103,134 square feet (2.37 acres).

Construction activities will occur between 8 am and 5 pm Monday through Friday.

# **Operational Specifics**

In the public area, there are one tank with regular unleaded gasoline of 20,000 gallons and one tank with a separation creating 8,000 gallons of regular unleaded gasoline and 12,000 gallons of diesel fuel. In the commercial truck area, there are one tank with 20,000 gallons of diesel fuel and one tank with separation creating 20,000 gallons of diesel fuel. All fuel tanks will be underground.

# 12 fuel pumps.

According to the California Annual Retail Fuel Outlet Report Results, the average annual throughput of gasoline fuel was 1,408,528 gallons and the average annual throughput of diesel fuel was 347,947 gallons during 2022. Anticipated throughput for both gasoline and diesel would be lower than the values noted.

According to the California Annual Retail Fuel Outlet Report Results, the maximum annual throughput of gasoline fuel was 1,668,383 gallons and the maximum annual throughput of diesel fuel was 388,767 gallons between 2010 and 2022. Anticipated throughput for both gasoline and diesel would be lower than the values noted.

Development will make use of local Water Efficient Landscape Ordinance (WELO) irrigation best practices and two EV charging spaces.

The estimated annual natural gas usage is 163,611.55 kBTU/year (model defaults).

The estimated annual electricity usage is 20,000 kWh/month or 240,000 kWh/year.

The estimated indoor and outdoor water usage (gallons/year) is 1,760 cubic feet/month (13,166 gallons/month or 157,992 gallons/year).

The estimated tons of solid waste generated per year (tons/year) is 5.08 tons (model defaults).

The proposed project is estimated to generate 4,430 gross daily trips, with 408 trips during the a.m. peak hour and 367 trips during the p.m. peak hour. Due to the project's location and proximity to I-5, most of the project trips would already be traveling on I-5 and diverting to patronize the proposed project. Trips that require diversion from roadways within the vicinity are referred as "diverted" trips and affect traffic along the streets near the proposed project. Therefore, the proposed project is anticipated to generate 756 net daily trips (275,896 trips per year and 1,020,146 vehicle miles per year), with 78 net trips during the a.m. peak hour and 68 net trips during the p.m. peak hour. It has been assumed that the majority of the truck coming to the gas station will be diverted from the I-5 interchange. Therefore, all the truck trips have been considered as diverted trips. As a result, all net trips are associated with the convenience store/gas station and no net trips are associated with the truck stop.On-Road fugitive dust inputs left as default.

# **Utility Information**

Per CalEEMod, Greenhouse Gas intensity factor: 1,499 lbs of CO<sub>2</sub>e per MWh (PacifiCorp). However, in 2022, PacifiCorp reported an intensity factor of 1,263 lbs of CO<sub>2</sub>e per MWh.

# **Estimated Construction Schedule**

Description	Start	End	Working Days
Site Preparation	5/20/2026	6/2/2026	10
Grading	6/3/2026	7/21/2026	35
<b>Building Construction</b>	7/22/2026	4/13/2027	190
Paving	4/14/2027	5/11/2027	20
Architectural Coating	5/12/2027	5/18/2027	5

SOURCE: CARB CalEEMod Version 2022.1.

# **Estimated Construction Equipment Usage**

Phase	Equipment	Amount	Daily Hours	HP	Load Factor
Site Preparation	Rubber Tired Dozers	3	8	367	0.4
Site Preparation	Tractors/Loaders/Backhoes	4	8	84	0.37
Grading	Excavators	1	8	36	0.38
Grading	Graders	1	8	148	0.41
Grading	Rubber Tired Dozers	1	8	367	0.4
Grading	Tractors/Loaders/Backhoes	3	8	84	0.37
Building Construction	Cranes	1	7	367	0.29
Building Construction	Forklifts	3	8	82	0.2
Building Construction	Generator Sets	1	8	14	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7	84	0.37
<b>Building Construction</b>	Welders	1	8	46	0.45
Paving	Pavers	2	8	81	0.42
Paving	Paving Equipment	2	8	89	0.36
Paving	Rollers	2	8	36	0.38
Architectural Coating	Air Compressors	1	6	37	0.48

SOURCE: CARB CalEEMod Version 2022.1.

# Weed, Siskiyou County Gas Station Custom Report

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# 1. Basic Project Information

#### 1.1. Basic Project Information

Data Field	Value
Project Name	Weed, Siskiyou County Gas Station
Construction Start Date	5/20/2026
Operational Year	2028
Lead Agency	_
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.20
Precipitation (days)	53.4
Location	41.39840650794301, -122.3759296711419
County	Siskiyou
City	Weed
Air District	Siskiyou County APCD
Air Basin	Northeast Plateau
TAZ	166
EDFZ	0-D
Electric Utility	PacifiCorp
Gas Utility	_
App Version	2022.1.1.29

#### 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq	Special Landscape	Population	Description
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				3 24 (4 7		Area (sq ft)		

Convenience Market with Gas Pumps	12.0	Pump	6.96	4,853	103,134	0.00	_	_
Parking Lot	50.0	Space	0.45	0.00	0.00	0.00	_	_

#### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-B	Water Active Demolition Sites
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads

## 2. Emissions Summary

#### 2.1. Construction Emissions Compared Against Thresholds

Un/Mit.	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	25.4	25.3	29.2	29.8	0.05	1.24	19.8	21.0	1.14	10.1	11.3	_	5,464	5,464	0.22	0.05	0.60	5,485
Mit.	25.4	25.3	29.2	29.8	0.05	1.24	7.81	9.06	1.14	3.97	5.12	_	5,464	5,464	0.22	0.05	0.60	5,485
% Reduced	_	_	_	_	_	_	61%	57%	_	61%	55%	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	1.29	1.08	9.90	13.1	0.02	0.38	0.02	0.40	0.35	0.01	0.35	_	2,437	2,437	0.10	0.02	< 0.005	2,447
Mit.	1.29	1.08	9.90	13.1	0.02	0.38	0.02	0.40	0.35	0.01	0.35	_	2,437	2,437	0.10	0.02	< 0.005	2,447

% Reduced	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	0.71	0.60	5.40	6.73	0.01	0.22	1.24	1.46	0.20	0.61	0.81	_	1,224	1,224	0.05	0.01	0.05	1,229
Mit.	0.71	0.60	5.40	6.73	0.01	0.22	0.50	0.71	0.20	0.24	0.44	_	1,224	1,224	0.05	0.01	0.05	1,229
% Reduced	_	_	_	_	_	_	60%	51%	_	60%	46%	_	_	_	_	-	_	_
Annual (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	0.13	0.11	0.99	1.23	< 0.005	0.04	0.23	0.27	0.04	0.11	0.15	_	203	203	0.01	< 0.005	0.01	203
Mit.	0.13	0.11	0.99	1.23	< 0.005	0.04	0.09	0.13	0.04	0.04	0.08	_	203	203	0.01	< 0.005	0.01	203
% Reduced	_	_	_	_	-	-	60%	51%	_	60%	46%	-	_	_	_	_	_	_

#### 2.2. Construction Emissions by Year, Unmitigated

Year	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2026	3.84	3.24	29.2	29.8	0.05	1.24	19.8	21.0	1.14	10.1	11.3	_	5,464	5,464	0.22	0.05	0.60	5,485
2027	25.4	25.3	9.43	13.0	0.02	0.34	0.13	0.42	0.31	0.03	0.32	_	2,437	2,437	0.10	0.02	0.48	2,447
Daily - Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2026	1.29	1.08	9.90	13.1	0.02	0.38	0.02	0.40	0.35	0.01	0.35	_	2,437	2,437	0.10	0.02	< 0.005	2,447
2027	1.24	1.04	9.43	13.0	0.02	0.34	0.02	0.36	0.31	0.01	0.32	_	2,436	2,436	0.10	0.02	< 0.005	2,446
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2026	0.71	0.60	5.40	6.73	0.01	0.22	1.24	1.46	0.20	0.61	0.81	_	1,224	1,224	0.05	0.01	0.05	1,229

2027	0.65	0.60	2.30	3.23	0.01	0.08	0.01	0.10	0.08	< 0.005	0.08	_	583	583	0.02	0.01	0.02	585
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2026	0.13	0.11	0.99	1.23	< 0.005	0.04	0.23	0.27	0.04	0.11	0.15	_	203	203	0.01	< 0.005	0.01	203
2027	0.12	0.11	0.42	0.59	< 0.005	0.02	< 0.005	0.02	0.01	< 0.005	0.01	_	96.5	96.5	< 0.005	< 0.005	< 0.005	96.9

#### 2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2026	3.84	3.24	29.2	29.8	0.05	1.24	7.81	9.06	1.14	3.97	5.12	_	5,464	5,464	0.22	0.05	0.60	5,485
2027	25.4	25.3	9.43	13.0	0.02	0.34	0.13	0.42	0.31	0.03	0.32	_	2,437	2,437	0.10	0.02	0.48	2,447
Daily - Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2026	1.29	1.08	9.90	13.1	0.02	0.38	0.02	0.40	0.35	0.01	0.35	_	2,437	2,437	0.10	0.02	< 0.005	2,447
2027	1.24	1.04	9.43	13.0	0.02	0.34	0.02	0.36	0.31	0.01	0.32	_	2,436	2,436	0.10	0.02	< 0.005	2,446
Average Daily	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_
2026	0.71	0.60	5.40	6.73	0.01	0.22	0.50	0.71	0.20	0.24	0.44	_	1,224	1,224	0.05	0.01	0.05	1,229
2027	0.65	0.60	2.30	3.23	0.01	0.08	0.01	0.10	0.08	< 0.005	0.08	_	583	583	0.02	0.01	0.02	585
Annual	_	_	_	_	<u> </u>	_	_	_	_	_	_	_	_	_	_	_	_	_
2026	0.13	0.11	0.99	1.23	< 0.005	0.04	0.09	0.13	0.04	0.04	0.08	_	203	203	0.01	< 0.005	0.01	203
2027	0.12	0.11	0.42	0.59	< 0.005	0.02	< 0.005	0.02	0.01	< 0.005	0.01	_	96.5	96.5	< 0.005	< 0.005	< 0.005	96.9

#### 2.4. Operations Emissions Compared Against Thresholds

Un/Mit	TOG	ROG	NOx	CO	SO2	PM10F	PM10D	PM10T	PM2.5E	PM2 5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
OT II, IVIIICI	1.00	1.100	11107		1002	1	11 111100	1	I WILLOL	1.1112.00	1	1000	1.10002	002.	0	1 1 2 0	1.,	0020

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	4.15	3.84	4.02	25.5	0.06	0.07	4.68	4.75	0.07	1.19	1.26	2.77	6,918	6,921	0.57	0.31	1,024	8,051
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	4.11	3.77	4.86	27.9	0.06	0.07	4.68	4.75	0.07	1.19	1.26	2.77	6,737	6,740	0.63	0.35	1,007	7,866
Average Daily (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	3.37	3.18	2.42	15.4	0.03	0.04	1.93	1.97	0.03	0.49	0.53	2.77	3,590	3,593	0.51	0.18	1,009	4,667
Annual (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Unmit.	0.61	0.58	0.44	2.81	< 0.005	0.01	0.35	0.36	0.01	0.09	0.10	0.46	594	595	0.08	0.03	167	773

#### 2.5. Operations Emissions by Sector, Unmitigated

Sector	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	3.97	3.67	3.98	25.2	0.06	0.07	4.68	4.75	0.07	1.19	1.26	_	5,877	5,877	0.27	0.31	17.5	5,993
Area	0.18	0.17	< 0.005	0.21	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.87	0.87	< 0.005	< 0.005	_	0.87
Energy	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1,038	1,038	0.03	< 0.005	_	1,040
Water	_	_	_	_	_	_	_	_	_	_	_	0.03	1.57	1.61	< 0.005	< 0.005	_	1.72
Waste	_	_	_	_	_	_	_	_	_	_	_	2.74	0.00	2.74	0.27	0.00	_	9.59
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	1,006	1,006
Total	4.15	3.84	4.02	25.5	0.06	0.07	4.68	4.75	0.07	1.19	1.26	2.77	6,918	6,921	0.57	0.31	1,024	8,051
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Mobile	3.96	3.63	4.81	27.9	0.06	0.07	4.68	4.75	0.07	1.19	1.26	_	5,698	5,698	0.32	0.34	0.45	5,808
Area	0.14	0.14	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Energy	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1,038	1,038	0.03	< 0.005	_	1,040
Water	_	_	_	_	_	_	_	_	_	_	_	0.03	1.57	1.61	< 0.005	< 0.005	_	1.72
Waste	_	_	_	_	_	_	_	_	_	_	_	2.74	0.00	2.74	0.27	0.00	_	9.59
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	1,006	1,006
Total	4.11	3.77	4.86	27.9	0.06	0.07	4.68	4.75	0.07	1.19	1.26	2.77	6,737	6,740	0.63	0.35	1,007	7,866
Average Daily	_	_	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	-
Mobile	3.20	3.03	2.38	15.2	0.02	0.03	1.93	1.97	0.03	0.49	0.52	_	2,549	2,549	0.21	0.17	3.24	2,610
Area	0.16	0.16	< 0.005	0.10	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.43	0.43	< 0.005	< 0.005	_	0.43
Energy	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1,038	1,038	0.03	< 0.005	_	1,040
Water	_	_	_	_	_	_	_	_	_	_	_	0.03	1.57	1.61	< 0.005	< 0.005	_	1.72
Waste	_	_	_	_	_	_	_	_	_	_	_	2.74	0.00	2.74	0.27	0.00	_	9.59
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	1,006	1,006
Total	3.37	3.18	2.42	15.4	0.03	0.04	1.93	1.97	0.03	0.49	0.53	2.77	3,590	3,593	0.51	0.18	1,009	4,667
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	0.58	0.55	0.43	2.78	< 0.005	0.01	0.35	0.36	0.01	0.09	0.10	_	422	422	0.03	0.03	0.54	432
Area	0.03	0.03	< 0.005	0.02	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.07	0.07	< 0.005	< 0.005	_	0.07
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	172	172	< 0.005	< 0.005	_	172
Water	_	_	_	_	_	_	_	_	_	_	_	0.01	0.26	0.27	< 0.005	< 0.005	_	0.29
Waste	_	_	_	_	_	_	_	_	_	_	_	0.45	0.00	0.45	0.05	0.00	_	1.59
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	167	167
Total	0.61	0.58	0.44	2.81	< 0.005	0.01	0.35	0.36	0.01	0.09	0.10	0.46	594	595	0.08	0.03	167	773

#### 2.6. Operations Emissions by Sector, Mitigated

Sector	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	3.97	3.67	3.98	25.2	0.06	0.07	4.68	4.75	0.07	1.19	1.26	_	5,877	5,877	0.27	0.31	17.5	5,993
Area	0.18	0.17	< 0.005	0.21	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.87	0.87	< 0.005	< 0.005	_	0.87
Energy	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1,038	1,038	0.03	< 0.005	_	1,040
Water	_	_	_	_	_	_	_	_	_	_	_	0.03	1.57	1.61	< 0.005	< 0.005	_	1.72
Waste	_	_	_	_	_	_	_	_	_	_	_	2.74	0.00	2.74	0.27	0.00	_	9.59
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	1,006	1,006
Total	4.15	3.84	4.02	25.5	0.06	0.07	4.68	4.75	0.07	1.19	1.26	2.77	6,918	6,921	0.57	0.31	1,024	8,051
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	3.96	3.63	4.81	27.9	0.06	0.07	4.68	4.75	0.07	1.19	1.26	_	5,698	5,698	0.32	0.34	0.45	5,808
Area	0.14	0.14	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Energy	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1,038	1,038	0.03	< 0.005	_	1,040
Water	_	_	_	_	_	_	_	_	_	_	_	0.03	1.57	1.61	< 0.005	< 0.005	_	1.72
Waste	_	_	_	_	_	_	_	_	_	_	_	2.74	0.00	2.74	0.27	0.00	_	9.59
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	1,006	1,006
Total	4.11	3.77	4.86	27.9	0.06	0.07	4.68	4.75	0.07	1.19	1.26	2.77	6,737	6,740	0.63	0.35	1,007	7,866
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Mobile	3.20	3.03	2.38	15.2	0.02	0.03	1.93	1.97	0.03	0.49	0.52	_	2,549	2,549	0.21	0.17	3.24	2,610
Area	0.16	0.16	< 0.005	0.10	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.43	0.43	< 0.005	< 0.005	_	0.43
Energy	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1,038	1,038	0.03	< 0.005	_	1,040
Water	_	_	_	_	_	_	_	_	_	_	_	0.03	1.57	1.61	< 0.005	< 0.005	_	1.72
Waste	_	_	_	_	_	_	_	_	_	_	_	2.74	0.00	2.74	0.27	0.00	_	9.59
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	1,006	1,006
Total	3.37	3.18	2.42	15.4	0.03	0.04	1.93	1.97	0.03	0.49	0.53	2.77	3,590	3,593	0.51	0.18	1,009	4,667
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Mobile	0.58	0.55	0.43	2.78	< 0.005	0.01	0.35	0.36	0.01	0.09	0.10	_	422	422	0.03	0.03	0.54	432
Area	0.03	0.03	< 0.005	0.02	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.07	0.07	< 0.005	< 0.005	_	0.07
Energy	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	172	172	< 0.005	< 0.005	_	172
Water	_	_	_	_	_	_	_	_	_	_	_	0.01	0.26	0.27	< 0.005	< 0.005	_	0.29
Waste	_	_	_	_	_	_	_	_	_	_	_	0.45	0.00	0.45	0.05	0.00	_	1.59
Refrig.	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	167	167
Total	0.61	0.58	0.44	2.81	< 0.005	0.01	0.35	0.36	0.01	0.09	0.10	0.46	594	595	0.08	0.03	167	773

## 3. Construction Emissions Details

## 3.1. Site Preparation (2026) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	всо2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	3.74	3.14	29.2	28.8	0.05	1.24	_	1.24	1.14	_	1.14	_	5,298	5,298	0.21	0.04		5,316
Dust From Material Movemen	 nt	_	_	_	_	_	19.7	19.7	_	10.1	10.1	_	_	_	_	_	_	_
Onsite truck	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Off-Roa Equipmeı		0.09	0.80	0.79	< 0.005	0.03	_	0.03	0.03	_	0.03	_	145	145	0.01	< 0.005	_	146
Dust From Material Movemer		_	_	_		_	0.54	0.54	_	0.28	0.28	_	_	_	_	_	_	_
Onsite truck	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_
Off-Roa d Equipm ent	0.02	0.02	0.15	0.14	< 0.005	0.01	_	0.01	0.01	_	0.01	_	24.0	24.0	< 0.005	< 0.005	_	24.1
Dust From Material Movemer	 t	_	_	_	_	_	0.10	0.10	_	0.05	0.05	_	_	_	_	_	_	_
Onsite truck	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	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	-	-	_	_	_	_	_	_	_	-	_	_	_	_	_	-
Worker	0.10	0.09	0.07	0.97	0.00	0.00	0.15	0.15	0.00	0.03	0.03	_	166	166	0.01	0.01	0.60	168
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	4.39	4.39	< 0.005	< 0.005	0.01	4.45
Vendor	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	0.00
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.73	0.73	< 0.005	< 0.005	< 0.005	0.74
Vendor	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	0.00
Hauling	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	0.00

#### 3.2. Site Preparation (2026) - Mitigated

Location		ROG	NOx	СО	SO2	PM10E	PM10D	PM10T		PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	3.74	3.14	29.2	28.8	0.05	1.24	_	1.24	1.14	_	1.14	_	5,298	5,298	0.21	0.04	_	5,316
Dust From Material Movemer	—	_	_	_	_	_	7.67	7.67	_	3.94	3.94	_	_	_	_	_	_	_
Onsite truck	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_		_	_
Off-Roa d Equipm ent	0.10	0.09	0.80	0.79	< 0.005	0.03	_	0.03	0.03	_	0.03	_	145	145	0.01	< 0.005	_	146
Dust From Material Movemer	—	_	_	_	_	_	0.21	0.21	_	0.11	0.11	_	_	_	_	_	_	_

Onsite truck	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.02	0.02	0.15	0.14	< 0.005	0.01	_	0.01	0.01	_	0.01	_	24.0	24.0	< 0.005	< 0.005	_	24.1
Dust From Material Movemer		_	_	_	_	_	0.04	0.04	_	0.02	0.02	_	_	_	_	_	_	_
Onsite truck	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	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.10	0.09	0.07	0.97	0.00	0.00	0.15	0.15	0.00	0.03	0.03	_	166	166	0.01	0.01	0.60	168
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	4.39	4.39	< 0.005	< 0.005	0.01	4.45
Vendor	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	0.00
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.73	0.73	< 0.005	< 0.005	< 0.005	0.74
Vendor	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	0.00
Hauling	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	0.00

#### 3.3. Grading (2026) - Unmitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.96	1.65	15.0	17.4	0.03	0.65	_	0.65	0.59	_	0.59	_	2,960	2,960	0.12	0.02	_	2,970
Dust From Material Movemer	_ t	_	_	_	_	_	7.08	7.08	_	3.42	3.42	_	_	_	_		_	_
Onsite truck	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.19	0.16	1.44	1.67	< 0.005	0.06	_	0.06	0.06	_	0.06	_	284	284	0.01	< 0.005	_	285
Dust From Material Movemer	 t	_	_	_	_	_	0.68	0.68	_	0.33	0.33	_	_	_	_	_	_	_
Onsite truck	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	0.00
Annual	_	_	_	_	_				_	_		_		_	_	_	_	_

Off-Roa d Equipm ent	0.03	0.03	0.26	0.31	< 0.005	0.01	_	0.01	0.01	_	0.01	_	47.0	47.0	< 0.005	< 0.005	_	47.1
Dust From Material Movemer	— t	_	_	_	_	_	0.12	0.12	_	0.06	0.06	_	_	_	_	_	_	_
Onsite truck	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	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	-	-	-	_	-	_	_	_	_	_	-	_	_	_	_	_	_
Worker	0.08	0.08	0.06	0.83	0.00	0.00	0.13	0.13	0.00	0.03	0.03	_	142	142	0.01	0.01	0.52	144
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	-	-	_	_	-	_	_	-	-	_	_	-	_	_	-	-	_
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	13.2	13.2	< 0.005	< 0.005	0.02	13.4
Vendor	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	0.00
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.18	2.18	< 0.005	< 0.005	< 0.005	2.21
Vendor	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	0.00
Hauling	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	0.00

#### 3.4. Grading (2026) - Mitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_	_
Off-Roa d Equipm ent	1.96	1.65	15.0	17.4	0.03	0.65	_	0.65	0.59	_	0.59	_	2,960	2,960	0.12	0.02	_	2,970
Dust From Material Movemer	— nt	_	_	_	_	_	2.76	2.76	_	1.34	1.34	_	_	_	_	_	_	_
Onsite truck	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	
Average Daily		_	_		_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.19	0.16	1.44	1.67	< 0.005	0.06	_	0.06	0.06	_	0.06	_	284	284	0.01	< 0.005	_	285
Dust From Material Movemer	—	_	_	_	_	-	0.26	0.26	_	0.13	0.13	_	_	_	_	_	_	_
Onsite truck	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.03	0.03	0.26	0.31	< 0.005	0.01	_	0.01	0.01	_	0.01	_	47.0	47.0	< 0.005	< 0.005	_	47.1

Dust From Material Movemer	 nt	_	_	_	_	_	0.05	0.05	_	0.02	0.02	_	_		_	_	_	_
Onsite truck	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	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.08	0.08	0.06	0.83	0.00	0.00	0.13	0.13	0.00	0.03	0.03	_	142	142	0.01	0.01	0.52	144
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	-	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	13.2	13.2	< 0.005	< 0.005	0.02	13.4
Vendor	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	0.00
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.18	2.18	< 0.005	< 0.005	< 0.005	2.21
Vendor	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	0.00
Hauling	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	0.00

## 3.5. Building Construction (2026) - Unmitigated

Lo	ocation	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Oı	nsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Daily, Summer (Max)	_			_	_		_		_				_		_	_		_
Off-Roa d Equipm ent	1.28	1.07	9.85	13.0	0.02	0.38	_	0.38	0.35	_	0.35	_	2,397	2,397	0.10	0.02	_	2,405
Onsite truck	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.28	1.07	9.85	13.0	0.02	0.38	_	0.38	0.35	-	0.35	_	2,397	2,397	0.10	0.02	_	2,405
Onsite truck	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	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.41	0.34	3.14	4.14	0.01	0.12	_	0.12	0.11	_	0.11	_	765	765	0.03	0.01	_	767
Onsite truck	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.07	0.06	0.57	0.75	< 0.005	0.02	_	0.02	0.02	_	0.02	_	127	127	0.01	< 0.005	_	127
Onsite truck	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	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	-	_	-	_	-	_	-	-	_	-	_	_	_	_	_	_	_

Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	14.7	14.7	< 0.005	< 0.005	0.05	14.9
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	26.0	26.0	< 0.005	< 0.005	0.07	27.2
Hauling	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	14.0	14.0	< 0.005	< 0.005	< 0.005	14.2
Vendor	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	26.0	26.0	< 0.005	< 0.005	< 0.005	27.1
Hauling	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	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	4.53	4.53	< 0.005	< 0.005	0.01	4.60
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	8.30	8.30	< 0.005	< 0.005	0.01	8.66
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.75	0.75	< 0.005	< 0.005	< 0.005	0.76
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	1.37	1.37	< 0.005	< 0.005	< 0.005	1.43
Hauling	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	0.00

#### 3.6. Building Construction (2026) - Mitigated

Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)		_	_	_	_	_	_	_	_		_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.28	1.07	9.85	13.0	0.02	0.38	_	0.38	0.35	_	0.35	_	2,397	2,397	0.10	0.02	_	2,405

Onsite truck	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	_	_	_
Off-Roa d Equipm ent	1.28	1.07	9.85	13.0	0.02	0.38	_	0.38	0.35	_	0.35	_	2,397	2,397	0.10	0.02	_	2,405
Onsite truck	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	0.00
Average Daily	_	_	_	_	_	_	-	-	_	_	-	_	-	-	_	_	_	-
Off-Roa d Equipm ent	0.41	0.34	3.14	4.14	0.01	0.12	_	0.12	0.11	_	0.11	_	765	765	0.03	0.01	_	767
Onsite truck	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.07	0.06	0.57	0.75	< 0.005	0.02	_	0.02	0.02	_	0.02	_	127	127	0.01	< 0.005	_	127
Onsite truck	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	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	-	_	_	_	_	_	-	-	_	_	_	-	_	-	-	_
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	14.7	14.7	< 0.005	< 0.005	0.05	14.9
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	26.0	26.0	< 0.005	< 0.005	0.07	27.2
Hauling	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	14.0	14.0	< 0.005	< 0.005	< 0.005	14.2
Vendor	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	26.0	26.0	< 0.005	< 0.005	< 0.005	27.1
Hauling	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	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	4.53	4.53	< 0.005	< 0.005	0.01	4.60
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	8.30	8.30	< 0.005	< 0.005	0.01	8.66
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.75	0.75	< 0.005	< 0.005	< 0.005	0.76
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	1.37	1.37	< 0.005	< 0.005	< 0.005	1.43
Hauling	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	0.00

# 3.7. Building Construction (2027) - Unmitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.23	1.03	9.39	12.9	0.02	0.34	_	0.34	0.31	_	0.31	_	2,397	2,397	0.10	0.02	_	2,405
Onsite truck	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	

Off-Roa d Equipm ent	1.23	1.03	9.39	12.9	0.02	0.34	_	0.34	0.31	_	0.31	_	2,397	2,397	0.10	0.02	_	2,405
Onsite truck	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	0.00
Average Daily	-	-	_	-	_	-	-	-	_	-	-	_	_	_	_	-	-	_
Off-Roa d Equipm ent	0.25	0.21	1.89	2.61	< 0.005	0.07	_	0.07	0.06	_	0.06	_	483	483	0.02	< 0.005	_	485
Onsite truck	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.05	0.04	0.35	0.48	< 0.005	0.01	_	0.01	0.01	_	0.01	-	80.0	80.0	< 0.005	< 0.005	_	80.3
Onsite truck	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	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	14.4	14.4	< 0.005	< 0.005	0.05	14.7
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	25.4	25.4	< 0.005	< 0.005	0.06	26.5
Hauling	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	-	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	13.8	13.8	< 0.005	< 0.005	< 0.005	14.0
Vendor	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	25.4	25.4	< 0.005	< 0.005	< 0.005	26.5
Hauling	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	0.00

Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.81	2.81	< 0.005	< 0.005	< 0.005	2.85
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	5.13	5.13	< 0.005	< 0.005	0.01	5.34
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.47	0.47	< 0.005	< 0.005	< 0.005	0.47
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.85	0.85	< 0.005	< 0.005	< 0.005	0.88
Hauling	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	0.00

## 3.8. Building Construction (2027) - Mitigated

				J,					,	<b>,</b> ,,	,							_
Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.23	1.03	9.39	12.9	0.02	0.34	_	0.34	0.31	_	0.31	_	2,397	2,397	0.10	0.02	_	2,405
Onsite truck	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	1.23	1.03	9.39	12.9	0.02	0.34	_	0.34	0.31	_	0.31	_	2,397	2,397	0.10	0.02	_	2,405
Onsite truck	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	0.00

A., or = = =																		
Average Daily				_	_	_		_	_	_	_	_		_				
Off-Roa d Equipm ent	0.25	0.21	1.89	2.61	< 0.005	0.07	_	0.07	0.06	_	0.06	_	483	483	0.02	< 0.005	_	485
Onsite truck	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.05	0.04	0.35	0.48	< 0.005	0.01	_	0.01	0.01	_	0.01	_	80.0	80.0	< 0.005	< 0.005	_	80.3
Onsite truck	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	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-	-
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	14.4	14.4	< 0.005	< 0.005	0.05	14.7
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	25.4	25.4	< 0.005	< 0.005	0.06	26.5
Hauling	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	13.8	13.8	< 0.005	< 0.005	< 0.005	14.0
Vendor	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	_	25.4	25.4	< 0.005	< 0.005	< 0.005	26.5
Hauling	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	0.00
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.81	2.81	< 0.005	< 0.005	< 0.005	2.85
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	5.13	5.13	< 0.005	< 0.005	0.01	5.34
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.47	0.47	< 0.005	< 0.005	< 0.005	0.47
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	0.85	0.85	< 0.005	< 0.005	< 0.005	0.88
Hauling	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	0.00

#### 3.9. Paving (2027) - Unmitigated

Location		ROG	NOx	СО	SO2	PM10E		<u> </u>	PM2.5E			BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.88	0.74	6.94	9.95	0.01	0.30	_	0.30	0.27	_	0.27	_	1,511	1,511	0.06	0.01	_	1,516
Paving	0.06	0.06	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	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	0.00
Daily, Winter (Max)	_	-	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.05	0.04	0.38	0.55	< 0.005	0.02	_	0.02	0.02	_	0.02	_	82.8	82.8	< 0.005	< 0.005	_	83.1
Paving	< 0.005	< 0.005	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	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	0.00
Annual	_	_	_	_	_	_	_	_	_		_	_	_	_	_	_	_	_

Off-Roa d Equipm ent	0.01	0.01	0.07	0.10	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	13.7	13.7	< 0.005	< 0.005	_	13.8
Paving	< 0.005	< 0.005	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	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	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	0.08	0.07	0.06	0.77	0.00	0.00	0.13	0.13	0.00	0.03	0.03	_	140	140	0.01	0.01	0.48	142
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	7.38	7.38	< 0.005	< 0.005	0.01	7.49
Vendor	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	0.00
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	1.22	1.22	< 0.005	< 0.005	< 0.005	1.24
Vendor	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	0.00
Hauling	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	0.00

#### 3.10. Paving (2027) - Mitigated

Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.88	0.74	6.94	9.95	0.01	0.30	_	0.30	0.27	_	0.27	_	1,511	1,511	0.06	0.01	_	1,516
Paving	0.06	0.06	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	-	_	-	-	_	_	_	_	_
Average Daily	_	_	_	-	_	-	-	_	-	-	_	_	_	_	_	-	_	-
Off-Roa d Equipm ent	0.05	0.04	0.38	0.55	< 0.005	0.02	_	0.02	0.02	_	0.02	_	82.8	82.8	< 0.005	< 0.005	_	83.1
Paving	< 0.005	< 0.005	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.01	0.01	0.07	0.10	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	13.7	13.7	< 0.005	< 0.005	_	13.8
Paving	< 0.005	< 0.005	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	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	0.00
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	-	-	_	_	-	_	-	-	_	_	_	-	_
Worker	0.08	0.07	0.06	0.77	0.00	0.00	0.13	0.13	0.00	0.03	0.03	_	140	140	0.01	0.01	0.48	142

Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	_	7.38	7.38	< 0.005	< 0.005	0.01	7.49
Vendor	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	0.00
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	1.22	1.22	< 0.005	< 0.005	< 0.005	1.24
Vendor	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	0.00
Hauling	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	0.00

## 3.11. Architectural Coating (2027) - Unmitigated

		200			000							2000		000-			_	000
Location	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.51	BCO2	NBCO2	CO21	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.14	0.11	0.83	1.13	< 0.005	0.02	_	0.02	0.02	_	0.02	_	134	134	0.01	< 0.005	_	134
Architect ural Coating s	25.2	25.2	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	> -0.005	> -0.005	-0.02	-0.01	> -0.005	0.00	0.00	0.00	0.00	0.00	0.00	_	-2.07	-2.07	> -0.005	> -0.005	0.00	-2.17

Daily, Winter (Max)																		
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.83	1.83	< 0.005	< 0.005	_	1.84
Architect ural Coating s	0.35	0.35	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	> -0.005	> -0.005	> -0.005	> -0.005	> -0.005	0.00	0.00	0.00	0.00	0.00	0.00	-	-0.03	-0.03	> -0.005	> -0.005	0.00	-0.03
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.30	0.30	< 0.005	< 0.005	_	0.30
Architect ural Coating s	0.06	0.06	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	> -0.005	> -0.005	> -0.005	> -0.005	> -0.005	0.00	0.00	0.00	0.00	0.00	0.00	-	> -0.005	> -0.005	> -0.005	> -0.005	0.00	> -0.005
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.89	2.89	< 0.005	< 0.005	0.01	2.93
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04
Vendor	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	0.00
Hauling	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	0.00
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.01	0.01	< 0.005	< 0.005	< 0.005	0.01
Vendor	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	0.00
Hauling	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	0.00

## 3.12. Architectural Coating (2027) - Mitigated

		(110, 01		J,	<i>j</i>			(1.07 0.0		<b>,</b>	,							
Location	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	0.14	0.11	0.83	1.13	< 0.005	0.02	_	0.02	0.02	_	0.02	_	134	134	0.01	< 0.005	_	134
Architect ural Coating s	25.2	25.2	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	> -0.005	> -0.005	-0.02	-0.01	> -0.005	0.00	0.00	0.00	0.00	0.00	0.00	_	-2.07	-2.07	> -0.005	> -0.005	0.00	-2.17
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Off-Roa d	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	1.83	1.83	< 0.005	< 0.005	_	1.84
Architect ural Coating s	0.35	0.35	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	> -0.005	> -0.005	> -0.005	> -0.005	> -0.005	0.00	0.00	0.00	0.00	0.00	0.00	_	-0.03	-0.03	> -0.005	> -0.005	0.00	-0.03
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Off-Roa d Equipm ent	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.30	0.30	< 0.005	< 0.005	_	0.30
Architect ural Coating s	0.06	0.06	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Onsite truck	> -0.005	> -0.005	> -0.005	> -0.005	> -0.005	0.00	0.00	0.00	0.00	0.00	0.00	_	> -0.005	> -0.005	> -0.005	> -0.005	0.00	> -0.005
Offsite	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	2.89	2.89	< 0.005	< 0.005	0.01	2.93
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Average Daily	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04
Vendor	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	0.00
Hauling	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	0.00
Annual	_	_	_	_			_	_	_	_	_		_	_	_		_	_

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	_	0.01	0.01	< 0.005	< 0.005	< 0.005	0.01
Vendor	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	0.00
Hauling	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	0.00

# 4. Operations Emissions Details

#### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	-	-	_
Conveni ence Market with Gas Pumps	3.97	3.67	3.98	25.2	0.06	0.07	4.68	4.75	0.07	1.19	1.26	_	5,877	5,877	0.27	0.31	17.5	5,993
Parking Lot	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	0.00
Total	3.97	3.67	3.98	25.2	0.06	0.07	4.68	4.75	0.07	1.19	1.26	_	5,877	5,877	0.27	0.31	17.5	5,993
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps	3.96	3.63	4.81	27.9	0.06	0.07	4.68	4.75	0.07	1.19	1.26	_	5,698	5,698	0.32	0.34	0.45	5,808
Parking Lot	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	0.00
Total	3.96	3.63	4.81	27.9	0.06	0.07	4.68	4.75	0.07	1.19	1.26	_	5,698	5,698	0.32	0.34	0.45	5,808

Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		0.55	0.43	2.78	< 0.005	0.01	0.35	0.36	0.01	0.09	0.10	_	422	422	0.03	0.03	0.54	432
Parking Lot	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	0.00
Total	0.58	0.55	0.43	2.78	< 0.005	0.01	0.35	0.36	0.01	0.09	0.10	_	422	422	0.03	0.03	0.54	432

#### 4.1.2. Mitigated

Land	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Use																		
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	
Conveni ence Market with Gas Pumps	3.97	3.67	3.98	25.2	0.06	0.07	4.68	4.75	0.07	1.19	1.26	_	5,877	5,877	0.27	0.31	17.5	5,993
Parking Lot	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	0.00
Total	3.97	3.67	3.98	25.2	0.06	0.07	4.68	4.75	0.07	1.19	1.26	_	5,877	5,877	0.27	0.31	17.5	5,993
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps	3.96	3.63	4.81	27.9	0.06	0.07	4.68	4.75	0.07	1.19	1.26	_	5,698	5,698	0.32	0.34	0.45	5,808
Parking Lot	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	0.00
Total	3.96	3.63	4.81	27.9	0.06	0.07	4.68	4.75	0.07	1.19	1.26	_	5,698	5,698	0.32	0.34	0.45	5,808

Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps	0.58	0.55	0.43	2.78	< 0.005	0.01	0.35	0.36	0.01	0.09	0.10	_	422	422	0.03	0.03	0.54	432
Parking Lot	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	0.00
Total	0.58	0.55	0.43	2.78	< 0.005	0.01	0.35	0.36	0.01	0.09	0.10	_	422	422	0.03	0.03	0.54	432

#### 4.2. Energy

#### 4.2.1. Electricity Emissions By Land Use - Unmitigated

				<i>3</i> ,						<i></i>								
Land Use	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		_	_	_	_	_		_	_	_			986	986	0.02	< 0.005		987
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	_	986	986	0.02	< 0.005	_	987
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		_	_	_	_	_		_	_	_		_	986	986	0.02	< 0.005		987

Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	_	986	986	0.02	< 0.005	_	987
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps	_	_	_	_	_	_	_	_	_	_	_	_	163	163	< 0.005	< 0.005	_	163
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	_	163	163	< 0.005	< 0.005	_	163

#### 4.2.2. Electricity Emissions By Land Use - Mitigated

							-		, ,		<b>,</b>					,		
Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		_	_	_	_	_	_	_	_	_	_	_	986	986	0.02	< 0.005	_	987
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	<u> </u>	_	_	_	_	_	_	_	_	986	986	0.02	< 0.005	_	987
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		_	_	_	_	_	_	_	_	_	_	_	986	986	0.02	< 0.005	_	987

Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	_	986	986	0.02	< 0.005	_	987
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps	_	_	_	_	_	_	_	_	_	_	_	_	163	163	< 0.005	< 0.005	_	163
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	_	163	163	< 0.005	< 0.005	_	163

#### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	-	-	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	52.4	52.4	< 0.005	< 0.005	_	52.6
Parking Lot	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
Total	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	52.4	52.4	< 0.005	< 0.005	_	52.6
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	52.4	52.4	< 0.005	< 0.005	_	52.6

Parking Lot	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
Total	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	52.4	52.4	< 0.005	< 0.005	_	52.6
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.68	8.68	< 0.005	< 0.005	_	8.71
Parking Lot	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
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.68	8.68	< 0.005	< 0.005	_	8.71

# 4.2.4. Natural Gas Emissions By Land Use - Mitigated

		,		J.	_					J .								
Land Use	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	
Conveni ence Market with Gas Pumps		< 0.005	0.04	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	52.4	52.4	< 0.005	< 0.005		52.6
Parking Lot	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
Total	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	52.4	52.4	< 0.005	< 0.005	_	52.6
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		< 0.005	0.04	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	52.4	52.4	< 0.005	< 0.005	_	52.6
									43 / 76									

Parking Lot	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
Total	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	52.4	52.4	< 0.005	< 0.005	_	52.6
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.68	8.68	< 0.005	< 0.005	_	8.71
Parking Lot	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
Total	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	8.68	8.68	< 0.005	< 0.005	_	8.71

# 4.3. Area Emissions by Source

## 4.3.1. Unmitigated

Source	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Consum er Product s	0.11	0.11	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coating s	0.03	0.03	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Landsca pe Equipm ent	0.04	0.03	< 0.005	0.21	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.87	0.87	< 0.005	< 0.005	_	0.87
Total	0.18	0.17	< 0.005	0.21	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.87	0.87	< 0.005	< 0.005	_	0.87

Daily,	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Winter (Max)																		
Consum er Product s	0.11	0.11	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coating s	0.03	0.03	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	0.14	0.14	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Consum er Product s	0.02	0.02	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coating s	0.01	0.01	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Landsca pe Equipm ent	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.07	0.07	< 0.005	< 0.005	_	0.07
Total	0.03	0.03	< 0.005	0.02	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.07	0.07	< 0.005	< 0.005	_	0.07

#### 4.3.2. Mitigated

		110 (1.07 0.	o.,	Jy, 10	<i>j</i>			(, 6.6	.,	,,	,	,						
Source	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily,	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Summer																		
(Max)																		

Consum er Product s	0.11	0.11	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coating s	0.03	0.03	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Landsca pe Equipm ent	0.04	0.03	< 0.005	0.21	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.87	0.87	< 0.005	< 0.005	_	0.87
Total	0.18	0.17	< 0.005	0.21	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.87	0.87	< 0.005	< 0.005	_	0.87
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Consum er Product s	0.11	0.11	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coating s	0.03	0.03	_	_	-	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	0.14	0.14	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Consum er Product s	0.02	0.02	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Architect ural Coating s	0.01	0.01	_	_	_	_	_	_	_	_	_	_	_		_	_	_	_
Landsca pe Equipm ent	< 0.005	< 0.005	< 0.005	0.02	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.07	0.07	< 0.005	< 0.005	_	0.07

														0.07	0.005			
Total	0.03	0.03	< 0.005	0.02	< 0.005	< 0.005	_	< 0.005	< 0.005	_	< 0.005	_	0.07	0.07	< 0.005	< 0.005	_	0.07

# 4.4. Water Emissions by Land Use

### 4.4.1. Unmitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Conveni ence Market with Gas Pumps		_	_	_	_	_	_	_	_	_	_	0.03	1.57	1.61	< 0.005	< 0.005	_	1.72
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	0.03	1.57	1.61	< 0.005	< 0.005	_	1.72
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		_	_	_	_	_	_	_	_	_	_	0.03	1.57	1.61	< 0.005	< 0.005	_	1.72
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	0.03	1.57	1.61	< 0.005	< 0.005	_	1.72
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Conveni ence Market with Gas Pumps	_	_	_	_	_	_	_	_	_	_	_	0.01	0.26	0.27	< 0.005	< 0.005	_	0.29
Parking Lot	-	-	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	0.01	0.26	0.27	< 0.005	< 0.005	_	0.29

### 4.4.2. Mitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	-
Conveni ence Market with Gas Pumps	_	_	_	_	_		_	_	_	_	_	0.03	1.57	1.61	< 0.005	< 0.005	_	1.72
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	0.03	1.57	1.61	< 0.005	< 0.005	_	1.72
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps	_	_	_	_	_				_	_		0.03	1.57	1.61	< 0.005	< 0.005	_	1.72
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	0.03	1.57	1.61	< 0.005	< 0.005	_	1.72
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Conveni Market with Gas Pumps	_	_	_	_	_	_	_	_	_	_	_	0.01	0.26	0.27	< 0.005	< 0.005	_	0.29
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	0.01	0.26	0.27	< 0.005	< 0.005	_	0.29

# 4.5. Waste Emissions by Land Use

### 4.5.1. Unmitigated

				J.						<i>J</i> ,								
Land Use	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		_	_	_	_	_	_	_	_	_		2.74	0.00	2.74	0.27	0.00	_	9.59
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	2.74	0.00	2.74	0.27	0.00	_	9.59
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		_	_	_	_	_	_	_	_	_	_	2.74	0.00	2.74	0.27	0.00	_	9.59
Parking Lot	_	_	_	_	_	_		_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00

Total	_	_	_	_	_	_	_	_	_	_	_	2.74	0.00	2.74	0.27	0.00	_	9.59
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps	_	_	_	_	_	_			_	_	_	0.45	0.00	0.45	0.05	0.00	_	1.59
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	0.45	0.00	0.45	0.05	0.00	_	1.59

## 4.5.2. Mitigated

			0.,	J, , 10	j			(1.07 0.0		··· <i>y</i> , ····,								
Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		_	_	_	_	_	_	_	_	_	_	2.74	0.00	2.74	0.27	0.00	_	9.59
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	2.74	0.00	2.74	0.27	0.00	_	9.59
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		_	_	_	_	_	_	_	_	_	_	2.74	0.00	2.74	0.27	0.00	_	9.59
Parking Lot	_	_	_	_	_	_	_	_	<b>-</b> 50 / 76	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00

Total	_	_	_	_	_	_	_	_	_	_	_	2.74	0.00	2.74	0.27	0.00	_	9.59
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps	_	_	_		_	_			_	_	_	0.45	0.00	0.45	0.05	0.00	_	1.59
Parking Lot	_	_	_	_	_	_	_	_	_	_	_	0.00	0.00	0.00	0.00	0.00	_	0.00
Total	_	_	_	_	_	_	_	_	_	_	_	0.45	0.00	0.45	0.05	0.00	_	1.59

# 4.6. Refrigerant Emissions by Land Use

## 4.6.1. Unmitigated

Land Use	TOG	ROG	NOx	СО	SO2			PM10T			PM2.5T		NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	1,006	1,006
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	1,006	1,006
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		_	_	_	_		_	_	_	_	_	_	_		_	_	1,006	1,006
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	1,006	1,006

Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	167	167
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	167	167

## 4.6.2. Mitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	СО2Т	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps			_	_	_	_	_	_	_	_	_	_	_	_	_	_	1,006	1,006
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	1,006	1,006
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	1,006	1,006
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	1,006	1,006
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Conveni ence Market with Gas Pumps		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	167	167

Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	167	167

# 4.7. Offroad Emissions By Equipment Type

#### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipm ent Type	TOG	ROG	NOx	со			PM10D	PM10T		PM2.5D			NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

#### 4.7.2. Mitigated

Equipm ent Type	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Annua	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

# 4.8. Stationary Emissions By Equipment Type

#### 4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipm ent Type	TOG	ROG		со	SO2	PM10E		PM10T		PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

#### 4.8.2. Mitigated

Equipm ent Type	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_		_	_		_	_	_	_	_	_	_	_	_	_

Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

## 4.9. User Defined Emissions By Equipment Type

#### 4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipm ent Type						PM10E							NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

#### 4.9.2. Mitigated

				<u> </u>						<u> </u>								
Equipm ent Type	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

## 4.10. Soil Carbon Accumulation By Vegetation Type

#### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetati on	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

• • • • • • • • • • • • • • • • • • • •		110 (1107 0	o.,	a.i.y, to.i.,	<i>j</i>			(, 6.6	.,	··· <i>j</i> , ····,	,							
Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

# 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

	(10)			7						y 1 101 a.							
TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N20	R	CO2e
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
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								-       -	-       -		-       -						

Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
2 3 10 10.																		
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Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

#### 4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetati on	TOG	ROG	NOx	СО	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_		_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Land Use	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Total	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

# 4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Species	TOG	ROG	NOx	со	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Daily, Winter (Max)	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Annual	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Avoided	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Sequest ered	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Remove d	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
Subtotal	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_

# 5. Activity Data

## 5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/20/2026	6/2/2026	5.00	10.0	_
Grading	Grading	6/3/2026	7/21/2026	5.00	35.0	_
Building Construction	Building Construction	7/22/2026	4/13/2027	5.00	190	_
Paving	Paving	4/14/2027	5/11/2027	5.00	20.0	_
Architectural Coating	Architectural Coating	5/12/2027	5/18/2027	5.00	5.00	_

# 5.2. Off-Road Equipment

# 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

## 5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38

Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

# 5.3. Construction Vehicles

# 5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	_	_	_	_
Site Preparation	Worker	17.5	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	0.00	10.6	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	0.00	0.00	HHDT
Grading	_	_	_	_
Grading	Worker	15.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	0.00	10.6	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	0.00	0.00	HHDT

Building Construction	_	_	_	_
Building Construction	Worker	1.55	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	0.80	10.6	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	0.00	0.00	HHDT
Paving	_	_	_	_
Paving	Worker	15.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	0.00	10.6	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	0.00	0.00	HHDT
Architectural Coating	_	_	_	_
Architectural Coating	Worker	0.31	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	0.00	10.6	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	-1.00	0.00	HHDT

# 5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	_	_	_	_
Site Preparation	Worker	17.5	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	0.00	10.6	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	0.00	0.00	HHDT
Grading	_	_	_	_
Grading	Worker	15.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	0.00	10.6	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	0.00	0.00	HHDT

Building Construction	_	_	_	_
Building Construction	Worker	1.55	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	0.80	10.6	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	0.00	0.00	HHDT
Paving	_	_	_	_
Paving	Worker	15.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	0.00	10.6	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	0.00	0.00	HHDT
Architectural Coating	_	_	_	_
Architectural Coating	Worker	0.31	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	0.00	10.6	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	-1.00	0.00	HHDT

#### 5.4. Vehicles

#### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

# 5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	7,280	2,427	1,176

# 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	15.0	0.00	_
Grading	0.00	0.00	20.0	0.00	_
Paving	0.00	0.00	0.00	0.00	0.45

#### 5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

### 5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Convenience Market with Gas Pumps	0.00	0%
Parking Lot	0.45	100%

## 5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	1,499	0.03	< 0.005
2027	0.00	1,499	0.03	< 0.005

## 5.9. Operational Mobile Sources

#### 5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Convenience Market with Gas Pumps	756	756	756	275,896	1,300	6,532	6,532	1,020,146
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

#### 5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Convenience Market with Gas Pumps	756	756	756	275,896	1,300	6,532	6,532	1,020,146
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

# 5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

#### 5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)		Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	7,280	2,427	1,176

#### 5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

#### 5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Convenience Market with Gas Pumps	240,000	1,499	0.0330	0.0040	163,612
Parking Lot	0.00	1,499	0.0330	0.0040	0.00

#### 5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Convenience Market with Gas Pumps	240,000	1,499	0.0330	0.0040	163,612
Parking Lot	0.00	1,499	0.0330	0.0040	0.00

## 5.12. Operational Water and Wastewater Consumption

#### 5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Convenience Market with Gas Pumps	17,976	104,016
Parking Lot	0.00	0.00

#### 5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Convenience Market with Gas Pumps	17,976	104,016
Parking Lot	0.00	0.00

# 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Convenience Market with Gas Pumps	5.08	_
Parking Lot	0.00	_

### 5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)	
Convenience Market with Gas Pumps	5.08	_	
Parking Lot	0.00	_	

# 5.14. Operational Refrigeration and Air Conditioning Equipment

#### 5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0

#### 5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Convenience Market with Gas Pumps	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Convenience Market with Gas Pumps	Supermarket refrigeration and condensing units	R-404A	3,922	26.5	16.5	16.5	18.0

## 5.15. Operational Off-Road Equipment

#### 5.15.1. Unmitigated

Equipment Type Fuel Type Engine Tier Number per Day Hours Per Day Horsepower Load Factor	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
--	----------------	-----------	-------------	----------------	---------------	------------	-------------

#### 5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

## 5.16. Stationary Sources

#### 5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
=qaipinioni iypo	1 401 1990	rtainbor por Day	i loalo poi Day	riodro por rodi	110100001101	

#### 5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
The state of the s					

#### 5.17. User Defined

Equipment Type Fuel Type

### 5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

 Vegetation Land Use Type
 Vegetation Soil Type
 Initial Acres
 Final Acres

#### 5.18.1.2. Mitigated

vegetation ban type   vegetation boil type   mital Alores	Vegetation Land Use Type V	Vegetation Soil Type	Initial Acres	Final Acres
---	----------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

#### 5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
Biomass Cover Type	miliai Acies	Tillal Acies

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type Number Electricity Saved (kWh/year) Natural Gas Saved (btu/year)
--

#### 5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
		= ioonion garoa (iii ii joai)	ratara. Sas Sarsa (Starysar)

# 6. Climate Risk Detailed Report

#### 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	23.3	annual days of extreme heat
Extreme Precipitation	9.05	annual days with precipitation above 20 mm

Sea Level Rise	_	meters of inundation depth
Wildfire	32.8	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

#### 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	1	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

#### 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A

Extreme Precipitation	1	1	1	2
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

# 7. Health and Equity Details

### 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	_
AQ-Ozone	35.2
AQ-PM	0.31
AQ-DPM	4.28
Drinking Water	38.8
Lead Risk Housing	28.6
Pesticides	81.1
Toxic Releases	2.49
Traffic	6.88
Effect Indicators	_
CleanUp Sites	74.2

Groundwater	81.9
Haz Waste Facilities/Generators	61.6
Impaired Water Bodies	51.2
Solid Waste	94.6
Sensitive Population	_
Asthma	38.9
Cardio-vascular	75.4
Low Birth Weights	_
Socioeconomic Factor Indicators	_
Education	35.9
Housing	26.7
Linguistic	16.4
Poverty	63.0
Unemployment	69.1

# 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	_
Above Poverty	33.8380598
Employed	9.713845759
Median HI	26.87026819
Education	_
Bachelor's or higher	50.58385731
High school enrollment	9.739509817
Preschool enrollment	57.97510586
Transportation	_
Auto Access	29.34684974

Active commuting	57.82112152
Social	_
2-parent households	22.26356987
Voting	81.81701527
Neighborhood	_
Alcohol availability	82.42012062
Park access	23.88040549
Retail density	4.850506865
Supermarket access	37.91864494
Tree canopy	94.49505967
Housing	_
Homeownership	59.04016425
Housing habitability	56.79455922
Low-inc homeowner severe housing cost burden	51.12280252
Low-inc renter severe housing cost burden	51.9183883
Uncrowded housing	76.50455537
Health Outcomes	
Insured adults	49.23649429
Arthritis	0.0
Asthma ER Admissions	66.9
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	16.5
Cognitively Disabled	5.5

Physically Disabled	24.6
Heart Attack ER Admissions	18.4
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	60.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	_
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	_
Wildfire Risk	45.0
SLR Inundation Area	0.0
Children	77.6
Elderly	17.9
English Speaking	90.4
Foreign-born	2.3
Outdoor Workers	36.2
Climate Change Adaptive Capacity	_
Impervious Surface Cover	89.7
Traffic Density	8.0
Traffic Access	0.0
Other Indices	_
Hardship	55.2
Other Decision Support	_
2016 Voting	54.2

#### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	50.0
Healthy Places Index Score for Project Location (b)	34.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

#### 7.4. Health & Equity Measures

No Health & Equity Measures selected.

#### 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

### 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

# 8. User Changes to Default Data

Screen	Justification
Land Use	Applicant Response to Data Request
Construction: Construction Phases	Vacant Lot; no buildings will be demolished.
Construction: Dust From Material Movement	No export/import of soil materials expected.
Operations: Energy Use	Applicant Responses to Data Request
Operations: Water and Waste Water	Applicant Responses to Data Request
Operations: Vehicle Data	LSA, Transportation Impact Study, December 2024

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

#### **VOC Emissions from Underground Gasoline Tanks**

Tank	<b>Tank Capacity</b>	Throughput	Throughput	Emission Rate 1	Emission Rate <sup>2</sup>	<b>VOC Emissions</b>	<b>VOC Emissions</b>	<b>VOC Emissions</b>
Number	(gal)	(gal/hr)	(gal/yr)	(lb/10 <sup>3</sup> gal gas)	(lb/10 <sup>3</sup> gal gas)	(lb/hr)	(lb/yr)	(ton/yr)
1	20,000	468	704,264	0.084	0.025	0.051	76.8	0.038
2	8,000	468	704,264	0.084	0.025	0.051	76.8	0.038
<b>Total Breathing</b>	28,000	936	1,408,528	0.084		0.079	118	0.059
Total Working	28,000	936	1,408,528		0.025	0.023	35.2	0.018

<sup>1</sup> Includes emissions from tank breathing and emptying as well as vapor loss between the tank and the gas pump

Hourly (Maximum) Annual (Average)
12 pumps 12 pumps

78 vehicles per peak hour
75 vehicles per day
75 vehicles per day
75 vehicles per day
75 vehicles per day
75 gallons per trip
75 gallons per trip
75 vehicles per average hour
75 vehicles per day
75 gallons per trip
93 gallons per year

<sup>2</sup> Emissions from balanced submerged filling underground tank

#### **VOC Emissions from Fuel Dispensing**

Throughput	Throughput	<b>Emission Factor</b>		VOC Emissions	<b>VOC Emissions</b>
(gal/hr)	(gal/yr)	(lb VOC 10³/gal)		(lb/hr)	(ton/yr)
936	1,408,528	0.74	Refueling	0.693	0.521
936	1,408,528	0.42	Spillage	0.393	0.296
			Total	1.086	0.817

# 2022 CARB & CAPCOA Gasoline Service Station Industrywide Risk Assessment Look-up Tool Version 1.0 - February 18, 2022

Version 1.0 - restructly 16, 2022						
Required Value	User Defined Input	Instructions				
Annual Throughput (gallons/year)	1,408,528	Enter your gas station's annual throughput in gallons of gasoline dispensed per year.				
Hourly Dispensing Throughput (gallons/hour)	700	The tool will calculate the maximum hourly vehicle fueling throughput based on annual throughput as defined by Table 10 of the 2020 Gasoline Service Station Industrywide Risk Assessment Technical Guidance Document (Technical Guidance). If a different value is desired please enter it into cell L4.				
Hourly Loading Throughput (gallons/hour)	8800	The tool will calculate the maximum hourly loading throughput based on annual throughput as defined by Table 10 of the Technical Guidance. If a different value is desired please enter it into cell L5.				
Meteorological Data	Redding	Select appropriate meteorological data. Met sets provided include 2 rural (Redding and Lancaster) and 4 urban (Fresno, Ontario, San Diego, and San Jose) locations. Use whichever best correlates to your location. If you would like to use site-specific meteorological data please refer to the Variable Met Tool.				
Distance to Nearest Resident (meters)	705	Enter the distance to the nearest residential receptor in meters as measured from the edge of the station canopy. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).				
Distance to Nearest Business (meters)	115	Enter the distance to the nearest worker receptor in meters as measured from the edge of the station canopy. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).				
Distance to Acute Receptor (meters)	115	Enter the distance where acute impacts are expected in meters as measured from the edge of the station canopy. This can be the distance to the property boundary, nearest resident, nearest worker, or any other user defined location. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).				
Control Scenario	EVR Phase I & EVR Phase II	Select the appropriate control scenario for your gas station. Please refer to technical Guidance for an explanation of the different control scenarios. Almost all gas stations in California are equipped with EVR Phase I and EVR Phase II controls.				
Include Building Downwash Adjustments	yes	Building downwash may over estimate risk results. High results should be investigated further through site-specific health risk assessment.				
Risk Value	Results					
Max Residential Cancer Risk (chances/million)	0.03					
Max Worker Cancer Risk (chances/million)	0.07					
Chronic HI	0.00					
Acute HI	0.16					

# Appendix F Biological Resources Assessment

# **BIOLOGICAL RESOURCES ASSESSMENT**

PROPOSED 7-ELEVEN FUELING STATION
PORTIONS OF 060-552-380, 060-552-390, 060-601-036 and 060-601-039
WEED, SISKIYOU COUNTY, CALIFORNIA



Prepared for

Point View Environmental

Prepared by **VESTRA** 

SEPTEMBER 2024

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- 4 Bitterbrush Habitat Photograph
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- 8 2024 Botany Survey Area
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# **APPENDICES**

- A NRCS Soils Report
- B U.S. Fish & Wildlife Service Species List (IPAC)

#### 1.0 INTRODUCTION

This Biological Resources Assessment report describes the biological resources present within the project area, conservation measures, study methods, regulatory framework, description of the affected environment, and descriptions of impacts on sensitive resources within the boundary of the proposed 7-Eleven Fueling Station, and all potentially impacted areas surrounding the proposed activities.

# 1.1 Project Description

This project involves the development of a 7-Eleven Fueling Station. The station will include a convenience store and fuel pump areas for vehicles and semi-trucks, plus a parking lot with landscaped areas. Three driveways will access the facility from East Vista Drive and one driveway will extend to Black Butte Drive. A sidewalk will be constructed along Black Butte Drive within already disturbed roadside areas. A pylon sign will be installed adjacent to Interstate 5 (I-5) to advertise to northbound interstate traffic.

# 1.2 Site Description

The project area is located at East Vista Drive and Black Butte Drive on portions of Siskiyou County Assessor's Parcel Numbers (APNs) 060-552-380, 060-552-390, 060-601-036 and 060-601-039. The development of the convenience store and fuel station is proposed on APN 060-601-036. The general site location is shown as Figure 1 and general site layout is shown as Figure 2.

# 2.0 AFFECTED ENVIRONMENT

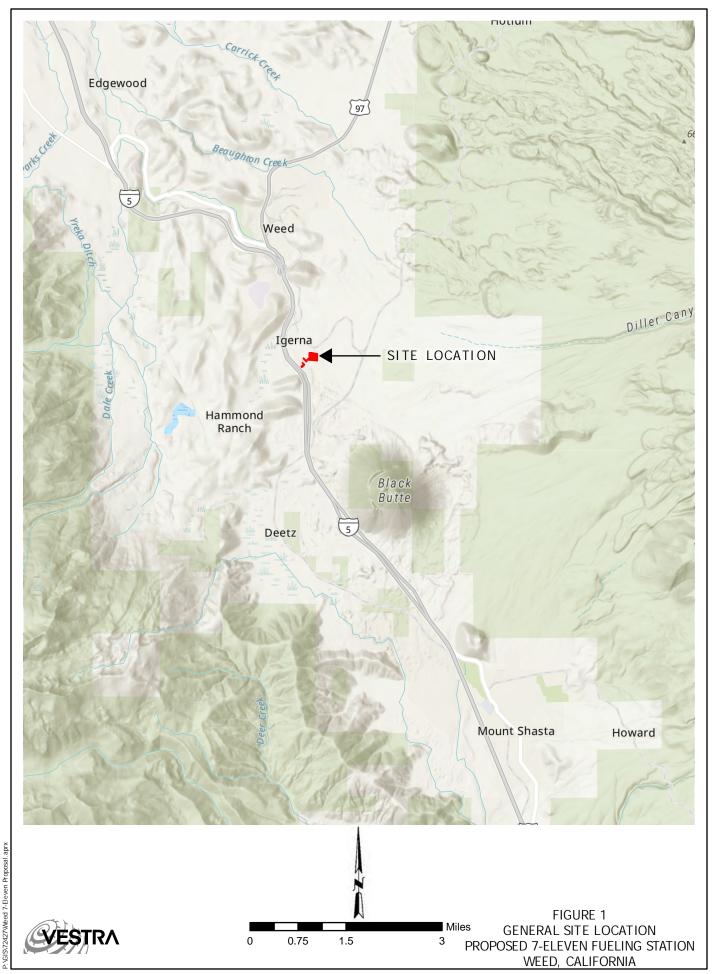
#### 2.1 General Setting

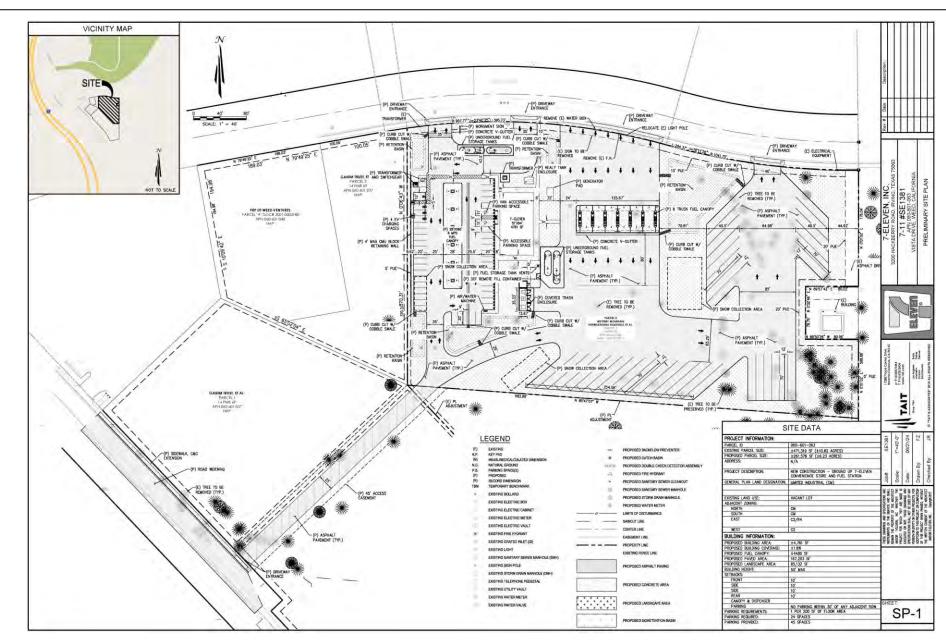
The project is located in the City of Weed, California. The city of Weed is located at the western base of Mount Shasta. Site topography slopes toward the west-southwest. The project area occurs on portions of five parcels, accessed from East Vista Drive and from Black Butte Drive on the western side of Interstate 5. The site is located at an elevation range of 1143 to 1150 meters above mean sea level.

The project site is within a commercial area within the city. I-5 is approximately 0.15 miles to the west. The area includes commercial facilities and vacant graded lots; Grocery Outlet is located to the northwest of the site, Pilot Travel Center is located to the north, and undeveloped lots are located to the west, south, and east.

#### 2.2 Soils

The USDA has mapped the soils in the vicinity of the site. The soil information for this report was found in the Siskiyou County, California, Central Part Soil Survey (2023). Based on a review of the survey information, the Deetz gravelly loamy sand, 0 to 5 percent slopes (125), and Neer-





SOURCE: TAIT & ASSOCIATES 2024

FIGURE 2

GENERAL SITE LAYOUT

PROPOSED 7-ELEVEN FUELING STATION

WEED, CALIFORNIA

Ponto stony sandy loams, 15 to 50 percent slopes complex (196), are located beneath the subject property. The soil survey map and soil descriptions are included as Appendix A.

The Deetz gravelly loamy sand, 0 to 5 percent slopes (125), is somewhat excessively drained with no frequency of flooding or ponding. Runoff is negligible and the depth to the restrictive layers is more than 80 inches.

The Deetz gravelly loamy sand, 5 to 15 percent slopes (126), is somewhat excessively drained with no frequency of flooding or ponding. Runoff is very low and the depth to the restrictive layers is more than 80 inches.

#### 2.3 Climate

The Weed, California area experiences an average of 23.66 inches of annual precipitation. Temperatures can range between 24 degrees Fahrenheit (F) and 85 degrees F. The year-round average high is approximately 63 degrees F and the average low is approximately 35 degrees F. (Western Regional Climate Center 2024).

# 2.4 Hydrology

The site was surveyed for the presence of streams and wetland features, and no aquatic resources were present. The nearest surface water is an unnamed intermittent tributary to Boles Creek located approximately 0.2 miles to the east.

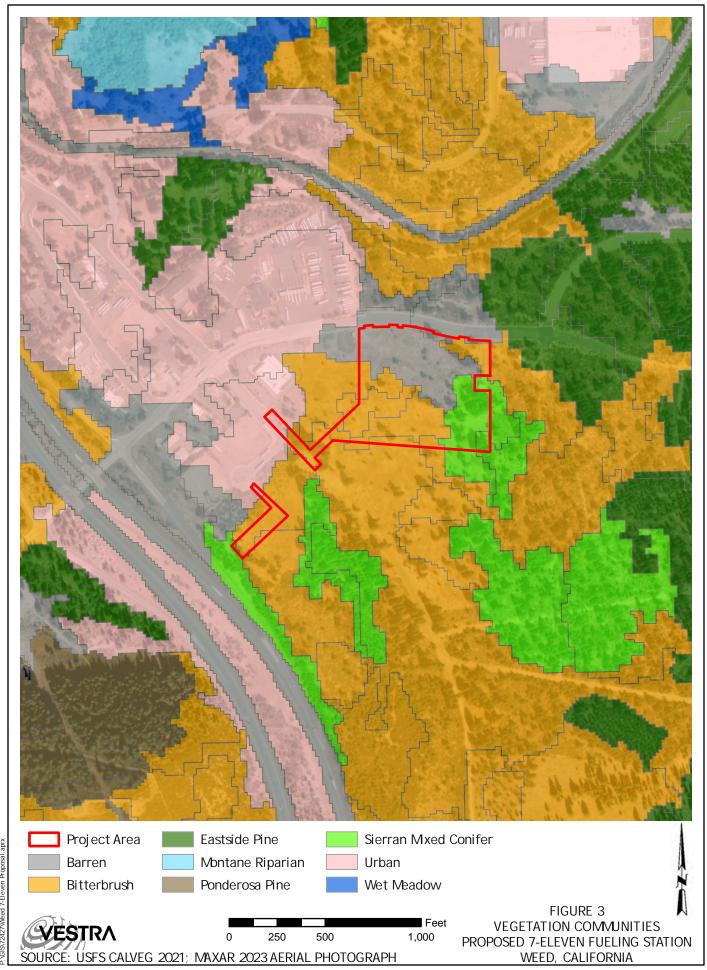
# 2.5 Vegetation Communities

Vegetation within the project area was identified according to CDFW Vegetation Classification and Mapping Program (VegCAMP) data, which identify vegetation communities on a small-scale using definitions published in A Manual of California Vegetation (Sawyer et al. 2009) and a floristic field survey. VegCAMP maps of the project area and surrounding environment are included as Figure 3. The existing vegetation types on the site include Bitterbrush, Sierran Mixed Conifer, and Barren. These vegetation types are described below.

#### 2.5.1 Bitterbrush

Antelope bitterbrush (*Purshia tridentata*) stands range from small, widely spaced shrubs to large, closely spaced shrubs with more than ninety percent canopy cover (Nord 1965). Alliances defined within a Manual of California Vegetation state that Antelope bitterbrush rarely occurs as a pure stand, and usually occurs as a codominant with big sagebrush (*Artemisia tridentata*) or rubber rabbitbrush (*Ericameria nauseosa*). Overstory species found in bitterbrush habitats are ponderosa (*Pinus ponderosa*) or Jeffrey pine (*P. jeffreyi*), lodgepole pine (*P. contorta*), or western juniper (*Juniperus occidentalis*). Understory herbaceous plants vary greatly in composition and density. Examples include Idaho fescue (*Festuca idahoensis*), bottlebrush squirreltail (*Elymus elymoides*), needlegrass (*Stipa* sp.), bluebunch wheatgrass (*Pseudoroegneria spicata*), buckwheat (*Eriogonum sp.*), and *phlox*. The total understory usually makes up less than 10 percent cover.

In general, a healthy bitterbrush community can offer habitat for many species. Bitterbrush is highly digestible and as forage it contains desirable levels of moisture, calcium, phosphorus, and



fat (Hickman 1975). It tolerates considerable browsing. Its leaves and twigs are favored by mule deer (*Odocoileus hemionus*), pronghorn (*Antilocapra americana*), and other undulates. Many species of birds, rodents, and insects eat bitterbrush seeds. Wildlife species found in mature bitterbrush habitat include the western fence lizard (*Sceloporus occidentalis*), gray flycatcher (*Empidonax wrightii*), Brewer's blackbird (*Euphagus cyanocephalus*), green-tailed towhee (*Pipilo chlorurus*), jackrabbits (*Lepus californicus*), chipmunks (*Neotamias* spp.), Belding's ground squirrel (*Urocitellus beldingi*), and badger (*Taxidea taxus*).



Figure 4: Bitterbrush Habitat Area



Figure 5: Bitterbrush with Dead Branches

Bitterbrush habitat dominates the western portion of the project area (Figure 4). The two dominant species observed were rabbitbrush (*Ericameria nauseosa*) and bitterbrush (*Purshia tridentata*). Few sparse Jeffrey pine (*Pinus jeffreyi*) and cedar trees (*Calocedrus decurrens*) are present in this area. The bitterbrush habitat within the project site is heavily degraded and disturbed. *Purshia tridentata* individuals are struggling to survive and most shrubs exhibited dead branches on more than half of the plant (Figure 5). Evidence of heavy equipment disturbance, mastication, and burns was observed. Therefore, the availability of habitat to wildlife such as forage quality for deer and nesting habitat for birds is limited.

#### 2.5.2 Sierran Mixed Conifer

The Sierran mixed conifer habitat is an assemblage of conifer and hardwood species that forms a multilayered forest. Mature forested stands form closed, multilayered canopies with nearly 100 percent overlapping cover. When openings occur, shrubs are common in the understory. Alliances defined within a Manual of California Vegetation state that typical species that

comprise this habitat are Douglas-fir (*Pseudotsuga menziesii*), ponderosa pine (*Pinus ponderosa*), sugar pine (*P. lambertiana*), incense-cedar (*Calocedrus decurrens*), and California black oak (*Quercus kelloggii*).

The mixed conifer forest can support some 355 species of animals. Variety in plant species composition provides diversity in food and cover. Black oak acorns, berries from a variety of shrubs, and a great number of grasses and forbs provide the forage resource essential for wildlife.



Figure 6: Pine Trees in SMC Habitat

A small portion of degraded Sierran Mixed Conifer occurs within the site. However, this habitat lacks a multilayered canopy, and the understory is absent (Figure 6). A historical burn was evident from charred tree trunks, some of which contain *Cryptoporus volvatus*, a saprophytic polypore that feeds on dead conifers (Figure 6). The understory contains a duff layer a few inches thick and few shrub or forb species are present. The degraded state of this habitat and the proximity of the project area to commercial development make this unlikely to support many of the species that are usually associated with Sierran Mixed Conifer habitats.

#### 2.5.3 Barren

Barren habitat is defined as land that has less than two percent vegetation cover. Areas onsite that are void of vegetation include the county roads and a small area adjacent to East Vista Drive. Some of what is depicted as barren habitat on Figure 3 is more accurately described as degraded bitterbrush habitat due to the sparse presence of shrubs and forbs.

# 2.6 Special-Status Species

## 2.6.1 Special-Status Plants

Special-status plant species include plants that are (1) designated as rare by California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS) or are listed as threatened or endangered under the California Endangered Species Act (CESA) or ESA; (2) proposed for designation as rare or listing as threatened or endangered; (3) designated as state or federal candidate species for listing as threatened or endangered; and/or (4) ranked as California Rare Plant Rank (RPR) 1A, 1B, 2A, or 2B. A list of regionally occurring special-status plant species was compiled based on a review of pertinent literature, the results of the field surveys, and a review of the USFWS species list and California Natural Diversity Database (CNDDB) and a nine-quad search of California Native Plant Society (CNPS) database records. CNDDB occurrences within 5 miles of the project area are shown on Figure 7.

The habitat and ecological requirements of each special-status plant species were evaluated and compared to the known habitat types in, or in the immediate vicinity, of the study area to assess the potential for occurrence.

#### 2.6.2 Special-Status Animals

Special-status animal species include species that are (1) listed as threatened or endangered under the CESA or the ESA; (2) proposed for federal listing as threatened or endangered; (3) identified as state or federal candidates for listing as threatened or endangered; and/or (4) identified by the CDFW as Species of Special Concern or California Fully Protected Species.

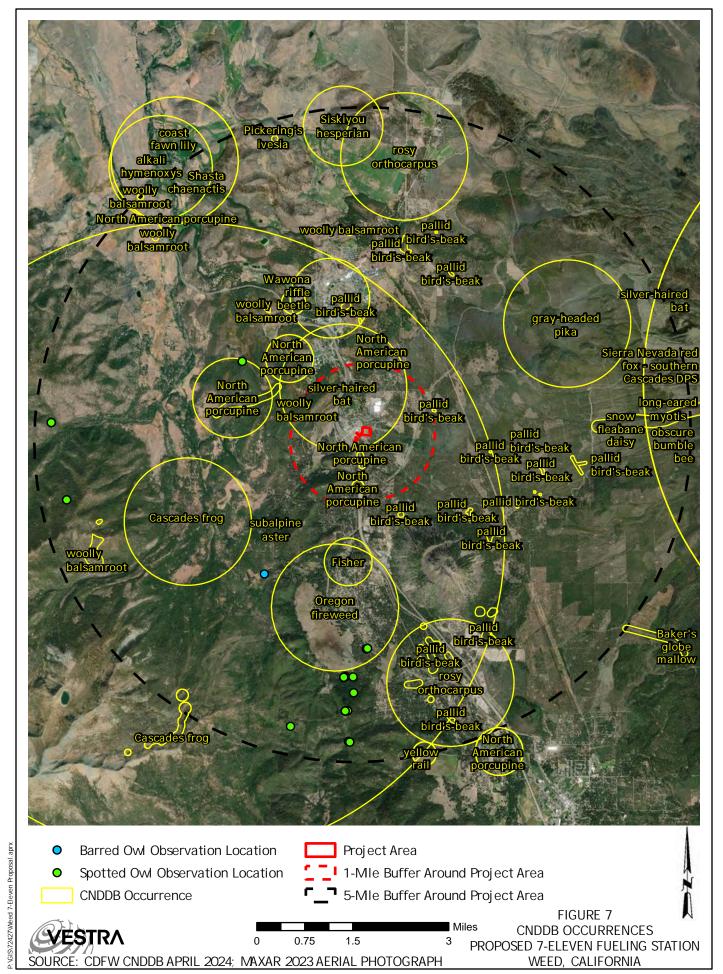
A list of regionally occurring special-status wildlife species was compiled based on a review of pertinent literature and consultations with the USFWS Information for Planning and Consultation (iPAC) database (Appendix B) and CNDDB database records, and a query of the California Wildlife Habitats Relationship (CWHR) system. Nearby CNDDB occurrences are shown on Figure 7.

The habitat and ecological requirements of each special-status species were evaluated and compared to the known habitat types in, or in the immediate vicinity, of the study area to assess the potential for suitable habitat or occurrence.

#### 2.6.3 Sensitive Natural Communities

Natural communities have been defined across California according to associations between two or more species that repeat in certain distinctive assemblages that present a characteristic appearance based on size, shape, and spacing of the plants. The CNDDB rarity ranking for each alliance uses the NatureServe's Heritage Program methodology; the "S" indicates the alliance's rarity and threat in California, with "S1", "S2", and "S3" considered as "sensitive natural communities" that are subject to review under CEQA.

A query for sensitive natural communities was completed using the online edition of the CNPS "A Manual of Vegetation" (Sawyer et al. 2009). The query was completed by searching for Alliances that include the dominant plant species that were observed within each distinctive community onsite. None of the communities observed onsite are listed as Sensitive Natural Communities.



#### 3.0 REGULATORY FRAMEWORK FOR BIOLOGICAL RESOURCES

This section describes the federal and state regulation of special-status species, Waters of the United States, and other sensitive biological resources.

# 3.1 Federal Regulations

## 3.1.1 Federal Endangered Species Act

Section 9 of the federal Endangered Species Act of 1973 (ESA) prohibits acts that result in the "take" of threatened or endangered species. As defined by the federal ESA, "endangered" refers to any species that is in danger of extinction throughout all or a significant portion of its current range. The term "threatened" is applied to any species likely to become endangered within the foreseeable future throughout all or a significant portion of its current range. "Take" is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." Sections 7 and 10 of the federal ESA provide methods for permitting otherwise lawful actions that may result in "incidental take" of a federally listed species. Incidental take refers to take of a listed species that is incidental to, but not the primary purpose of, an otherwise lawful activity. Incidental take is permitted under Section 7 for projects on federal land or involving a federal action; Section 10 provides a process for non-federal actions. The act is administered by the USFWS for terrestrial species.

#### 3.1.2 Clean Water Act

The objective of the Clean Water Act (1977, as amended) is to restore and maintain the chemical, physical, and biological integrity of the nation's waters. Discharge of dredged or fill material into waters of the United States, including jurisdictional wetlands, is regulated by the Corps under Section 404 of the Clean Water Act (33 USC 1251-1376) under a permitting process. Applicants for Section 404 permits are also required to obtain water quality certification or waiver through the local Regional Water Quality Control Board under Section 401 of the Clean Water Act (33 USC 1341).

Corps regulations implementing Section 404 define waters of the United States to include intrastate waters, including lakes, rivers, streams, wetlands, and natural ponds, the use, degradation, or destruction of which could affect interstate or foreign commerce. Wetlands are defined for regulatory purposes as "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3; 40 CFR 230.3). To comply with the Corps policy of no net loss of wetlands, discharge into wetlands must be avoided and minimized to the extent practicable. For unavoidable impacts, compensatory mitigation is typically required to replace the loss of wetland functions in the watershed.

#### 3.1.3 Migratory Bird Treaty Act

Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10, including feathers or other parts, nests, eggs, or

products, except as allowed by implementing regulations (50 CFR 21). Mitigation measures can be identified to avoid or minimize adverse effects on migratory birds.

# 3.2 State Regulatory Requirements

#### 3.2.1 California Endangered Species Act

The California Endangered Species Act (CESA) lists species of plants and animals as threatened or endangered. Projects that may have adverse effects on state-listed species require formal consultation with CDFW. "Take" of protected species incidental to otherwise lawful activities may be authorized under Section 2081 of the California Fish and Game Code. Authorization from the CDFW is in the form of an Incidental Take Permit. Fully protected species may not be taken or possessed except with authorization from CDFW and only under specific circumstances.

#### 3.2.2 Birds of Prey

Under Section 3503.5 of the California Fish and Game Code, it is unlawful to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird, except as otherwise provided by this code or any regulation adopted pursuant thereto.

#### 3.2.3 Migratory Birds

The California Fish and Game Code Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

#### 3.2.4 Fully Protected Species

California statutes also accord "fully protected" status to a number of specifically identified birds, mammals, reptiles, amphibians, and fish. These species cannot be "taken," even with an incidental take permit (California Fish and Game Code, Sections 3505, 3511, 4700, 5050, and 5515).

#### 3.3 Local Regulations

#### 3.3.1 City of Weed Municipal Code

The City of Weed Municipal Code Section 8.28 (Tree Cutting on Private and Public Property) regulates the removal of trees within city limits. The following codes and definitions are applicable to the project:

**8.28.030 – Definitions:** "Mature tree" means a tree, including those living, dead, or dying, with a circumference of thirty or more inches, including all major stems, as measured four and one-half feet above the roof crown (9.5-inch diameter).

**8.28.050 - Tree cutting permit:** Any person who desires to cut any mature tree subject to this chapter, shall apply to the city for a permit to do so.

#### 3.3.2 City of Weed 2040 General Plan

The Biological Resource Conservation Element of the City of Weed 2040 General Plan contains the following objectives, policies, and programs applicable to the project:

**Objective CO 3.1:** State and federally listed candidate, threatened, and endangered species that reside within city limits shall be protected.

- **Policy CO 3.1.1.1**: Comply with federal and state legislation regarding the protection of special-status species and habitats as defined by the US Fish and Wildlife Service.
  - Program CO 3.1.1.1: Require environmental review for new development to identify potential impacts on threatened and endangered plant and animal species.

**Objective CO 3.2:** Preserve open space for habitat conservation.

- Policy CO 3.2.1: New development shall not disturb any critical habitats identified through biological resource assessments.
  - o **Program CO 3.2.1.**1: Conduct biological resources assessments by a qualified biologist to inventory wildlife habitats, corridors and restoration needs.

**Objective CO 4.1:** Balance the use of oak woodlands and timber as valuable resources without impacting the existing ecosystem.

- **Policy CO 4.1.1**: New projects shall have carefully planned roads, cuts, and fills, building foundations, and septic systems to avoid damage to tree roots
- Policy CO 4.1.3: Trees that were removed during construction shall be replaced.
  - o **Program CO 4.1.3.1**: Develop a 5-year Monitoring Plan for replaced trees, including maintenance and replacement of trees that do not thrive.

#### 4.0 BIOLOGICAL SITE SURVEY

# 4.1 Desktop Review

Special-status plant and animal species and sensitive habitats that have the potential to occur within the project area were determined, in part, by reviewing agency databases, literature, and other relevant sources. The following information sources were reviewed to aid this determination:

- Weed, California USGS 7.5-minute quadrangles and their surrounding quadrangles;
- Aerial imagery of the project areas and vicinity;

- The U.S. Fish and Wildlife Service (USFWS) official list of endangered and threatened species that may occur, or be affected by projects, as provided by the information for Planning and Consultation (iPAC) database;
- The California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (California Department of Fish and Wildlife 2024) records for the applicable USGS 7.5-minute quadrangles and each surrounding quadrangle;
- The California Native Plant Society (CNPS) online Inventory of Rare and Endangered Plants (California Native Plant Society 2024) records for the applicable USGS 7.5-minute quadrangles and each surrounding quadrangle;
- California Wildlife Habitat Relationships (CWHR) System (California Department of Fish and Wildlife 2024);
- The National Wetlands Inventory (USFWS);
- GIS shapefiles of designated critical habitat from the USFWS Critical Habitat Portal website;
- CDFW publications including State and Federally Listed Endangered, Threatened and Rare Plants of California (California Department of Fish and Wildlife 2024); State and Federally Listed and Threatened Animals of California (California Department of Fish and Wildlife 2024); and Special Animals List (California Department of Fish and Wildlife 2024).

# 4.2 Survey Methods

A reconnaissance survey, floristic in nature, was completed to determine the vegetation communities onsite and identify any habitat that may support special-status plants or wildlife within the seven-acre survey area. The survey was completed by VESTRA Resources, Inc., on May 02, 2024, between the hours of 8:15 AM and 10:45 AM. The survey was completed within the project area by walking transects parallel to East Vista Drive, toward the western project boundary. Transects were spaced between fifty and one-hundred feet apart, which was adequate for achieving complete visual coverage. All observed species were identified to the lowest taxonomic level possible outside of flowering season. Species present onsite were viewed to determine vegetation communities to the Alliance level according to the Manual of California Vegetation, as well as state. Federal, or CRPR listing status.

Protocol level botanical surveys were completed for potentially occurring special-status plants within the permanent development area (7 acres). The Survey Area is shown in Figure 8. Surveys were completed prior to a minor change in the site plans. The right-of-way improvements along Black Butte Drive (0.4 acres), soil placement area (3.4 acres), and the highway advertisement sign area (0.8 acres) were added after the botanical surveys were completed. Therefore, a total of 4.6 acres has not been surveyed. Two separate surveys were completed to accommodate the different flowering periods for the potentially occurring species, which includes pallid bird's-beak (Cordylanthus tenuis ssp. pallescens), Peck's lomatium (Lomatium peckianum), Modoc greengentian (Frasera albicaulis var. modocensis), Henderson's triteleia (Triteleia hendersonii), and Cooke's phacelia (Phacelia cookei) as shown in Table 2.



The first botanical survey was completed by VESTRA biologist Anna Prang on June 5, 2024, between 1100 and 1400 hours to determine the presence of Peck's lomatium, Modoc greengentian, Henderson's triteleia, and Cooke's phacelia. The second botanical survey was completed by VESTRA biologist Lucas Murtha on July 31, 2024, between 0900 and 1100 hours to determine the presence of Pallid bird's-beak. The surveys were conducted by walking transects across the 7-acre project area in an east-west orientation. Transects were spaced between twenty-five and fifty feet apart, which was adequate for achieving complete visual coverage. All plant species observed were identified to the taxonomic level necessary to determine their listing status (species or sub-species level).

# 4.3 Survey Results

No special-status plant species were observed during the initial vegetation survey on May 02, 2024. Additionally, no special-status plants were found during both protocol-level botany surveys completed on June 5, 2024, and July 31, 2024.

Weather during all three surveys was clear and appropriate for visually surveying vegetation onsite. The temperatures ranged between 55 and 75 degrees Fahrenheit (F). Conditions onsite were normal, and no conditions were present that would negatively affect the detection of rare plants onsite. The 2024 growing season has involved uncharacteristic snowfall (early in the season) followed by heat waves (mid-to-late season). This was considered during survey planning and analysis. However, the plants species that were present onsite were vigorous and were flowering during the expected period. Therefore, the climate conditions did not appear to influence the phenology of plants onsite.

Flora and fauna observed during the three surveys were documented. Survey findings are summarized below.

An unidentified gull (*Larus* sp.) was observed, which could potentially be the special-status California gull (*Larus californicus*). No other special-status wildlife were observed. The following wildlife species were identified as occurring within the project area:

- Gull (*Larus* sp.)
- Black capped Chickadee (*Poecile atricapillus*)
- Mule deer (Odocoileus hemionus) tracks, scat
- Coyote (Canis latrans) scat
- Rodent burrow
- Bumble bee *Bombus* sp.

Plants observed onsite to date are listed below.

- Elymus elymoides
- Miner's lettuce (Claytonia perfoliate)
- Clarkia sp.
- Antelope bitterbrush (Purshia tridentata)
- Incense cedar (Calocedrus decurrens)

- Jeffrey pine (Pinus jeffreyi)
- Fireweed (Chamerion angustifolium)
- Willowherb (*Epilobium* sp.)
- Fescue (*Festuca* sp.)
- Blue-eyed Mary (Collinsia parviflora)
- Sagebrush (Artemisia tridentata ssp.)
- Green rabbitbrush (Chrysothamnus viscidiflorus)
- Western brackenfern (Pteridium aquilinum)
- Common mullein (Verbascum thapsus)
- Astragalus sp.
- Douglas fir (Pseudotsuga menziesii)
- St. John's wort (*Hypericum* sp.)
- Thistle (likely *Carduus nutans*)
- Green-leafed manzanita (Arctostaphylos patula)
- Knobcone pine (*Pinus attenuate*)
- Prostrate ceanothus (Ceanothus prostrates)
- Currant (Ribes sp.)
- Chokecherry (*Prunus virginiana*)
- Naked buckwheat (*Eriogonum nudum*)
- Rumex sp.
- Penstemon sp.
- Chaenactis sp. (likely douglasii)
- Mountain violet (Viola purpurea)
- Redstem springbeauty (Claytonia rubra)
- Dwarf skullcap (Scutellaria nana)
- Pussypaws (Calyptridium monospermum)
- Prickly lettuce (Lactuca serriola)
- Scarlet gilia (*Ipomopsis aggregate*)

# 5.0 POTENTIAL IMPACTS TO BIOLOGICAL RESOURCES

# 5.1 Special-Status Species

The project impacts to regionally occurring special-status species identified during the desktop review were assessed based on the presence of their habitat to occur within the project area. The determination of whether the species is likely to occur within each project area is summarized for wildlife in Table 1 and plants in Table 2.

	Table 1 POTENTIALLY OCCURRING SPECIAL-STATUS WILDLIFE SPECIES					
Common/ Scientific Names	Status Fed/State/ CDFW	Distribution	Preferred Habitats	Observed During Biological Survey?	Known & Potential Occurrence in Project Area	
Mammals						
Gray wolf Canis lupus	FE/CE/	Whaleback Pack closest known population of gray wolf with a 480 square mile home range in eastern Siskiyou County.	Wide range of habitats including temperate forest, mountains, tundra, taiga, and grasslands, anywhere there is suitable prey.	No	No potential to occur. Site unlikely to support wolf dens or foraging opportunities due to poor habitat quality, proximity to commercial locations, and proximity to I-5.	
North American wolverine Gulo gulo luscus	FT/ST/FP	Sightings in California range from Del Norte and Trinity counties, east through Siskiyou and Shasta counties, and south through Tulare County. A few possible sightings occur in the north coastal region as far south as Lake County.	Remote boreal forests, taiga, and open plains with a very large home range.	No	No potential to occur. Site does not contain required habitat.	
Fisher Pekania pennanti	//SSC	Sierra Nevada, Cascade, and Klamath Mountains within California; also found in a few areas in the North Coast Ranges.	Common in North Coast coniferous forest, old growth coniferous forest, and Riparian Forest.	No	No potential to occur. Site does not contain required habitat. Nearest occurrence on CNDDB is 1.75 miles south.	
Sierra Nevada red fox - southern Cascades DPS Vulpes vulpes necator pop. 1	/ST/	Sierra Nevada and Cascade Mountains.	Open areas are used for hunting, forested habitats for cover and reproduction. Edges are utilized extensively. In lowlands, uses fence lines, hedgerows, woodlots, and other brushy, wooded areas for cover and reproduction, and hunts in cropland, wetland, urban habitats, and other open areas.	No	No potential to occur. Site is unlikely to support fox dens or foraging opportunities due to poor habitat quality, proximity to commercial locations, and proximity to I-5.	
Ringtail Bassariscus astutus	//FP	Southwestern U.S. and Northern Mexico.	Riparian habitats, forest habitats, and shrub habitats in lower to middle elevations. Usually found within 0.6 mile of a permanent water source.	No	No potential to occur. Site does not contain required riparian habitat, and is not likely to support dens or	

	Table 1 POTENTIALLY OCCURRING SPECIAL-STATUS WILDLIFE SPECIES						
Common/ Scientific Names	Status Fed/State/ CDFW	Distribution	Preferred Habitats	Observed During Biological Survey?	Known & Potential Occurrence in Project Area		
					foraging opportunities due to poor habitat quality, and proximity to commercial locations and to I-5.		
Birds				T			
Bald eagle Haliaeetus leucocephalus	FD/SE/ FP	North America.	Near open water, nesting habitat consists of large trees usually within riparian forest near lakes and rivers.	No	No potential to occur. Site does not contain nesting or foraging habitat. Nearest occurrence on CNDDB is 5 miles north near Lake Shastina.		
Golden eagle Aquila chrysaetos	//FP	Northern Hemisphere.	Broadleaved upland forest, cismontane woodland, coastal prairie, Great Basin grassland, Great Basin scrub, lower montane coniferous forest, pinyon and juniper woodlands, upper montane coniferous forest, and valley and foothill grassland. Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	No	No potential to occur. Site does not contain suitable nesting or foraging habitat.		
Northern spotted owl Strix occidentalis caurina	FT/ST/	British Columbia through the Cascade Range, coastal ranges, and intervening forested lands in Washington, Oregon, and California as far south as Marin County.	North coast coniferous forest, old growth, redwood. High, multistory canopy dominated by large, old-growth trees or snags in remote, mixed stands.	No	No potential to occur. Site does not contain multistory complexity or sufficient canopy cover required for dispersal, foraging, and nesting. Site is outside known range and 1.5 miles away from potential habitat. Final Critical Habitat exists 3.5 miles west near Eddy Creek Road.		

	Table 1 POTENTIALLY OCCURRING SPECIAL-STATUS WILDLIFE SPECIES						
Common/ Scientific Names	Status Fed/State/ CDFW	Distribution	Preferred Habitats	Observed During Biological Survey?	Known & Potential Occurrence in Project Area		
Yellow rail Coturnicops noveboracensis	//SSC	Within California, breeding range is limited to the northern and northeastern borders. Some winter range exists in the Bay Area.	Breeds in shallow freshwater marshes and wet meadows. Winters in salt marshes and rice fields.	No	No potential to occur due to lack of suitable wetland habitat. Nearest occurrence on CNDDB is 5 miles south near Mount Shasta.		
Yellow-billed cuckoo Coccyzus americanus	FT/SE/	Rare summer resident of valley foothill and desert riparian habitats in scattered locations in California.	Riparian forest nester, along broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willows, often mixed with cottonwood, blackberry, nettle, or wild grape.	No	No potential to occur. Site is outside of species known range.		
California gull Larus californicus	//WL	East of the Sierra Nevada and Cascades, and an abundant visitor to coastal and interior lowlands in nonbreeding season.	Common nester in alkali and freshwater lacustrine habitats. Feeds on garbage, carrion, earthworms, and insects in winter. Frequents landfill dumps, fields, and pastures. Feeds young insects, brine shrimp, young birds, garbage, and earthworms.	Yes	Potential to occur overhead and foraging for garbage. No suitable nesting habitat.		
Invertebrates							
Vernal pool tadpole shrimp <i>Lepidurus packardi</i>	FE//	Northern hardpan vernal pools.		No	No potential to occur. Site lacks required vernal pool habitat.		
Vernal pool fairy shrimp Branchinecta lynchi	FT//	California's Central Valley, central coast and southern California, and in Jackson County in southern Oregon.	Vernal pools with sufficient depth and duration to support life cycle.	No	No potential to occur. Site lacks required vernal pool habitat.		
Conservancy fairy shrimp Branchinecta conservatio	FE//	California Central Valley (Tehama, Butte, Solano, Glenn, Merced and Ventura Counties).		No	No potential to occur. Site lacks required vernal pool habitat and is outside of species known range.		
Monarch - California overwintering population	FC//	Widespread and migratory across Western U.S.	Riparian and prairie areas containing milkweed.	No	No potential to occur. Species and milkweed were not present during three separate field visits.		

	Table 1 POTENTIALLY OCCURRING SPECIAL-STATUS WILDLIFE SPECIES						
Common/ Scientific Names	Status Fed/State/ CDFW	Distribution	Preferred Habitats	Observed During Biological Survey?	Known & Potential Occurrence in Project Area		
Danaus plexippus plexippus pop. 1							
Franklin's bumble bee Bombus franklini	FE/SCE/	Occurs only from southern Oregon to northern California between the Coast and Cascade Ranges.	Open areas with abundant floral resources and abandoned rodent burrows.	No	No potential to occur due to lack of abundant nectar resources, grasses, forbs, abandoned rodent burrows, and riparian habitat.		
Reptiles							
Western pond turtle Emys marmorata	FCT//SSC	Native to west coast from Baja California, Mexico north through Klickitat County, Washington (Nachman, 2008).	Inhabits rivers, lakes, ponds, wetlands, creeks. Nests in nearby terrestrial habitat. Prefers areas with cover and basking sites (Nachman, 2008).	No	No potential to occur due to lack of suitable surface water or upland dispersal habitat adjacent to riparian habitats.		
Amphibians							
Cascades frog Rana cascadae	/SCE/SSC	In California, the cascades frog is found in two locations, namely Siskiyou County and further south near Lassen Peak. Its elevational range extends from 230-2500 meters.	Inhabits wet mountain areas in open coniferous forests near timberline. Small streams, pools, meadows, bogs, ponds, and marshes lacking predatory fishes.	No	No potential to occur due to lack of suitable wetland habitat. Nearest occurrence on CNDDB is 2 miles southwest near Dwight Hammond Reservoir.		

FT: federally listed as threatened; FE: federally listed as endangered; FC: Candidate for listing; FD: Federally delisted ST: state listed as threatened SE: state listed as endangered CDFW SSC: Species of Special Concern; CDFW FP: CDFW fully protected; CDFW WL: CDFW watch list CV: Central Valley SCE State Candidate Endangered

	Table 2 POTENTIALLY OCCURRING SPECIAL-STATUS BOTANICAL SPECIES					
Common/ Scientific Names	CA Rare Plant Rank	Preferred Habitats	Observed During Biological Survey?	Known & Potential Occurrence in Project Area		
Baker's globe mallow Iliamna bakeri	4.2	Perennial herb occurring chaparral, great basin scrub, lower montane coniferous forest, pinyon, and juniper woodland.  Present at elevations between 1000-2500 meters, blooms Jun-Sept.	No	No potential to occur, site is outside known range and does not contain suitable habitat.		
Coast fawn lily Erythronium revolutum	2B.2	Perennial bulbiferous herb occurring in mesic and streambank microhabitats within bogs, fens, broad-leafed upland forest, and North Coast coniferous forest. Present at elevations between 0-1600 meters, blooms Mar-Aug.	No	No potential to occur, site does not contain suitable wetland habitat.		
Oregon fireweed Epilobium oreganum	1B.2	Perennial herb occurring in bogs, fens, upper and lower montane coniferous forest, meadows, seeps, and mesic habitats. Present at elevations between 550-1800 meters and blooms July-Aug.	No	No potential to occur, site is outside known range.		
Pallid bird's-beak  Cordylanthus tenuis ssp. pallescens	1B.2	Annual herb (hemi parasitic) occurring in lower montane coniferous forest (gravelly, volcanic alluvium). Present at elevations between 695-1645 meters, blooms Jul-Sept.	No	Potential to occur. Potential habitat is present onsite, but protocol-level surveys conducted in 2024 found the species is not present. Additional surveys will be completed according to Measure 6.2. Less than significant with mitigation		
Pickering's ivesia Ivesia pickeringii	1B.2	Perennial herb occurring in clay, mesic, seep, or serpentinite microhabitats within lower montane coniferous forest, meadows and seeps. Present at elevations between 800-1510 meters, blooms Jun-Oct.	No	No potential to occur, site does not contain suitable mesic or ultramafic habitat.		
Rosy orthocarpus Orthocarpus bracteosus	2B.1	Annual herb occurring in meadows and seeps. Present at elevations between 1030-1850 meters, blooms Jun-Sep.	No	No potential to occur, site does not contain suitable meadow habitat.		
Shasta chaenactis Chaenactis suffrutescens	1B.3	Perennial herb occurring in upper and lower montane coniferous forest, sandy, and serpentinite habitats. Present at elevations from 700-2300 meters. Blooms May-Aug.	No	No potential to occur, site does not contain suitable ultramafic habitat.		

	Table 2 POTENTIALLY OCCURRING SPECIAL-STATUS BOTANICAL SPECIES					
Common/ Scientific Names	CA Rare Plant Rank	Preferred Habitats	Observed During Biological Survey?	Known & Potential Occurrence in Project Area		
Snow fleabane daisy Erigeron nivalis	2B.3	Perennial herb occurring in rocky or volcanic microhabitats within alpine boulder and rock fields, meadows, seeps, and subalpine coniferous forest. Present at elevations between 1735-2900 meters, blooms Jul-Aug.	No	No potential to occur, site is below known elevation range and does not contain suitable habitat.		
Subalpine aster Eurybia merita	2B.3	Perennial herb occurring in upper montane coniferous forest. Present at elevations between 1300-2085 meters.	No	No potential to occur. Although there is an historical occurrence on CNDDB from 1915, the site is below the known elevation range and does not contain suitable upper montane or sub-alpine habitats.		
Peck's lomatium  Lomatium peckianum	2B.2	Perennial herb occurring in volcanic microhabitats within chaparral, cismontane woodland, lower montane coniferous forest, Pinyon and juniper woodland. Present at elevations between 700-1800 meters, blooms May.	No	Potential to occur. Potential habitat is present onsite, but protocol-level surveys conducted in 2024 found the species is not present. Additional surveys will be completed according to Measure 6.2. Less than significant with mitigation.		
Woolly balsamroot Balsamorhiza lanata	1B.2	Perennial herb occurring in rocky or volcanic microhabitats within cismontane woodland. Present at elevations between 800-1895 meters, blooms Apr-Jun.	No	No potential to occur, site does not contain suitable volcanic or rocky substrate.		
Silky balsamroot Balsamorhiza sericea	1B.3	Perennial herb occurring in lower montane coniferous forest (serpentinite). Present at elevations between 400-1800 meters and blooms May-June.	No	No potential to occur, site is outside known range and does not contain suitable ultramafic habitat.		
Rattlesnake fern Botrypus virginianus	2B.2	Perennial herb occurring in streambanks within bogs, fens, lower montane coniferous forest (mesic), meadows, seeps, and riparian forest. Present at elevations between 715-1355 meters, blooms Jun-Sep.	No	No potential to occur, site is outside known range and does not contain suitable wetland habitats.		
Jepson's dodder Cuscuta jepsonii	1B.2	Annual parasitic vine occurring along streambanks in North Coast coniferous forest. Present at elevations between 1200-2300 meters and blooms July-Sep.	No	No potential to occur, site is outside known range, below known elevation range, and does not contain suitable riparian habitats.		

	Table 2 POTENTIALLY OCCURRING SPECIAL-STATUS BOTANICAL SPECIES					
Common/ Scientific Names	CA Rare Plant Rank	Preferred Habitats	Observed During Biological Survey?	Known & Potential Occurrence in Project Area		
Pink-margined monkeyflower Erythranthe trinitiensis	1B.3	Annual herb occurring in serpentinite or roadside microhabitats within cismontane woodland, upper and lower montane coniferous forest, meadows, and seeps.  Present at elevations between 400-2285 meters, blooms Jun-Aug.	No	No potential to occur, site is outside known range and does not contain suitable mesic or ultramafic habitat.		
Modoc green-gentian Frasera albicaulis var. modocensis	2B.3	Perennial herb occurring in Great Basin grassland, and upper montane coniferous forest (sometimes). Present at elevations between 900-1750 meters, blooms May-Jul.	No	Potential to occur. Potential habitat is present onsite, but protocol-level surveys conducted in 2024 found the species is not present. Additional surveys will be completed according to Measure 6.2. Less than significant with mitigation.		
Scott Mountain bedstraw Galium serpenticum ssp. scotticum	1B.2	Perennial herb occurring in lower montane coniferous forest (serpentinite). Present at elevations between 1000-2075 meters, blooms May-Aug.	No	No potential to occur, site is outside known range and does not contain suitable ultramafic habitat.		
Aleppo avens Geum aleppicum	2B.2	Perennial herb occurring in Great Basin scrub, lower montane coniferous forest, meadows, and seeps. Present at elevations between 450-1500 meters, blooms Jun-Aug.	No	No potential to occur, site is outside known range and does not contain suitable meadow habitat.		
Broad-nerved hump moss Meesia uliginosa	2B.2	Moss occurring in bogs, fens, meadows, seeps, subalpine coniferous forest, and upper montane coniferous forest. Present at elevations between 1210-2804 meters, blooms Jul-Oct.	No	No potential to occur, site is outside known range, below known elevation range, and does not contain suitable habitat.		
Northern adder's- tongue Ophioglossum pusillum	2B.2	Perennial rhizomatous herb occurring in marshes, swamps (margins), meadows and seeps. Present at elevations between 1000-2000 meters, blooms July.	No	No potential to occur, site is outside known range and lacks suitable wetland habitats.		
Cascade grass-of- Parnassus Parnassia cirrata var. intermedia	2B.2	Perennial herb occurring in rock or serpentinite microhabitats within bogs, fens, meadows, and seeps. Present at elevations between 700-2900 meters and blooms Aug- Sep.	No	No potential to occur, site is outside known range and does not contain suitable wetland habitats.		

	DOTEN	Table 2 NTIALLY OCCURRING SPECIAL-STA	THE DOTANICAL	enectes
Common/ Scientific Names	CA Rare Plant Rank	Preferred Habitats	Observed During Biological Survey?	Known & Potential Occurrence in Project Area
Cooke's phacelia Phacelia cookei	1B.1	Annual herb occurring in sandy or volcanic microhabitats within Great Basin scrub and lower montane coniferous forest. Present at elevations between 1095-1700 meters, blooms Jun-Jul.	No	No potential to occur, site is outside known range; below known elevation range.
Siskiyou phacelia Phacelia leonis	1B.3	Annual herb occurring in serpentinite microhabitats within meadows, seeps, and upper montane coniferous forest (openings). Present at elevations between 1200-2000 meters, blooms Jun-Aug.	No	No potential to occur, site is outside known range and does not contain suitable mesic or ultramafic habitat.
Showy raillardella R <i>aillardella pringlei</i>	1B.2	Perennial rhizomatous herb occurring in mesic and serpentinite microhabitats within meadows, seeps, bogs, fens, and upper montane coniferous forest. Present at elevations between 1200-2290 meters and blooms July-Sep.	No	No potential to occur, site is outside known range and does not contain suitable mesic or ultramafic habitat.
Gasquet rose Rosa gymnocarpa var. serpentina	1B.3	Perennial rhizomatous shrub occurring in openings, roadside (often), serpentinite, or streambank microhabitats within chaparral and cismontane woodland. Present at elevations between 400-1725 meters, blooms Apr-Aug.	No	No potential to occur, site is outside known range and lacks suitable ultramafic habitat.
Marsh skullcap Scutellaria galericulata	2B.2	Perennial rhizomatous herb occurring in lower montane coniferous forest, marshes, swamps, meadows, and seeps (mesic).  Present at elevations between 0-2000 meters, blooms Jun-Sep.	No	No potential to occur, site is outside known range and does not contain suitable wetland habitat.
Rocky Mountain spike-moss Selaginella scopulorum	2B.3	Perennial rhizomatous herb occurring in granitic, metamorphic, rocky, and volcanic microhabitats within subalpine coniferous forest and upper montane coniferous forest. Present at elevations between 1430-2285 meters, blooms Jul-Aug.	No	No potential to occur, site is outside known range, below known elevation range, and does not contain suitable habitat.

		Table 2		
Common/ Scientific Names	POTEN CA Rare Plant Rank	TIALLY OCCURRING SPECIAL-STA  Preferred Habitats	Observed During Biological Survey?	Known & Potential Occurrence in Project Area
Wilkin's harebell Smithiastrum wilkinsianum	1B.2	Perennial rhizomatous herb occurring in meadows, seeps, subalpine coniferous forest, and upper montane coniferous forest. Present at elevations between 1270-2600 meters, blooms Jul-Sep.	No	No potential to occur, site is outside known range, below known elevation range, and does not contain suitable habitat.
Hairy marsh hedge- nettle Stachys pilosa	2B.3	Perennial rhizomatous herb occurring in Great Basin scrub (mesic), meadows and seeps. Present at elevations between 1200- 1770 meters, blooms Jun-Aug.	No	No potential to occur, site is outside known range, below known elevation range, and does not contain suitable habitat.
Northern slender pondweed Stuckenia filiformis ssp. alpina	2B.2	Perennial rhizomatous herb (aquatic) occurring in marshes and swamps (shallow freshwater). Present at elevations between 300-2150 meters, blooms May-Jul.	No	No potential to occur, site is outside known range, and does not contain suitable wetland habitat.
Siskiyou clover Trifolium siskiyouense	1B.1	Perennial herb occurring in meadows, seeps, and streambanks. Present at elevations between 880-1500 meters, blooms Jun-Jul.	No	No potential to occur, site is outside known range, and does not contain suitable wetland habitat.
Henderson's triteleia Triteleia hendersonii	2B.2	Perennial bulbiferous herb occurring in cismontane woodland. Present at elevations between 760-1200 meters, blooms May-Jul.	No	Potential to occur. Potential habitat is present onsite, but protocol-level surveys conducted in 2024 found the species is not present. Additional surveys will be completed according to Measure 6.2. Less than significant with mitigation.
Little-leaved huckleberry Vaccinium scoparium	2B.2	Perennial deciduous shrub occurring in subalpine coniferous forest (rocky). Present at elevations between 1036-2200 meters, blooms Jun-Aug.	No	No potential to occur, site is outside known range, and does not contain suitable subalpine habitat.
Alkali hymenoxys Hymenoxys lemmonii	2B.2	Great Basin scrub, lower montane coniferous forest, and subalkaline soils in meadows and seeps. Present at elevations between 240-3390 meters, blooms May-Sep.	No	No potential to occur due to lack of subalkaline soils, meadows, and seeps.
Lassics lupine Lupinus constancei	FE/1B.1	Perennial herb endemic to Trinity and Humbolt Counties, near Mad River. Occurs in serpentine barrens and openings in lower montane coniferous forest. Present at elevations between 1500-2000 meters, flowers in July.	No	No potential to occur, site is outside known range, below known elevation range, and does not contain suitable ultramafic habitat.

Species with habitat requirements that are not present onsite were determined to be unlikely to occur and are not discussed further. Based on this assessment, the special-status species listed below have suitable habitat within the project area:

- Pallid bird's-beak (Cordylanthus tenuis ssp. Pallescens)
- Peck's lomatium (Lomatium peckianum)
- Modoc green-gentian (Frasera albicaulis var. modocensis)
- Henderson's triteleia (Triteleia hendersonii)
- California gull (*Larus californicus*)

Impacts to special-status species that could result from the project depend on the species, their listing history, their ecological life history and habitat requirements, and their seasonal presence in the region. Information about each of the potentially occurring special-status species and potential project-related impacts to those species are discussed below.

## Pallid bird's-beak (Cordylanthus tenuis ssp. pallescens)

Pallid bird's beak is an annual forb that grows exclusively in Siskiyou County, California. It is rated as a 1B.2 on the California Rare Plant Rank (CRPR). These plants grow in open volcanic soils between 900 and 1200 meters (~2950 feet and 3900 feet) in elevation. There are less than fifty known recordings, all of which occur north and west of Mount Shasta. In addition to volcanic alluvium pallid bird's beak grows on disturbed soils, roadsides, and near residential and commercial areas. This species flowers between June and September. Pallid bird's beak is considered a potentially occurring species because the project site lies within the geographic range and hosts appropriate soils for the species.

As with all rare plant species, potential project impacts involve direct and indirect impacts from the construction and ongoing operation of the project site. Potential direct impacts to rare plants could result from initial vegetation removal and ground disturbance as these activities would lead to the removal of nearly all plants from the site. Because pallid bird's beak is endemic to the area and exists in such small numbers, the loss of any one population could negatively impact the species. Surveys conducted in August 2024 found that this species is absent from the Survey Area (shown on Figure 8). If any area is added to the project footprint, the area will be surveyed as described in Measure 6.2 and rare plants, if present, would be avoided or else mitigation would be completed through consultation with CDFW. Therefore, impacts to pallid bird's beak will be less than significant with mitigation incorporated.

#### Peck's lomatium (Lomatium peckianum)

Peck's lomatium is a perennial herb that is found in California (only in Siskiyou County) and Oregon. It is rated as a 2B.2 on the CRPR. This species inhabits rocky, volcanic soils in yellow pine forests and oak woodlands within the Klamath Mountains between 800 and 1800 meters (~2625 feet and 5000 feet) in elevation. Where it is found, it can be locally abundant. This species flowers generally from April to June.

As with all rare plant species, potential project impacts involve direct and indirect impacts from the construction and ongoing operation of the project site. Potential direct impacts to rare plants could result from initial vegetation removal and ground disturbance as these activities would lead to the removal of nearly all plants from the site. Peck's lomatium occurs in sporadic populations within its range though each population can include many individuals. Therefore, the loss of any one population could reduce the species' numbers and negatively impact the species. Surveys conducted in June 2024 found that this species is absent from the Survey Area (shown on Figure 8). If any area is added to the project footprint, the area will be surveyed as described in Measure 6.2 and rare plants, if present, would be avoided or else mitigation would be completed through consultation with CDFW. Therefore, impacts to Peck's lomatium will be less than significant with mitigation incorporated.

#### Modoc green-gentian (Frasera albicaulis var. modocensis)

Modoc green-gentian is a perennial herb that is found in California, Oregon, and Nevada. It is rated as a 2B.3 on the CRPR. These plants inhabit dry shrublands, grassland, and coniferous forests between 900 and 1600 meters (~2950 feet and 5250 feet) in elevation. This species flowers from May through July.

Impacts to rare plants are similar as stated above. Potential direct impacts to rare plants could result from initial vegetation removal and ground disturbance as these activities would lead to the removal of nearly all plants from the site. Surveys conducted in June 2024 found that this species is absent from the Survey Area (shown on Figure 8). If any area is added to the project footprint, the area will be surveyed as described in Measure 6.2 and rare plants, if present, would be avoided or else mitigation would be completed through consultation with CDFW. Therefore, impacts to Modoc green-gentian will be less than significant with mitigation incorporated.

#### Henderson's triteleia (Triteleia hendersonii)

Henderson's triteleia is an annual bulbiferous perennial herb that is in the lily family. It is rated 2B.2 on the CRPR. This species occurs throughout Siskiyou County in California and in Oregon in foothill woodland and dry slopes in the Klamath Mountain Range between 100 and 3,000 meters (330 to 10000 feet) in elevation.

Impacts to rare plants are similar as stated above. Potential direct impacts to rare plants could result from initial vegetation removal and ground disturbance as these activities would lead to the removal of nearly all plants from the site. The geographic range of Henderson's triteleia includes much of the Klamath Mountain range in California and Oregon; majority of the species' populations occur in northern Siskiyou County and northward, while two historical observations are recorded within five miles of the project area in 1988 and in 1956. Surveys conducted in June 2024 found that this species is absent from the Survey Area (shown on Figure 8). If any area is added to the project footprint, the area will be surveyed as described in Measure 6.2 and rare plants, if present, would be avoided or else mitigation would be completed through consultation with CDFW. Therefore, impacts to Henderson's triteleia will be less than significant with mitigation incorporated.

# California gull (Larus californicus)

California gulls are listed as a watch list species by the California Department of Fish and Wildlife. Local California Gulls likely breed on sparsely vegetated islands and levees around Lake Shastina. They tend to opportunistically forage up to 40 miles from their breeding colony in open areas including farms, garbage dumps, meadows, scrublands, or even heavily populated cities. This species is adapted to perching and foraging in areas with heavy human presence.

Nesting observations of *L. californicus* are recorded in CNDDB approximately seven miles north of the project area in Lake Shastina. Although multiple *L. californicus* were observed overhead during the sight survey, no nesting habitat was observed. *L. californicus* may occur while foraging in or near the site due to abundant trash piles at commercial lots surrounding the site. As the California gull foraging occurrence is not dependent upon the specific habitat types within the site, the removal of this habitat will have no effect. Additionally, the large foraging range of the California gull makes it very unlikely that removing trash piles within the project area will have any indirect effect on foraging opportunities. Therefore, the project will have a **less than significant impact** on the California gull.

#### 5.2 Sensitive Natural Communities

There are no sensitive natural communities within the project area. Therefore, there will be **no impact** to sensitive natural communities.

## 5.3 Nesting Birds and Raptors

Migratory birds and other passerines (songbirds) may nest in the trees located within or in the immediate vicinity of the property. All raptors and migratory birds, including common species and their nests, are protected from "take" under the California Fish and Game Code Section 3503 and 3503.5, and the Federal Migratory Bird Treaty Act.

Direct impacts that could occur to nesting bird species include disturbance of nesting birds or bird nest structures from onsite construction, ground disturbance, or vegetation removal. Bird nest abandonment can occur as a result of continued exposure to increased noise or vibrations that can result from construction activities. Removal of trees within the project area have the potential to disturb bird nests that are protected by the MBTA. Direct impacts to nesting birds will be avoided with the implementation of Project Conservation Measures listed in Section 6.1.

Indirect impacts that could occur to these species from the proposed project activities include loss of available or future nesting or foraging habitat due to tree removal. The trees within the project area are small to medium in size, and lack a complex canopy usually required for nesting birds. Additionally, many of the trees are dead and dying. The bitterbrush community seems to be struggling to survive, and there is historical evidence of heavy equipment disturbance, mastication, and burns. Few saplings or young conifers are present with the bitterbrush habitat. Due to the poor quality of nesting habitat within the degraded bitterbrush and Sierran mixed conifer forest, the removal of the trees is unlikely to significantly reduce available or future nesting and foraging habitat. Additionally, the forest to the south and east of the parcels that contain the project area have much higher quality nesting habitat which may provide for alternate nest sites.

With implementation of Project Conservation Measures listed in Section 6.1, the project will have a **less than significant impact** on nesting birds.

# 5.4 Mule Deer Critical Winter Range

The California State Geoportal "Mule Deer Range - Region 1 [ds277]" dataset, maintained by the California Department of Fish and Wildlife, shows that mule deer (*Odocoileus hemionus*) critical winter range exists in the surrounding areas east of the project area. Critical deer winter range can include corridors essential for movement, staging areas where deer temporarily congregate, habitats containing high-quality winter forage, or other elements important to the survival of deer in winter (CDFW 2020).

The nearest critical winter range, including migration routes and congregation areas, is approximately 650 feet east of the project area shown in Figure 9. The project would not reduce critical winter range for mule deer within the region. Therefore, the project will have **no impact** on critical winter range for mule deer.

#### **5.5** Bats

In general, bats may utilize crevices inside of trees for individual roosts, maternity roosts, and/or winter hibernacula. Project activities will include removal of trees from within the project area. According to the CNDDB, there are known occurrences of the long-eared myotis (Myotis evotis) and the silver-haired bat (Lasionycteris noctivagans) within 5 miles of the project area. Ecological requirements for bat roosts, including maternity roosts, require an appropriate thermal gradient, shelter from predators, and proximity to foraging sites. During the summer when bats are most active and raising their young, they frequently use one roost during the day where they sleep and feed their young, and another roost at night for resting and digesting food. Most bats can roost in tree cavities, beneath exfoliating bark in both living and dead trees, and potentially buildings.

According to the CNDDB, the trees within the project area are characterized as "High" quality habitat for the Silver-haired bat and "Medium" quality habitat for the long-eared myotis. During the pedestrian survey, no snags containing suitable crevices for maternity roosts or winter hibernacula were observed. Without suitable crevices, the presence of the silver-haired bat, long-eared myotis, or other bat species is unlikely. Therefore, project activities will have a **less than significant impact** to bat maternity roosts or hibernacula.

# 5.6 Habitat and Natural Community Conservation Plans

The project area does not occur within the boundaries of any existing Habitat Conservation Plans (HCPs) or Natural Community Conservation Plans (NCCPs). Therefore, there will be **no impact** to HCPs or NCCPs.

#### 5.7 Local Policies and Ordinances

The proposed project will comply with the respective land management and biological resource conservation policies that apply to the City of Weed and Siskiyou County.

The Siskiyou County General Plan Conservation Element (Siskiyou County 1973) includes recommendations to conserve fish and wildlife habitat and natural vegetation; however, it does not include specific policies that would be applicable to the project. The County has not adopted



or implemented a tree preservation or mitigation ordinance. Thus, implementation of this project would not conflict with local county ordinances.

The Preferred Growth Scenario in the City of Weed 2040 General Plan (City of Weed 2017) requires that all new development comply with federal, state, and local policies by undergoing environmental review to determine impacts on plant and wildlife habitats, and for the mitigation of biological resource type losses.

The Biological Resource Conservation Section in the City of Weed 2040 General Plan (City of Weed 2017) states several objectives that apply to this project: state and federally listed candidate, threatened, and endangered species that reside within city limits shall be protected; new development shall not disturb any critical habitats identified through biological resources assessments; biodiversity in plant communities and wildlife habitats must be maintained; new projects shall have carefully planned roads, cuts and fills, building foundations, and septic systems to avoid damage to tree roots; the City should require reseeding any disturbed ground; trees that were removed during construction shall be inventories and replaced; develop a 5-year Monitoring Plan for replaced trees, including maintenance and replacement of trees that do not thrive; preserve habitat linkages to provide wildlife corridors and protect natural wildlife ranges by prohibiting development in designated biological resource zones; and require evaluation, avoidance, and minimization of potential significant impacts as well as mitigation of unavoidable impacts to biological resources.

Implementation of this project would not conflict with local city ordinances as it will undergo environmental review, no significant impacts to special-status species or habitats will occur, and Project Conservation Measures listed in Section 6.3 will ensure all trees are replaced and monitored for 5 years following acquisition of tree removal permit from the City of Weed.

#### 6.0 PROJECT CONSERVATION MEASURES

The following conservation measures, Best Management Practices (BMPs), and project features will be incorporated into the project to avoid and minimize the potential environmental impacts from construction and long-term operation of the proposed facility:

# 6.1 Nesting Birds

• If vegetation removal or ground-disturbing activities occur within the nesting bird season (February 1 to August 31) then surveys shall be conducted by a qualified biologist within 7 days of activities to identify active nests within the work area and surrounding 150 feet (wherever potential nesting habitat is present). Surveys would begin prior to sunrise and continue until the survey area has been sufficiently observed. If an active nest is located, a non-disturbance buffer (50 to 150 feet for songbirds, 250 feet for raptors) shall be established around the nest by a qualified biologist. If the buffer is not feasible, then consultation with CDFW must occur to determine appropriate methods to avoid disturbing or causing abandonment of a nest with nesting birds, eggs, or chicks present. The buffer shall remain in place until the chicks have fledged or the nest is deemed to be no longer active by a qualified biologist.

### 6.2 Special-Status Plants

- Protocol-level surveys for rare plants shall be completed in any areas that have not been surveyed within five years prior to ground disturbance. Surveys will be completed for the potentially occurring species:
  - o Pallid bird's-beak (Cordylanthus tenuis ssp. pallescens)
  - o Peck's lomatium (Lomatium peckianum)
  - o Modoc green-gentian (Frasera albicaulis var. modocensis)
  - O Henderson's triteleia (Triteleia hendersonii)

Surveys shall be conducted by a qualified botanist, according to survey protocols provided by California Department of Fish and Wildlife (CDFW) March 20, 2018, in *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities.* If special-status plant species are found on the project site, then a 15-foot non-disturbance buffer shall be implemented around the plant(s); if avoidance is not possible then consultation with CDFW shall occur.

### 6.3 Tree Conservation

- Prior to tree removal, the project applicant shall apply to the City of Weed for a tree removal permit with the following information:
  - o Estimated number of mature trees on the property;
  - o The number and species of mature trees to be removed;
  - o Reasons for removal;
  - And a tree retention plan (a plot plan diagramming the remaining trees following tree removal).
- Prior to approval of improvement plants, the project applicant shall submit to the City of Weed a plan for tree replacement and post-replacement monitoring as mitigation for the loss of mature trees on the project site. The plan shall be approved by the City prior to improvement plan approval.

### 7.0 SUMMARY STATEMENT

With implementation of the measures listed in Section 6.0, the project would avoid or minimize potential project-related impacts to special-status species, nesting birds, raptors, and migratory wildlife. The project would have a less than significant impact with mitigation incorporated.

### 8.0 REFERENCES

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**NRCS** 

Natural Resources Conservation Service A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

# Custom Soil Resource Report for Siskiyou County, California, Central Part



### **Preface**

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2 053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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### **How Soil Surveys Are Made**

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

### Custom Soil Resource Report

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

### Custom Soil Resource Report

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

### Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.



### MAP LEGEND

### Area of Interest (AOI)

*I* 

Area of Interest (AOI)

### Soils

Soil Map Unit Polygons

-

Soil Map Unit Lines



Soil Map Unit Points

### Special Point Features

(o)

Blowout

 $\boxtimes$ 

Borrow Pit

Ж

Clay Spot

 $\Diamond$ 

**Closed Depression** 

Š

Gravel Pit

...

**Gravelly Spot** 

0

Landfill Lava Flow



Marsh or swamp

@

Mine or Quarry

0

Miscellaneous Water

Perennial Water

0

Rock Outcrop

+

Saline Spot

. .

Sandy Spot

. .

Severely Eroded Spot

.

Sinkhole

3⊳

Slide or Slip

Ø

Sodic Spot

### LLGLIAD

8

Spoil Area Stony Spot



Very Stony Spot



Wet Spot Other



Special Line Features

### Water Features

\_

Streams and Canals

### Transportation

Γransp ++++

Rails

~

Interstate Highways

US Routes



Major Roads



Local Roads

### Background

No.

Aerial Photography

### MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24.000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Siskiyou County, California, Central Part Survey Area Data: Version 16, Aug 28, 2023

Soil map units are labeled (as space allows) for map scales 1:50.000 or larger.

Date(s) aerial images were photographed: Oct 12, 2022—Oct 17, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

### Map Unit Legend (E Vista Drive)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI	
125	Deetz gravelly loamy sand, 0 to 5 percent slopes	4.6	59.5%	
126	Deetz gravelly loamy sand, 5 to 15 percent slopes	3.2	40.5%	
Totals for Area of Interest		7.8	100.0%	

### Map Unit Descriptions (E Vista Drive)

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however,

### Custom Soil Resource Report

onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An association is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

### Siskiyou County, California, Central Part

### 125—Deetz gravelly loamy sand, 0 to 5 percent slopes

### **Map Unit Setting**

National map unit symbol: hdnk Elevation: 3,000 to 5,000 feet

Mean annual precipitation: 30 to 45 inches Mean annual air temperature: 46 to 48 degrees F

Frost-free period: 125 days

Farmland classification: Not prime farmland

### **Map Unit Composition**

Deetz and similar soils: 85 percent Minor components: 15 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

### **Description of Deetz**

### Setting

Landform: Outwash fans

Landform position (two-dimensional): Summit Landform position (three-dimensional): Tread

Down-slope shape: Linear Across-slope shape: Linear

Parent material: Glaciofluvial deposits derived from igneous rock

### **Typical profile**

H1 - 0 to 7 inches: gravelly loamy sand

H2 - 7 to 38 inches: stratified sand to gravelly loamy sand

H3 - 38 to 65 inches: stratified very gravelly sand to gravelly loamy sand

### Properties and qualities

Slope: 0 to 5 percent

Depth to restrictive feature: More than 80 inches Drainage class: Somewhat excessively drained

Runoff class: Negligible

Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95

to 19.98 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None Frequency of ponding: None

Available water supply, 0 to 60 inches: Very low (about 2.9 inches)

### Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 4s

Hydrologic Soil Group: A

Ecological site: F022BG201CA - Mesic Ash-Influenced Mountains

Hydric soil rating: No

### **Minor Components**

### **Rock outcrop**

Percent of map unit: 5 percent

Hydric soil rating: No

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### Riverwash

Percent of map unit: 5 percent Landform: Drainageways Hydric soil rating: Yes

### Xerofluvents

Percent of map unit: 5 percent Landform: Flood plains Hydric soil rating: Yes

### 126—Deetz gravelly loamy sand, 5 to 15 percent slopes

### **Map Unit Setting**

National map unit symbol: hdnl Elevation: 3,000 to 5,000 feet

Mean annual precipitation: 30 to 45 inches Mean annual air temperature: 48 degrees F

Frost-free period: 125 days

Farmland classification: Not prime farmland

### **Map Unit Composition**

Deetz and similar soils: 85 percent Minor components: 15 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

### **Description of Deetz**

### Setting

Landform: Outwash fans

Landform position (two-dimensional): Summit, shoulder, backslope

Landform position (three-dimensional): Tread

Down-slope shape: Linear Across-slope shape: Linear

Parent material: Glaciofluvial deposits derived from igneous rock

### Typical profile

H1 - 0 to 7 inches: gravelly loamy sand

H2 - 7 to 38 inches: stratified sand to gravelly loamy sand

H3 - 38 to 65 inches: stratified very gravelly sand to gravelly loamy sand

### Properties and qualities

Slope: 5 to 15 percent

Depth to restrictive feature: More than 80 inches Drainage class: Somewhat excessively drained

Runoff class: Very low

Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95

to 19.98 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None Frequency of ponding: None

### Custom Soil Resource Report

Available water supply, 0 to 60 inches: Very low (about 2.9 inches)

### Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 4s

Hydrologic Soil Group: A

Ecological site: F022BG201CA - Mesic Ash-Influenced Mountains

Hydric soil rating: No

### **Minor Components**

### Unnamed

Percent of map unit: 10 percent

Hydric soil rating: No

### **Rock outcrop**

Percent of map unit: 5 percent

Hydric soil rating: No

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### United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Yreka Fish And Wildlife Office 1829 South Oregon Street Yreka, CA 96097-3446 Phone: (530) 842-5763 Fax: (530) 842-4517

In Reply Refer To: 05/07/2024 14:41:10 UTC

Project Code: 2024-0086682

Project Name: Weed 7-Eleven Biotimber

Subject: List of threatened and endangered species that may occur in your proposed project

location or may be affected by your proposed project

### To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

Project code: 2024-0086682

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

**Migratory Birds**: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/whatwe-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

### Attachment(s):

Official Species List

### **OFFICIAL SPECIES LIST**

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Yreka Fish And Wildlife Office 1829 South Oregon Street Yreka, CA 96097-3446 (530) 842-5763

### **PROJECT SUMMARY**

Project Code: 2024-0086682

Project Name: Weed 7-Eleven Biotimber
Project Type: Commercial Development

Project Description: 7-Eleven construction with truck stop.

Project Location:

The approximate location of the project can be viewed in Google Maps: <a href="https://www.google.com/maps/@41.39771485">https://www.google.com/maps/@41.39771485</a>,-122.373726365625,14z



Counties: Siskiyou County, California

### **ENDANGERED SPECIES ACT SPECIES**

Project code: 2024-0086682

There is a total of 11 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. <u>NOAA Fisheries</u>, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Project code: 2024-0086682 05/07/2024 14:41:10 UTC

**MAMMALS** 

NAME STATUS

Gray Wolf Canis lupus

Endangered

Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, IA, IN, IL, KS, KY, LA, MA, MD, ME, MI, MO, MS, NC, ND, NE, NH, NJ, NV, NY, OH, OK, PA, RI, SC, SD, TN, TX, VA,

VT, WI, and WV; and portions of AZ, NM, OR, UT, and WA. Mexico.

There is **final** critical habitat for this species.

Species profile: <a href="https://ecos.fws.gov/ecp/species/4488">https://ecos.fws.gov/ecp/species/4488</a>

North American Wolverine *Gulo gulo luscus* 

Threatened

No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/5123">https://ecos.fws.gov/ecp/species/5123</a>

**BIRDS** 

NAME STATUS

Northern Spotted Owl Strix occidentalis caurina

Threatened

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

Species profile: <a href="https://ecos.fws.gov/ecp/species/1123">https://ecos.fws.gov/ecp/species/1123</a>

Yellow-billed Cuckoo Coccyzus americanus

Threatened

Population: Western U.S. DPS

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

Species profile: <a href="https://ecos.fws.gov/ecp/species/3911">https://ecos.fws.gov/ecp/species/3911</a>

**REPTILES** 

NAME STATUS

Northwestern Pond Turtle *Actinemys marmorata*No critical habitat has been designated for this species.

Proposed Threatened

Species profile: <a href="https://ecos.fws.gov/ecp/species/1111">https://ecos.fws.gov/ecp/species/1111</a>

**INSECTS** 

NAME STATUS

Franklin's Bumble Bee Bombus franklini

Endangered

No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/7022">https://ecos.fws.gov/ecp/species/7022</a>

Monarch Butterfly *Danaus plexippus* 

Candidate

No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>

**CRUSTACEANS** 

NAME STATUS

Conservancy Fairy Shrimp Branchinecta conservatio

Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

Project code: 2024-0086682 05/07/2024 14:41:10 UTC

NAME STATUS

Species profile: https://ecos.fws.gov/ecp/species/8246

Vernal Pool Fairy Shrimp Branchinecta lynchi

Threatened

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

Species profile: <a href="https://ecos.fws.gov/ecp/species/498">https://ecos.fws.gov/ecp/species/498</a>

Vernal Pool Tadpole Shrimp Lepidurus packardi

Endangered

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

Species profile: https://ecos.fws.gov/ecp/species/2246

### FLOWERING PLANTS

NAME STATUS

Lassics Lupine Lupinus constancei

Endangered

Population:

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

Species profile: https://ecos.fws.gov/ecp/species/7976

### **CRITICAL HABITATS**

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

Project code: 2024-0086682 05/07/2024 14:41:10 UTC

### **IPAC USER CONTACT INFORMATION**

Agency: Vestra Resources Inc

Name: Lucas Murtha

Address: 5300 Aviation Drive

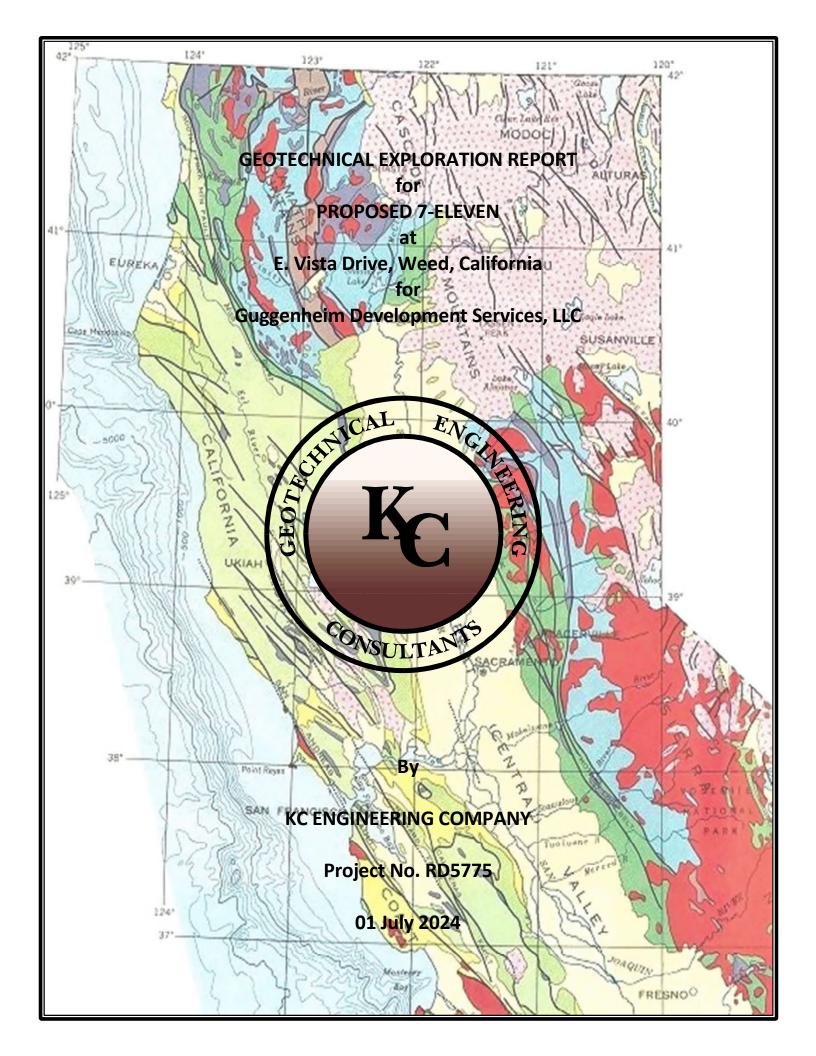
City: Redding State: CA Zip: 96002

Email lmurtha@vestra.com

Phone: 5302232585

## Appendix G Archaeological Survey Report (Confidential – Not for Public Use)

### Appendix H Geotechnical Exploration Report



865 Cotting Lane, Suite A Vacaville, California 95688 (707) 447-4025, fax 447-4143



8798 Airport Road Redding, California 96002 (530) 222-0832, fax 222-1611

### KC ENGINEERING COMPANY A SUBSIDIARY OF MATERIALS TESTING, INC. www.mti-kcgeotech.com

Project No. RD5775 01 July 2024

Mr. Jesse Kent Guggenheim Development Services, LLC 3000 Internet Blvd., Suite 570 Frisco, TX 75034

Subject: Proposed 7-Eleven

E. Vista Drive Weed, California

**GEOTECHNICAL EXPLORATION REPORT** 

Dear Mr. Kent:

In accordance with your authorization, **KC ENGINEERING COMPANY** has explored the geotechnical conditions of the surface and subsurface soils for the proposed 7-Eleven project to be constructed at the subject site.

The accompanying report presents our conclusions and recommendations based on our exploration. Our findings indicate that the proposed convenience store project and surrounding improvements are geotechnically feasible for construction on the subject site provided the recommendations of this report are carefully followed and are incorporated into the project plans and specifications.

Should you have any questions relating to the contents of this report or should you require additional information, please contact our office at your convenience.

Reviewed by,

David V. Cymariski, G.E

**Principal Engineer** 

Copies: 1 via email

Respectfully Submitted,

KC ENGINEERING COMPANY

Andrew L. King, P.E. Principal Engineer

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### **GEOTECHNICAL EXPLORATION**

### **Purpose and Scope**

The purpose of the geotechnical exploration for the proposed 7-Eleven project in Weed, California, was to determine the surface and subsurface soil conditions for the proposed improvements at the subject site. Based on the results of the exploration, geotechnical criteria were established for the grading of the site, the design of foundations, slabs-on-grade, retaining walls, pavement sections, drainage and the construction of other related facilities on the property.

In accordance with your authorization, our exploration services included the following tasks:

- a. A review of available geotechnical and geologic literature concerning the site and vicinity;
- b. Site reconnaissance by KC Engineering to observe and map surface conditions;
- c. Drilling and logging of nine exploratory borings and sampling of the subsurface soils;
- d. Performing double ring infiltration testing;
- e. Laboratory testing of the samples obtained to estimate their classification and engineering characteristics;
- f. Analysis of the data and formulation of conclusions and recommendations; and
- g. Preparation of this written report.

### **Site Location and Description**

The subject site is located south of E. Vista Drive approximately 530 feet east of Black Butte Drive in Weed, California as shown on Figure 1, "Aerial Vicinity Map" in the Appendix of this report. The property is bounded on the north by E. Vista Drive, on the west by a food truck with gravel parking, on the east by a City of Weed Public Works building and by similar undeveloped property on the south. E. Vista Drive is paved with asphalt concrete and improved with concrete sidewalks, curb and gutter. Topography on the undeveloped site is relatively level with the general downhill slope to the south. Multiple earth mounds are located on the property. The mounds are approximately 6 feet in height and are assumed to be piles from previous lot clearing of vegetation and surface soil. Vegetation on the site consists of sparse medium size trees and low brush with weeds.

The above description is based on a reconnaissance of the site by KC Engineering Company, a review of the Conceptual Site Plan Review prepared Tait & Associates dated 01/12/24, and a review of a Google Earth image dated 10/30/22. The Google Earth image was used as the basis for our "Aerial Vicinity Map" included as Figure 1 and "Site Plan" included as Figure 2A. The

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Conceptual Site Plan, CSP-4, was used as our "Site Plan" included as Figure 2B in the Appendix of this report.

## **Proposed Improvements**

It is our understanding that the proposed 7-Eleven building will be 4,650 square feet with at the location shown on Figure 2 B in the Appendix. The proposed building will be one-story constructed of conventional wood and metal framing with a spread footing and concrete slab-on-grade floor foundation system. Design loads associated with the one-story building are anticipated to be relatively light, typical with this type of construction. Auto fueling with a covered canopy will be to the west of the convenience store with truck fueling to the east. Two underground storage tank locations are proposed to the north and east of the development. Paved vehicle parking is to be located on the west side of the building with truck parking to the east. Paved drive aisles will access Vista Drive to the north and circle the building with an alternative driveway to Black Butte Drive to the southwest. A trash enclosure with concrete pavement will be situated behind the store to the south and a freeway monument sign will be located to the west of Black Butte Drive as shown on Figure 2 A in the Appendix. A storm water bioretention basin will be constructed on the on the north and south area of the property to treat overland surface water flow. Other improvements will include underground utilities, vehicle charging stations, pedestrian sidewalks, lighting and landscaping.

Mass grading will be required to achieve design subgrade and building pad elevations. The surface soil was found to be loose with significant organics. Loose soil is prone to settlement which will cause distress to surface improvements. Over excavation grading operations will be required to mitigate potential structure distress due to loose near surface soil conditions and settlement.

## **Field Exploration**

The field exploration was performed on 6/10/24 and 6/11/24 and included a reconnaissance of the site and the drilling of nine exploratory test borings at the approximate locations shown on Figure 2 A and 2 B in the Appendix. It is noted that borings deeper than 10 feet were backfilled with neat cement grout at the completion of exploration. In addition, two double ring infiltration tests were performed on-site on 6/27/24 and 6/28/24.

### **Exploratory Borings**

The borings were drilled to a maximum depth of 36.5 feet below the existing ground surface. The drilling was performed with a CME-75 drill rig using power-driven, four-inch diameter solid flight augers. Visual classifications were made from auger cuttings and the samples obtained in the field. As the drilling proceeded, relatively undisturbed tube samples were obtained by driving a

3-inch O.D., California split-tube sampler, containing thin brass liners, into the boring bottom in accordance with ASTM D3550. Disturbed samples were also obtained by driving a 2-inch O.D., split-barrel SPT sampler into the boring bottom in accordance with ASTM D1586. The samplers were driven into the in-situ soils at various depths under the impact of a 140-pound hammer having a free fall of 30 inches. The number of blows required to advance the sampler 12 inches into the soil, after seating the sampler 6 inches, were adjusted to the standard penetration resistance (N-Value). The raw blow counts obtained using the California Modified sampler were corrected to equivalent N-Values using the rigs calibrated automatic trip hammer with an 80% energy transfer ratio. When the sampler was withdrawn from the boring bottom, the liners containing the relatively undisturbed samples were removed, examined for identification purposes, labeled and sealed to preserve the natural or in-situ moisture content. The samples were then transported to our laboratory for testing.

Classifications made in the field were verified in the laboratory after further examination and testing. The stratification of the soils, descriptions, location of soil samples and standard penetration resistance are shown on the respective "Log of Test Boring" contained within the Appendix.

## **Infiltration Rate Testing**

Double-ring infiltration rate testing of the subsurface soils was performed at the requested locations in conformance with ASTM D3385. Infiltration test locations are shown on Figure 2, "Site Plan" contained within the Appendix. The purpose of the double ring infiltrometer device is to ensure the downward flow/infiltration of water for representative measurements. The outermost ring is used to saturate the outer areas of where the infiltration measurements are being taken, enclosing the inner ring to simulate infiltration in one direction (downward flow). Two 12 and 24 inch diameter rings were installed penetrating below the existing ground surface. After installation, the rings were filled with water and allowed to soak overnight. The following day the rings were found to be empty and subsequently filled with water to a constant level during the test. The amount of water required to maintain a constant water level within the rings was recorded at various time increments.

The infiltration rate tests were performed on 6/27/24 and 6/28/24 after the initial pre-soak. Prior to performing the test, the holes were filled with water to approximately 6 inches above the prepared ground surface. At the start of the tests, the water volume required to maintain a constant elevation within the rings exceeded the mariotte tube capacity within 10 minutes. Mariotte tubes were refilled and the test was performed again at each location for 2 trials with similar results. The recorded infiltration test data is included in our Appendix. Test results and bio-

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retention basin grading specifics are discussed further in our "Bioretention Basin" section of this report.

## **Laboratory Testing**

The laboratory testing program was directed towards providing sufficient information for the estimation of the engineering characteristics of the site soils so that the recommendations outlined in this report could be formulated. The laboratory test results are presented in the Appendix.

Moisture content and dry density tests (ASTM D2937) were performed on representative relatively undisturbed soil samples to determine the consistency and moisture variation of the underlying soils. In order to assist in the identification and classification of the subsurface soils, sieve analysis tests (ASTM D6913) and Atterberg Limits tests (ASTM D4318) were performed on selected soil samples. The Atterberg Limits test results were also used to estimate the expansion potential of the near surface soils.

The strength parameters of the foundation soils were determined with direct shear tests (ASTM D3080) performed on selected relatively undisturbed soil samples. Standard field penetration resistance (N-Values) and penetrometer tests assisted in the determination of strength and bearing capacity. The standard penetration resistances and penetrometer results are recorded on the respective "Log of Test Boring" in the Appendix.

An R-Value test (Cal Test 301) was performed on a composite bulk sample representative of the proposed pavement subgrade to assist in pavement section design. In addition, a four-point Thermal Conductivity test was performed in accordance with ASTM D5334 for near surface soil at the charging station.

Representative bulk samples of the near surface soils were obtained to evaluate the presence and concentration of water-soluble sulfates in accordance with ASTM C1580. These test results were used to identify the corrosion potential of the soils to at or below grade concrete. Additional soil corrosion potential tests (pH, Resistivity & Chlorides) were also performed. A discussion is presented in the "Soil Corrosivity" section of this report.

#### **Subsurface Conditions**

Based on our field exploration and laboratory testing, the surface and subsurface soil conditions generally consist of sand, silt and gravel to the maximum depth of 36.5 feet. In general, the near surface soils consist of loose brown silty fine sand in the upper 2 to 3 feet, underlain by medium dense or dense silty sand with gravel. Cemented silty sand layers were encountered at various

depths across the site. It is noted that laboratory testing indicates the surficial soils have low expansive qualities.

Groundwater was not encountered in the borings at the time of exploration. However, fluctuations in the groundwater conditions can occur with variations in seasonal rainfall, irrigation of the surrounding properties and variations in subsurface stratification.

A more thorough description and stratification of the soils encountered along with the results of the laboratory tests are presented on the respective "Log of Test Boring" in the Appendix. The approximate locations of the borings are shown on Figure 2 A and 2B, "Site Plan" in the Appendix.

## **Soil Corrosivity**

Representative samples of the near surface materials at the monument sign and convenience store locations were collected and transported to Sunland Analytical in Rancho Cordova for testing of water-soluble sulfates, pH, minimum resistivity and chlorides per California and ASTM Test Methods.

The testing indicates a range of sulfate contents of 0.8 to 1.9 ppm (mg/kg), chloride contents of 2.2 to 2.8 ppm, minimum resistivity values of 53,600 to 58,960 ohm-cm, and soil pH values of 5.08 to 5.31 for the samples collected. It is noted that the sulfate test results indicate low or "S0" sulfate exposure to concrete as identified in the Durability Requirements, Section 1904 of the 2022 California Building Code and Table 19.3.1.1 of ACI 318-19 Building Code Requirements for Structural Concrete. No cement type restriction is required; however, we do recommend that a Type II cement be utilized in concrete mixes for additional corrosion resistance.

For structural elements, the Caltrans Corrosion Guidelines<sup>1</sup> defines a corrosive site as one where the soil and/or water has a sulfate concentration of 1,500 ppm or more, a chloride concentration of 500 ppm or more, a pH of 5.5 or less, and a minimum resistivity less than 1,500 ohm-cm. Based on these criteria and the presence of high acidity, pH less than 5.5, the soils can react with lime in concrete to form a soluble reaction that can easily leach out of the concrete which may result in a more porous, weaker concrete. Therefore, we recommend that a Type II cement be utilized in concrete mixes for additional sulfate and corrosion resistance.

KC Engineering Company is not a corrosion engineering firm. Therefore, to further define the soil corrosion potential and interpret the above test results, or to design cathodic protection or grounding systems, a licensed Corrosion Engineer should be consulted.

<sup>&</sup>lt;sup>1</sup> California Department of Transportation Corrosion and Structural Concrete Field Investigation Branch, Materials Engineering and Testing Services, *Corrosion Guidelines*, Version 3.2, May 2021.

## **Site Geology**

According to the Geologic Map of the Weed Quadrangle<sup>2</sup> by the California Division of Mines and Geology dated 1987, the geologic deposits underlying the proposed commercial building are mapped as late Pleistocene aged High Cascade Volcanics Rocks. The volcanic rocks consist of andesite and pyroclastic rocks including tuff, tuff breccia, lahars, and pyroclastic flows. It is noted that the soils encountered during our exploration compare favorably with the geologic mapping. A partial geologic map showing the site and surrounding area is included in the Appendix as Figure 3, "Geologic Map".

## **Geo-Hazards**

## **Seismicity & Ground Motion Analysis**

The site is not located within an Alquist-Priolo Earthquake Fault Zone<sup>3</sup>. There are no known active faults crossing the site as mapped and/or recognized by the State of California. However, Weed is located in a seismically-active region and earthquake related ground shaking should be expected during the design life of structures constructed on the site. The California Geological Survey has defined an active Holocene fault as one that has had surface displacement in the last 11,700 years or has experienced earthquakes in recorded history.

Based on our review of the Fault Activity Map of California<sup>4</sup> and the USGS National Seismic Hazard Maps-Source Parameters<sup>5</sup>, the nearest major active faults are the Cedar Mountain-Mahogany Fault and the Hat Creek-McArthur-Mayfield Fault located approximately 26 miles east and 39 miles southeast of the site, respectively. Numerous other active faults in the area may also produce significant seismic shaking at the site.

The 2022 CBC specifies that the potential for liquefaction and soil strength loss should be evaluated, where applicable, for the Maximum Considered Earthquake Geometric Mean (MCE<sub>G</sub>) peak ground acceleration with an adjustment for site class effects in accordance with American Society of Civil Engineer (ASCE 7-16)<sup>6</sup>. The MCE<sub>G</sub> is peak ground acceleration is based on the geometric mean peak ground acceleration with a 2 percent probability of exceedance in 50 years. Based on ASCE 7-16, the MCE<sub>G</sub> peak ground acceleration with adjustment for site class effects

<sup>&</sup>lt;sup>2</sup> Wagner D.L., Saucedo G.J., 1987, *Geologic Map of the Weed Quadrangle*, State of California Department of Conservation, Mines and Geology, Map No. 4A, scale 1:250,000.

<sup>&</sup>lt;sup>3</sup> Parish, J.G., 2018 Earthquake Fault Zones, California Geological Survey, Special Publication 42, Revised 2018.

<sup>&</sup>lt;sup>4</sup> Jennings, C.W. and Bryant, W.A., 2010, *Fault Activity Map of California*, California Geological Survey Geologic Data Map No. 6, scale 1:750,000

<sup>&</sup>lt;sup>5</sup> U.S. Geological Survey, 2008 National Seismic Hazards Maps – Source Parameters, accessed 06/02/24, from USGS web site: https://earthquake.usgs.gov/cfusion/hazfaults\_2008\_search/query\_main.cfm

<sup>&</sup>lt;sup>6</sup> American Society of Civil Engineer (ASCE), 2016, Minimum Design Loads for Buildings and Other Structures, Standard 7-16 and Supplements 1-3

 $(PGA_M)$  was calculated to be 0.379g using the ASCE 7 Hazard Tool web-based seismic design tool with a site coefficient  $(F_{PGA})$  of 1.311 for Site Class D.

Structures at the site should be designed to withstand the anticipated ground accelerations. Based on the ASCE 7 Hazards Tool<sup>7</sup> website and ASCE 7-16, the 2022 CBC earthquake design values are as follows.

Site Class: D

Mapped Acceleration Parameters:  $S_S = 0.631g$ ;  $S_1 = 0.328g$ Design Spectral Response Accelerations:  $S_{DS} = 0.545g$ ;  $S_{D1} = 0.647g$ 

In our opinion, a ground motion hazard analysis is not necessary per ASCE 7-16, Section 11.4.8-1. The MCE<sub>R</sub> spectral response acceleration parameter  $SM_1$  has been increased by 50 percent for the calculation of the design spectral response acceleration parameter  $SD_1$ . The modified ASCE seismic design report is included in the Appendix.

#### Fault Rupture

The site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on our review of geologic maps, no known active faults cross or project toward the subject site. In addition, no evidence of active faulting was visible on the site during our site reconnaissance. Therefore, it is our opinion that there is no potential for fault-related surface rupture at the subject site.

## Landsliding

The project area is located on relatively level topography. Therefore, the possibility of seismically induced landslide hazards is considered low.

## **Liquefaction Potential**

Soil liquefaction is a phenomenon in which loose and saturated cohesionless soils are subject to a temporary, but essentially total loss of shear strength, due to pore pressure build-up under the reversing cyclic shear stresses associated with earthquakes. Soils typically found most susceptible to liquefaction are saturated and loose, fine to medium grained sand having a uniform particle range and less than 35% fines passing the No. 200 sieve, and a corrected standard penetration blow count  $(N_1)_{60}$  less than 30. According to Special Publication 117A by the California Geological Society, the assessment of hazards associated with potential liquefaction of soil deposits at a site must consider translational site instability (i.e. lateral

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<sup>&</sup>lt;sup>7</sup> https://asce7hazardtool.online/, accessed 06/02/24

spreading, etc.) and more localized hazards such as bearing failure and settlement. The acceptable factor of safety against liquefaction is recommended in SP117 to be 1.3 or greater.

The data used for evaluating liquefaction potential of the subsurface soils consisted of the Pleistocene age of the deposits, soil type, the groundwater level, location of the site to the nearest active fault and predicted ground surface acceleration. Based on our site exploration and laboratory test data, the near surface soil materials encountered beneath the site were found to be silty sand containing 16 to 27% fines passing the No. 200 sieve. Groundwater was not encountered at the site at the time of the field exploration. Based on the data obtained, the absence of groundwater and the dense cemented sandy materials, it is our opinion that the potential for liquefaction related hazards at the site is very low to nil.

## **Expansion Potential**

There is a direct relationship between plasticity of a soil and the potential for expansive behavior, with expansive soil generally having a high plasticity. Thus, granular soils typically have a low potential to be expansive, whereas clay-rich soils can have a low to high potential to be expansive. Laboratory Atterberg Limits tests with Plasticity Index values of NP were determined for the onsite soil. These materials were classified as SM per the USCS and determined to have very low expansion potential.

### **Volcanic Eruption**

The proposed retail development is located near the base of Mount Shasta to the west approximately 9 miles from the center. Volcanoes may endanger surrounding structures by eruptions producing volcanic ash, pyroclastic flows, lava and mudflows. Aerial images indicate past lava flows projecting from the volcano southeast of the site. Plate 1 of the Geologic Survey Bulletin 1503<sup>8</sup> shows the site to be within Zone 2 for flowage hazards. Zone 2 at this location is characterized as not likely to be directly affected by pyroclastic flows, associated ash clouds and mudflows originating from the north, east or south flanks of Mount Shasta. Plate 2 of the Geologic Survey Bulletin 1503<sup>9</sup> shows the site to be within Zone C for Lava Flows. Zone C is characterized as areas likely to be affected infrequently by lava flows that originate at vents in zones A and B. All of the volcanic hazards listed above may impact the site during an eruption. Should a detailed volcanic eruption potential review be required or desired, we recommend that a Certified Engineering Geologist be consulted. Educational preparedness can be found at the U.S. Geologic Survey website at: https://volcanoes.usgs.gov/vhp/preparedness.html.

<sup>&</sup>lt;sup>8</sup> C. Dan Miller., 1980, *Potential Hazards From Future Eruptions in the Vicinity of Mount Shasta Volcano, Northern California*, United States Department of the Interior, Geologic Survey, Bulletin 1503.

<sup>&</sup>lt;sup>9</sup> C. Dan Miller., 1980, *Potential Hazards From Future Eruptions in the Vicinity of Mount Shasta Volcano, Northern California*, United States Department of the Interior, Geologic Survey, Bulletin 1503.

#### **DISCUSSIONS, CONCLUSIONS AND RECOMMENDATIONS**

#### General

From a geotechnical point of view, the proposed 7-Eleven convenience store and related improvements are considered to be feasible for construction on the subject site provided the recommendations presented in this report are incorporated into the project plans and specifications.

All grading and foundation plans for the project must be reviewed by the Soil Engineer prior to contract bidding or submittal to governmental agencies to ensure that the geotechnical recommendations contained herein are properly incorporated and utilized in design.

**KC ENGINEERING CO.** should be notified at least two working days prior to site clearing, grading, and/or foundation operations on the property. This will give the Soil Engineer ample time to discuss the problems that may be encountered in the field and coordinate the work with the contractor.

Field observation and testing during the grading and/or foundation operations must be provided by representatives of *KC ENGINEERING CO*. to enable them to form an opinion regarding the adequacy of the site preparation, the acceptability of fill materials, and the extent to which the earthwork construction and the degree of compaction comply with the specification requirements. Any work related to the grading and/or foundation operations performed without the full knowledge and under the direct observation of the Soil Engineer will render the recommendations of this report invalid.

## **Geotechnical Considerations**

The primary geotechnical considerations for the site are the generally level ground surface topography and relatively loose materials in the upper 2 to 3 feet with significant organic material. Positive surface drainage away from the building foundation must be designed and constructed to minimize moisture infiltration within the near surface soils. Significant organic matter and roots were encountered within the upper 2 to 3 feet. Deleterious materials are not suitable for foundation of floor support and will cause differential settlement and excessive cracking. In addition, the upper 2 to 3 feet was found to be loose which will be prone to settlement with changes in loading. Therefore, we recommend that the upper 2 feet be overexcavated and be replaced as engineered fill or with select import material as recommended in the "Grading" section of this report. Specific grading, foundation design, and drainage

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recommendations are presented herein. The recommendations provided in the following sections will address these and other subsurface issues.

### **Temporary Excavations**

Applicable safety standards require that excavations in excess of 4 feet must be properly shored or that the walls of the excavation be sloped back to provide safety for construction of the underground storage tanks and pipeline trenches. We expect that some of the structure excavations may be open cut with no shoring. All temporary excavations should be designed, planned, constructed and maintained by the Contractor and should conform to all state and federal safety regulations and requirements.

Based on the subsurface soils encountered during our field exploration, it is our opinion that the soils may be considered to be Type B above the groundwater and Type C below per OSHA Standards. Based on our findings, it is our opinion that the proposed temporary excavations will perform adequately at a maximum 1H:1V slope. This is provided that the following comments and recommendations are included in the Contractor work plan:

- The excavations must be monitored by competent personnel for stability and safety. Should any tension cracking or displacement be observed, the excavation must be backfilled immediately, or the upper slope laid back and flattened and our office notified for further recommendations.
- 2) The cut slope and adjacent surface should be covered with visqueen during rain events and to minimize rainfall infiltration.
- 3) Groundwater was not encountered at the time, however, dewatering must be provided to maintain the groundwater level at 2 feet below the base of the excavation. Our Geotechnical Engineer should be contacted to evaluate the excavations and provide supplemental recommendations as necessary.
- 4) Stockpiling of spoils and equipment should be setback 10 feet minimum from the top of temporary back cuts.
- 5) Excavation stability and dewatering is the responsibility of the Contractor.

### **Temporary Shoring**

Temporary shoring may be used where space restrictions do not permit open cuts for the installation of subsurface structures. Temporary shoring design and construction is the responsibility of the General shoring contractor. We expect the shoring system to consist of cantilevered soldier piers and timber lagging.

For temporary shoring design, we recommend the following parameters: a maximum friction angle of 40 degrees and a total unit weight of 93 pcf. A minimum shoring wall active pressure of 35 pcf representing an equivalent fluid weight is recommended. An allowable passive pressure of 200 pcf acting over 3 pier diameters is recommended.

The above design recommendations assume that there will not be any surcharge pressures from adjacent buildings on the shoring system. Vehicle and equipment surcharge loads should be applied. Applicable surcharge loads should be applied for any adjacent footing and/or other surcharge loading conditions where located within a 1:1 plane extending up from the base of the new excavation. We do recommend that monitoring and a pre-construction survey of adjacent improvements be performed prior to excavation and shoring installation. A monitoring and survey program should be developed and provided by the Contractor.

### Grading

Loose soil, significant organic material, and oversized materials are anticipated within the proposed building footprint and pavement areas. We recommend that the entire building pad, over-head canopy fueling areas and other surface improvements areas be over-excavated a minimum of 2 feet below existing grade. Over-excavation limits should extend a minimum of 5 feet beyond the building perimeter and surface improvements. The resulting excavation should be replaced as engineered fill using on-site excavated material, provided organics and over-sized materials are removed. When civil grading plans are available for our review, supplemental grading recommendations may be required.

Based on local climatic information, dry weather is considered to occur between May and October while wet weather occurs between November and April. Grading operations performed during the wet season may be hampered by excessive moisture and potential shallow groundwater. Grading activities may be performed during the wet season, however, achieving proper compaction may be difficult due to excessive moisture resulting in project delays and/or the required use of chemical stabilization, such as lime or cement treatment, to grade the site. Grading performed during the dry months will minimize the occurrence of the above problems.

The surface of the site in areas to be graded should be stripped to remove all existing vegetation, trees, tree roots, bushes and/or other deleterious materials. Where any loose or soft soils are encountered, they must be excavated to undisturbed native ground. Excavated soil materials may be used as engineered fill with the approval of the Soils Engineer provided they do not contain debris, excessive organics or over-sized rocks or boulders. Any existing undesirable items encountered on-site that do not meet the requirements of engineered fill (fence posts/wood, tree roots, concrete rubble and buried pipes) should be excavated and removed.

After stripping of vegetation and removal of undesirable items as noted above, the proposed building pad, over-head canopy fueling areas and other surface improvements areas should be over-excavated 2 feet below existing grade. The exposed bottom should then be scarified 1 foot, uniformly moisture conditioned above optimum moisture content and compacted as engineered fill to a minimum relative compaction of 90% based on ASTM D1557. Fill can then be placed in lifts of 6 to 8 inches and moisture conditioned and compacted as noted above until finish pad grade is achieved.

All fill material should be approved by the Soil Engineer. The material should be a soil or soil-rock mixture which is free from excessive organic matter or other deleterious substances. The fill material should not contain rocks or lumps over 6 inches in greatest dimension and not more than 15% larger than 2-½ inches. All soils encountered during our exploration would be suitable for use as engineered fill when placed and compacted as recommended.

Should import material be used to establish the proper elevations for the proposed project, the import material should be approved by the Soil Engineer before it is brought to the site. Caltrans Class 2 aggregate base may be used as select engineered fill. If select import soil is used, it should meet the following requirements:

- a. Have an R-Value of not less than 25;
- b. Have a Plasticity Index not higher than 10;
- c. Not more than 15% passing the No. 200 sieve;
- d. No rocks larger than 6 inches in maximum size;

The proposed perimeter fill slopes around the parking lot should be no steeper than 2.5H:1V (horizontal to vertical). Fill slopes should be over-built and trimmed back to a tight compacted surface. All slopes should be provided with erosion protection as determined by the Civil Engineer.

Prior to compaction, each layer should be spread evenly and should be thoroughly blade mixed during the spreading to obtain uniformity of material in each layer. The fill should be brought to a water content that will permit proper compaction by either (a) aerating the material if it is too wet, or (b) spraying the material with water if it is too dry. Compaction should be performed by footed rollers or other types of approved compaction equipment and methods. Compaction equipment should be of such design that they will be able to compact the fill to the specified density. Rolling of each layer should be continuous over its entire area and the equipment should make sufficient trips to ensure that the required density has been obtained. No ponding or jetting is permitted.

The standard test used to define maximum densities and optimum moisture content of all compaction work shall be the Laboratory Test procedure ASTM D1557 and field tests shall be expressed as a relative compaction in terms of the maximum dry density and optimum moisture content obtained in the laboratory by the foregoing standard procedure. Field density and moisture tests shall be made in each compacted layer by the Soil Engineer in accordance with Laboratory Test Procedure ASTM D6938, respectively. When footed rollers are used for compaction, the density and moisture tests shall be taken in the compacted material below the surface disturbed by the roller. When these tests indicate that the compaction requirements on any layer of fill, or portion thereof, have not been met, the particular layer, or portion thereof, shall be reworked until the compaction requirements have been met.

### **Bioretention Basin**

We understand that a storm water bioretention and detention basin will be constructed north and south of the proposed convenience store. Bioretention cells will consist of a lower gravel storage layer, amended soil top layer and gravity overflow. The interior cut and fill slope inclinations should be no steeper than 3H:1V (horizontal to vertical). Grading should be performed as described above in the Grading section of this report. Due to high seasonal winds, the basin side slopes should be protected to minimize potential scour and erosion from anticipated wave action. Sufficient bank protection methods, such as Facing-size rock slope protection or erosion control mats, should be designed by the Civil Engineer.

Two infiltration tests were performed across the site. A test was conducted near E. Vista Drive (I-1) and another to the south (I-2) as shown on our "Site Plan" in the Appendix. Test pits were excavated approximately 6 inches below existing grade at these locations for the infiltration tests. Soil at this elevation was found to be loose silty fine sand. An average infiltration rate of the double ring infiltration test trials for each location was determined. Based on the average infiltration rate of 2.6 in/hr with a Factor of Safety of 2 for variation in soil structure, we recommend a design infiltration rate for the southern test location of 6.0 in/hr with a Factor of Safety of 2 for variation in soil structure, we recommend a design infiltration rate of 3.0 inches per hour.

## **Surface Drainage**

A very important factor affecting the performance of structures and pavements is the proper design, implementation, and maintenance of surface drainage, as well as maintaining uniform moisture conditions around the structures. Ponded water will cause swelling and/or loss of soil strength and may also seep under structures. Should surface water be allowed to seep under the structures, differential foundation movement resulting in structural damage and/or standing water under the slab will occur. This may cause dampness to the floor which may result in

mildew, staining, and/or warping of floor coverings. To minimize the potential for the above problems, dampproofing and waterproofing should be provided as required by Section 1805 of the 2022 CBC. In addition, the following surface drainage measures are recommended and must be maintained by the property owner in perpetuity:

- a) Positive building pad slopes and surface drainage must be provided by the project Civil Engineer to remove all storm water from the pad and to prevent storm and/or irrigation water from ponding adjacent to the structure foundations. The finished pad grade around the structures should be compacted and sloped 5% away from the exterior foundations and as required in Section 1804.4 of the 2022 CBC and directed to appropriate drainage inlets. Final impervious surfaces shall be designed as required by the project Civil Engineer.
- b) Enclosed or trapped planter areas adjacent to the structure foundations should be avoided if possible. Where enclosed planter areas are constructed, these areas must be provided with adequate measures to drain surface water (irrigation and rainfall) away from the foundation. Positive surface gradients and/or controlled drainage area inlets should be provided. Care should be taken to adequately slope surface grades away from the structure foundations and into area inlets. Drainage area inlets should be piped to a suitable discharge facility.
- c) Adequate measures for storm water discharge from the roof gutter downspouts must be provided by the project Civil Engineer and maintained by the property owners at all times, such that no water is allowed to pond next to the structure. Closed pipe discharge lines should be connected to downspouts and discharged into a suitable drainage facility. It is important not to allow concentrated discharge on the surface of any slope so as to prevent erosion.
- d) Site drainage should be designed by the project Civil Engineer. Civil engineering, hydraulic engineering, and surveying expertise is necessary to design proper surface drainage to assure that the flow of water is directed away from the foundations.
- e) Over-irrigation of plants is a common source of water migrating beneath a structure. Consequently, the amount of irrigation should not be any more than the amount necessary to support growth of the plants. Foliage requiring little irrigation (drip system) is recommended for the areas immediately adjacent to the structures.
- f) Landscape mounds or concrete flatwork should not be constructed to block or obstruct the surface drainage paths. The Landscape Architect or other landscaper should be

made aware of these landscaping recommendations and should implement them as designed. The surface drainage facilities should be constructed by the contractor as designed by the Civil Engineer.

With respect to any proposed bio-retention swales or basins, we anticipate that bio-swales will be located relatively close to the proposed structures. We recommend a minimum separation of 10 horizontal feet where possible. Where bio-retention areas are closer than 10 feet to the structure, we recommend the bottom of the swales be sloped a minimum of 5% away from the structure foundation. In addition, we recommend that a subsurface drain be provided below the select treatment soils at the low side of the swale/basin. The subdrain should be connected to the nearest storm drain catch basin. A 4-inch SDR35 perforated pipe surrounded by Caltrans Class 2 Permeable Material should be provided to discharge collected water into the nearest catch basin. An impermeable liner may also be required in the bottom of the swales. Additional details can be provided when plans are available for review.

### **Foundations**

Provided that the site is over-excavated and prepared as described in the "Grading" section above, it is our opinion that the proposed convenience store building and trash enclosure may be satisfactorily supported on a spread footing and slab-on-grade foundation system. The monument sign and overhead fueling canopies should be supported by a friction pier foundation. It is noted that the foundation excavations should be observed and approved by KC Engineering. Recommendations for both systems are provided below.

### **Spread Footings**

Continuous and isolated spread footings should extend to a minimum depth of 18 inches below the lowest adjacent pad grade due to frost and bearing considerations (i.e., trenching depth below earthen pad grade). At this depth, the recommended design bearing pressure for the continuous footings should not exceed 2,000 p.s.f. due to dead plus live loads. The above allowable pressures may be increased by 1/3 due to transient loads which include wind and seismic. A Modulus of Subgrade Reaction value of 150 p.c.i. is applicable for slab floor design if needed. All foundations must be adequately reinforced to provide structural continuity and resist the anticipated loads as determined by the project Structural Engineer. At a minimum we recommend that the continuous footings are reinforced with a minimum of four No. 4 bars, two at the top and two near the bottom of the footing. Actual reinforcement will be as required by the Structural Engineer and in accordance with structural building code requirements. Foundations designed in accordance with the above criteria should be expected to experience a

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total settlement of less than 1 inch with less than 0.5 of an inch of differential settlement across the footprint.

To accommodate lateral building loads, the passive resistance of the foundation soil can be utilized. The passive soil pressures can be assumed to act against the front face of the footing below a depth of 1 foot below the ground surface. It is recommended that an allowable passive pressure equivalent to that of a fluid weighing 200 p.c.f. be used. For design purposes, an allowable friction coefficient of 0.40 can be assumed at the base of the spread footings. These two modes of resistance should not be added unless the frictional component is reduced by 50 percent since the mobilization of the passive resistance requires some horizontal movement, effectively reducing the frictional resistance.

#### Cast-in-Place Piers

The drilled cast-in-place friction piers for the highway sign should have a minimum diameter of 36 inches and extend a minimum depth of 15 feet below the surface. The drilled cast-in-place friction piers for the fueling canopies should have a minimum diameter of 18 inches and extend a minimum depth of 10 feet below the surface. The piers should be designed on the basis of skin friction acting between the soil and that portion of the pier that extends below a depth of 1 feet below finished grade. For the soil at the site, an allowable skin friction value of 600 p.s.f. can be used for combined dead and live loads. This value can be increased by one-third for transient loads which include wind or seismic forces. Reinforcing steel should be provided as necessary for structural support and continuity of the piers. Uplift forces can be resisted by the dead load of the structure and an adhesion value of 400 psf applied to the portion of the pier below the upper 1 foot.

To resist lateral loads, the allowable passive resistance/lateral bearing of the soil can be used. The soil passive pressures can be assumed to act against the lateral projected area of the pier described by the vertical dimension of twice the pier diameter. It is recommended that a passive pressure equivalent of that of a fluid weighing 200 p.c.f. be used below the upper 1 feet. Foundations designed in accordance with the above criteria are expected to experience less than 0.5 inches of lateral displacement at the surface, and a total settlement of less than 0.5 inch with less than 0.25 of an inch of differential settlement.

Even though the piers will be designed to develop their capacity through friction, their bottoms should be cleaned and/or tamped prior to placing reinforcing steel and pouring concrete. Also, it is important that care be exercised to ensure that any concrete spills during the concrete pour must be removed, and no "mushrooming" effects are allowed to remain around the top of the pier. It is the responsibility of the contractor to ensure that this condition does not occur.

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## **Slab-on-Grade Construction**

Interior floor slabs where spread footings are used along with exterior concrete slabs/flatwork, including pedestrian sidewalks and general flatwork may experience some cracking due to finishing and curing methods. We should note that curbs, gutters, sidewalks and driveway aprons should be designed and constructed per the City of Weed or Siskiyou County standards. To reduce the potential cracking of the slabs-on-grade, the following recommendations are made:

- a) All areas to receive slabs should be thoroughly wetted prior to placing concrete. This work should be done under the observation of KC Engineering.
- b) Slabs should be underlain by a minimum of 4 inches of angular gravel or clean crushed rock material compacted between the finished subgrade and the slabs to serve as a capillary break between the subsoil and the slab. The gravel should not have more that 10% passing the No. 4 sieve per CBC Section 1805.4.1.
- All slabs should be a minimum of 4 inches thick and reinforced with a minimum of No. 3 rebar spaced 18 inches center to center, each way. Additional concrete pavement recommendations are provided in the "Pavement Areas" section of this report. The actual slab thickness and reinforcement should be determined by the project Structural Engineer in accordance with the structural requirements and the anticipated loading conditions. The reinforcement shall be placed in the center of the slab unless otherwise designated by the design engineer.
- c) Where moisture vapor is a concern, a vapor retarder membrane should be installed between the prepared building pad gravel and the interior slabs to minimize moisture condensation under the floor coverings and/or upward vapor transmission. The vapor barrier membrane should be a minimum 15-mil extruded polyolefin plastic that complies with ASTM E1745 Class A and have a permeance of less than 0.01 perms per ASTM E96 or ASTM F1249. It is noted that polyethylene films (visqueen) do not meet these specifications. The vapor barrier must be adequately lapped and taped/sealed at penetrations and seems in accordance with ASTM E1643 and the manufacturer's specifications. The vapor retarder must be placed continuously across the slab area.
- d) If it is desired to place a granular cushion between the vapor retarder and the slab, it should be 2 inches thick and meet the following specifications. The cushion material as recommended by ACI 302.1R should meet a gradation of 100% passing the No. 4, 10 to 30 % passing the No. 100, and 0 to 5% passing the No. 200 screen. It is noted that clean sand does not meet the ACI requirements. Alternative

- materials must be approved by the Soils Engineer prior to use. The cushion material should be dry to slightly dampened at the time of concrete placement.
- e) Water vapor migrating to the surface of the concrete can adversely affect floor covering adhesives. Provisions should be provided in the concrete mix design to minimize moisture emissions. This should include the selection of a water-cement ratio which inhibits water permeation (0.45 max) and/or the addition of suitable admixtures to limit water transmission. We also recommend the use of Type II cement for additional corrosion resistance.
- f) Interior and exterior slabs should be provided with crack control saw cut joints, tool joints or other methods to allow for expansion and contraction of the concrete. In general, contraction joints should be spaced no more than 20 times the slab thickness in each direction. The layout of the joints should be determined by the project Structural Engineer and/or Architect.
- g) To minimize moisture infiltration under exterior equipment slabs and to add edge rigidity, we recommend that these slabs be thickened at the edges to extend below the gravel layer to the soil subgrade for a minimum width of 6 inches.
- h) Curing of slabs should follow the guidelines provided by the American Concrete Institute and the CBC to minimize shrinkage cracking.

#### **Retaining Walls**

Any retaining walls, including loading docks or containment walls, that are to be incorporated into the project should be designed to resist lateral pressures exerted from a media having an equivalent fluid weight as follows:

Gradient of	Equivale	ent Fluid Weight (p.c.f.	)	Coefficient
Back Slope	Unrestrained	Restrained	Passive	of Friction
	Condition	Condition	Resistance	
	(Active)	(At Rest)	(Allowable)	
Horizontal	35	45	200	0.40

It should be noted that the effects of any surcharge or compaction loads behind the walls must be accounted for in the design of the walls. We recommend that the project Structural Engineer use the formula  $P_Q = QHKa$  where Q = uniform surcharge load in psf, Ka = 0.38, and H = wall

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height. Because the surcharge pressure acting on the retaining wall is considered relatively uniform, the resultant force Po should be applied at mid-height of the wall.

Per Section 1803.5.12 of the 2022 California Building Code, dynamic lateral earth pressures on retaining walls supporting more than 6 feet of backfill in height are required. Based on the Mononobe-Okabe & Seed-Whitman equations, a total unit weight of 93 pcf and a Kh of ½ PGAm, an earthquake load of  $6.6H^2$  should be applied at 1/3H where H = wall height, from the bottom of the wall is applicable.

The above criteria are based on fully drained conditions. In order to achieve fully-drained conditions, a gravel drainage filter blanket should be placed behind the wall. Walls may also need waterproofing. The gravel blanket should be a minimum of 12 inches thick and should extend to the within 12 inches of the surface and be capped with compacted soil. If the excavated area behind the wall exceeds 12 inches, the entire excavated space behind the 12-inch blanket should consist of compacted engineered fill or gravel blanket material. The drainage blanket material may consist of either granular crushed rock and drainpipe fully encapsulated in geotextile filter fabric (Mirafi 140N or equivalent) or Class II Permeable Material that meets CalTrans Specification, Section 68. A 4-inch diameter SDR35 perforated drainpipe should be installed in the bottom of the drainage blanket and should be underlain by 3 to 4 inches of gravel material. Piping with a minimum gradient of 2% shall be provided to discharge water that collects behind the walls to an adequately controlled discharge system away from the structure foundations.

#### **Pavement Areas**

The driveways and parking areas will be paved with either asphalt concrete (AC) or Portland cement concrete (PCC) surfaces. Recommendations for these pavement surfaces are presented below. We emphasize that the performance of the pavement is critically dependent upon adequate and uniform compaction of the subgrade soils, as well as engineered fill and utility trench backfill within the limits of pavements. Pavements will typically have poor performance and shorter life where water is allowed to migrate into the aggregate base and subgrade soils. The main sources of water into pavement materials are landscape planters constructed within or adjacent to pavement areas. Where this is planned, it is suggested to extend the curbs into the soil subgrade at least 2 inches. The construction of all pavements should conform to the requirements set forth by the latest Standard Specifications of the Department of Transportation of the State of California (Caltrans) and/or the City of Weed specifications.

R-Value: A bulk sample was obtained of the near surface soils near the proposed drive aisle south of Vista Drive. The sample was tested in accordance with the California Test Method 301 to determine the R-Value for the site soils. An R-Value of 70 was determined for the sample as shown

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in the Appendix. Due to fill variability within pad and parking areas, we recommend a maximum R-value of 45 be used for design.

Preparation of Subgrade: After over-excavation as described in the "Grading" section and underground utilities have been placed in the areas to receive pavement, the upper 12 inches of the subgrade soil shall be scarified, moisture conditioned and compacted to a minimum relative compaction of 95% in accordance with the grading recommendations specified in this report. Prior to placement of aggregate baserock, it is recommended that the subgrade be proof rolled and observed for deflection by the Soils Engineer. Should deflection and/or pumping conditions be encountered, stabilization recommendations will be provided based on field conditions.

Aggregate Base: All aggregate base material placed subsequently should also be compacted to a minimum relative compaction of 95% based on the ASTM Test Procedure D1557. Aggregate base should meet the minimum requirements of Caltrans ¾" Class 2 per Section 26 and be crushed and angular. The recommended aggregate base thicknesses for asphalt concrete pavements are noted in the table below. The minimum aggregate base thickness for Portland cement concrete PCC roadway pavements is 6 compacted inches. Aggregate base used for unpaved driving surfaces should be underlain by Tensar NX650 Geogrid. Base sections are also shown in the table below using an asphalt concrete section of 0 inches.

Asphalt Concrete: Asphalt concrete shall conform with Section 39 of Caltrans Standard Specifications and shall be per Siskiyou County Standards. Based on a design R-Value of 45 and a traffic index (TI) of 6.5, the recommended pavement sections for asphalt concrete surfaces are summarized in the table below. The appropriate traffic index (TI) and any minimum pavement sections should be determined by the Civil Engineer based on anticipated equivalent axle loading.

Traffic Condition	Traffic Index (TI)	Asphalt Concrete (inches)	Class 2 Aggregate Base <sup>1</sup> (inches)
Truck Parking & Drive Aisles	6.5	3.0 0	7.0 8.0*
Auto Parking Stalls	4.5	2.5 0	6.0 6.0*

#### NOTES:

- (1) Minimum R-Value = 78
- (2) All layers in compacted thickness to CalTrans Standard Specifications.
- \* Gravel section to be underlain by Tensar NX650 Geogrid placed on prepared subgrade.

Portland Cement Concrete: Where PCC pavement areas are utilized, the concrete should be poured on the compacted aggregate base layer described above of 6inches. The concrete section should be designed by the project Civil or Structural Engineer per Chapter 620 of the Highway

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Design Manual or City Standards. We recommend a minimum of 6 inches thick PCC reinforced with a minimum of No. 4 rebar spaced at 16 inches on center, each way, underlain by 6 inches of compacted Class 2 aggregate base. Additional reinforcement may be required by the Structural Engineer. Pavement joints shall be per the HDM and City of Weed Standards.

## **General Construction Requirements**

Utility trenches extending underneath all traffic areas must be backfilled with native or import soil materials and compacted to relative compaction of 90% to within 12 inches of the subgrade. The upper 12 inches should be compacted to 95% relative compaction in accordance with Laboratory Test Procedure ASTM D1557. Backfilling and compaction of these trenches must meet the requirements set forth by the Siskiyou County Department of Public Works.

With respect to state-of-the-art construction or local requirements, utility lines are generally bedded with granular materials. These materials can convey surface or subsurface water beneath the structures. It is, therefore, recommended that all utility trenches which possess the potential to transport water be sealed with a compacted impervious cohesive soil material or lean concrete where the trench enters/exits the building perimeter. This impervious seal should extend a minimum of 2 feet away from the building perimeter.

#### LIMITATIONS AND UNIFORMITY OF CONDITIONS

- 1. It should be noted that it is the responsibility of the owner or his representative to notify **KC ENGINEERING CO.**, in writing, a minimum of two working days before any clearing, grading, or foundation excavation operations can commence at the site.
- 2. The recommendations of this report are based upon the assumption that the soil conditions do not deviate from those disclosed in the borings and from a reconnaissance of the site. Should any variations or undesirable conditions be encountered during the development of the site, *KC ENGINEERING CO.*, will provide supplemental recommendations as dictated by the field conditions.
- 3. This report is issued with the understanding that it is the responsibility of the owner, or his representative, to ensure that the information and recommendations contained herein are brought to the attention of the Architect and Engineer for the project and incorporated into the plans and that the necessary steps are taken to see that the Contractor and Subcontractors carry out such recommendations in the field.
- 4. At the present date, the findings of this report are valid for the property investigated. With the passage of time, significant changes in the conditions of a property can occur due to natural processes or works of man on this or adjacent properties. In addition, legislation or the broadening of knowledge may result in changes in applicable standards. Changes outside of our control may render this report invalid, wholly or partially. Therefore, this report should not be considered valid after a period of two (2) years without our review, nor should it be used, or is it applicable, for any properties other than those investigated.
- 5. Notwithstanding, all the foregoing applicable codes must be adhered to at all times.

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## **APPENDIX**

**Aerial Vicinity Map** 

Site Plan A

Site Plan B

**Geologic Map** 

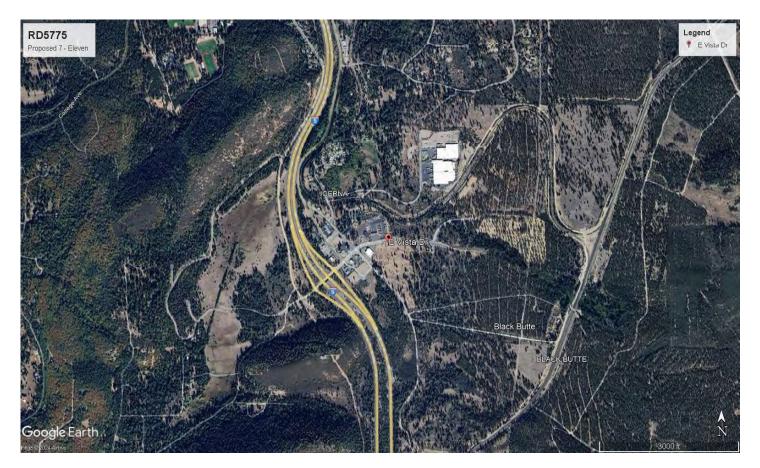
**Log of Test Boring** 

**Subsurface Exploration Legend** 

**Laboratory Test Results** 

**Infiltration Test Data Sheets** 

**ASCE 7 Hazards Report** 







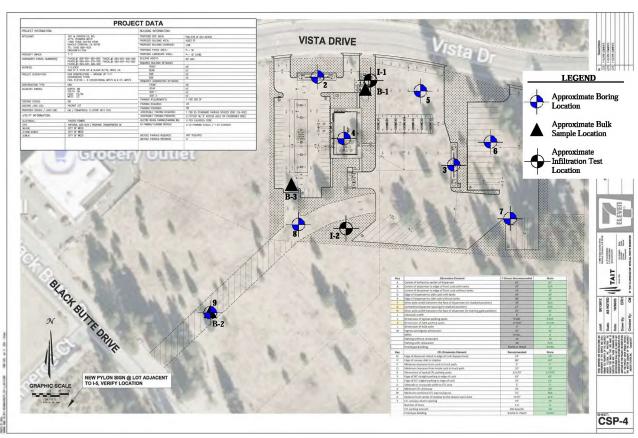
Project No. RD5775
Proposed 7 - Eleven
E. Vista Drive, Weed, CA
Figure 1 – "Aerial Vicinity Map"





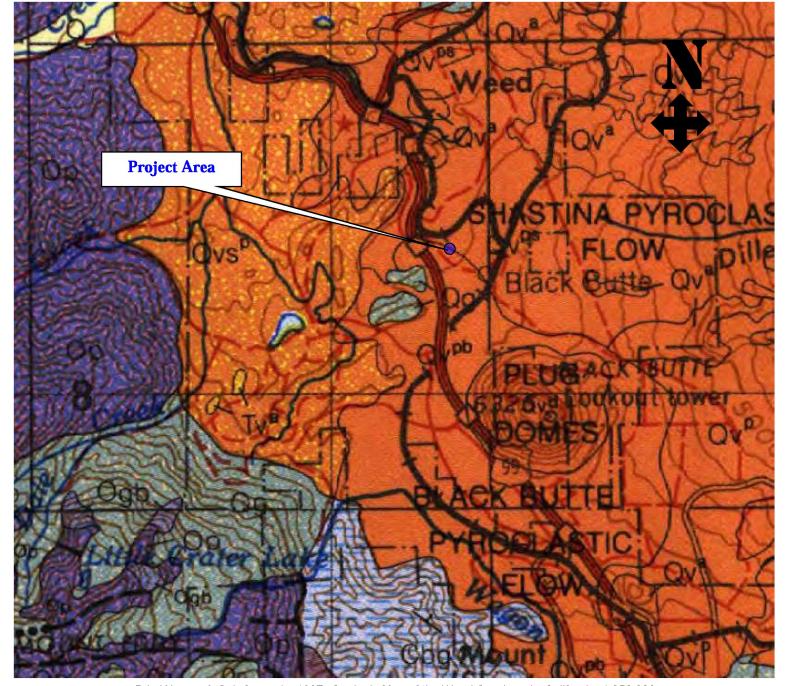
KC ENGINEERING COMPANY 8798 Airport Road Redding, CA 96002 530 222-0832

Project No. RD5775
Proposed 7-Eleven – Highway Sign Location
E. Vista Drive, Weed, California
Figure 2 A – "Site Plan"



KC ENGINEERING COMPANY 8798 Alrport Road Redding, CA 96002 530 222-0832

Project No. RD5775 Proposed 7 - Eleven E. Vista Drive, Weed, CA Figure 2 B - "Site Plan"



D.L. Wagner & G.J. Saucedo, 1987, Geologic Map of the Weed Quadrangle, California, 1:250,000

## **PARTIAL LEGEND**



Bragdon Formation (Marine; shale, graywacke, and minor conglomerate)



Volcanic rocks (a-andesite; b-basalt d-dacite; p-pyroclastic deposits pb-Black Butte pyroclastic flow ps-Shastina pyroclastic flow)

\* - Cinder cone or volcano



Volcanic rocks of Shasta Valley (a-andesite; p-pyroclastic deposits)



Ov-Mafic volcanic rocks and diabase Ogb-Gabbroic and dioritic rocks (Minor pyroxenite) Op-Trinity peridotite (Partially serpentinized)



KC ENGINEERING COMPANY 8798 Airport Road Redding, CA 96002 530 222-0832 Project No. RD5775 Proposed 7 - Eleven E. Vista Drive, Weed, CA **Figure 3 - "Geologic Map"** 

PROJECT: Proposed 7 - Eleven CLIENT: Guggenheim Partners, LLC LOCATION: E. Vista Drive, Weed, CA

DRILLER: Hanlon Drilling DRILL RIG: CME-75

DEPTH TO WATER: INITIAL \(\frac{\pma}{2}\):

PROJECT NO.: RD5775

DATE: 06-10-24 ELEVATION: N/A LOGGED BY: ALK

BORING DIAMETER: 4"

FINAL \ : AFTER: hrs.

L	EPI	Н	101	WATER: INITIAL \(\frac{\pi}{2}\) : FI	NAL	<b>‡</b> :	А	HIE	K:	hrs.
ОЕРТН	SAMPLE NO.	SAMPLER	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION AND CLASSIFICATION	SOIL CLASSIFICATION	CONVERTED SPT BLOW COUNT (BLOWS/FT.)	DRY DENSITY (PCF)	MOISTURE CONTENT (PERCENT)	Qp (t.s.f.) Penetrometer	ADDITIONAL TESTS AND REMARKS (LL, PI, UCC, ø&c, Gradation)
0 -			2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Reddish Gray Silty SAND with Trace Fine Gravel and organics, moist, dense (FILL)	SM					
- - 5 <del>-</del>	1-1		2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Brown Silty SAND with Gravel, dry, dense  Dark Brown Silty SAND with Gravel, moist, dense	SM SM	44	110.6	7.7	>4.5	
-				Reddish Gray Silty SAND with Trace Fine Gravel, moist, dense	SM					
10 —	1-2					34	107.9	9.2	>4.5	ф=40.9° c=74.4 psf
- - - 15 —	1-3A		10 8 8 8 10 10 10 10 10 10 10 10 10 10 10 10 10	Reddish Gray Fine Sandy SILT with Trace Gravel, dry, hard	ML	44				%<200= 59
- - -	1-3B		200 (100 (100 (100 (100 (100 (100 (100 (	Reddish Gray Silty SAND with Gravel, moist, very dense	SM		109.3	11.0		70 <u>200</u> 00
20 -				Reddish Gray Cemented Silty SAND with Trace Fine Gravel, moist, dense	SM					
25 <del>-</del>	1-4			As Above		44				
Tì	nis in	for	nation	n pertains only to this boring and is not necessaril	y indi	citive of	f the w	hole s	ite.	

KC ENGINEERING CO.

PROJECT: Proposed 7 - Eleven PROJECT NO.: RD5775

CLIENT: Guggenheim Partners, LLC
LOCATION: E. Vista Drive, Weed, CA

DATE: 06-10-24
ELEVATION: N/A

DRILLER: Hanlon Drilling
DRILL RIG: CME-75
LOGGED BY: ALK
BORING DIAMETER: 4"

DEPTH TO WATER: INITIAL \( \overline{\pi} \) : FINAL \( \overline{\pi} \) : AFTER: hrs.

ט	EPI	П	101	WATER: INITIAL ♥ : FI	INAL	<b>÷</b> :	P		K.	nrs.
DEРТН	SAMPLE NO.	SAMPLER	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION AND CLASSIFICATION	SOIL CLASSIFICATION	CONVERTED SPT BLOW COUNT (BLOWS/FT.)	DRY DENSITY (PCF)	MOISTURE CONTENT (PERCENT)	Qp (t.s.f.) Penetrometer	ADDITIONAL TESTS AND REMARKS (LL, PI, UCC, ø&c, Gradation)
30 - 35 - 40 - 50 - 50 - 50 - 50 - 50 - 50 - 5	1-5A 1-5B			Reddish Gray Cemented Silty SAND with Trace Fine Gravel, moist, dense  As Above  Boring Terminated @ 36.5' Dry at Time of Drilling Neat Cement Grout Backfill		42	113.2	10.5		
Th	is in	for	natior	n pertains only to this boring and is not necessaril	y indi	citive o	f the w	hole s	ite.	

PROJECT: Proposed 7 - Eleven PROJECT NO.: RD5775 CLIENT: Guggenheim Partners, LLC DATE: 06-10-24

LOCATION: E. Vista Drive, Weed, CA

DRILLER: Hanlon Drilling

DATE: 00-10-24

ELEVATION: N/A

LOGGED BY: ALK

DRILL RIG: CME-75

BORING DIAMETER: 4"

DEPTH TO WATER: INITIAL \(\quad \) FINAL ₹ : AFTER: hrs. ADDITIONAL TESTS AND REMARKS (LL, PI, UCC, ø&c, Gradation) CONVERTED SPT BLOW COUNT (BLOWS/FT.) SOIL CLASSIFICATION GEOTECHNICAL DESCRIPTION MOISTURE CONTENT (PERCENT) AND CLASSIFICATION GRAPHIC LOG DRY DENSITY (PCF) Qp (t.s.f.) Penetrometer SAMPLE NO. SAMPLER DEPTH 0 . Brown Silty SAND with Gravel and Organics, dry to moist, SM Grayish Red Silty SAND with Trace Fine Gravel, moist, medium 5 · 2-1 24 97.5 12.4 >4.5 PI=NP 10 2-2 101.9 13.3 26 >4.5 Reddish Gray Silty SAND with Gravel to Cobble, moist, dense 15 SM Grayish Red Silty SAND with Fine Gravel, moist 2-3 25 %<200=16 SM Reddish Gray Silty Cemented SAND with Gravel to Cobble, 20 2-4 43 >4.5 25 2-5 51 Boring Terminated @ 26.5 Dry at Time of Drilling Neat Cement Grout Backfil This information pertains only to this boring and is not necessarily indicitive of the whole site.

PROJECT: Proposed 7 - Eleven CLIENT: Guggenheim Partners, LLC LOCATION: E. Vista Drive, Weed, CA

DRILLER: Hanlon Drilling

DRILL RIG: CME-75

DEPTH TO WATER: INITIAL \(\frac{\pma}{2}\):

PROJECT NO.: RD5775

DATE: 06-10-24 ELEVATION: N/A LOGGED BY: ALK

BORING DIAMETER: 4"

$\Box$	EPI	Н	10	WATER: INITIAL \(\frac{\pi}{\pi}\) : FI	NAL	<b>‡</b> :		HIE	K:	hrs.
DEРТН	SAMPLE NO.	SAMPLER	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION AND CLASSIFICATION	SOIL CLASSIFICATION	CONVERTED SPT BLOW COUNT (BLOWS/FT.)	DRY DENSITY (PCF)	MOISTURE CONTENT (PERCENT)	Qp (t.s.f.) Penetrometer	ADDITIONAL TESTS AND REMARKS (LL, PI, UCC, ø&c, Gradation)
0-			85 19 19 18 18 19 18 18 19 18 18 18	Brown Silty SAND with Gravel and Organics, dry ro moist, loose	SM					
-			11:11:18 11:18:18:18:18:18:18:18:18:18:18:18:18:1							
-			1000 B	Grayish Red Silty Fine SAND with Fine Gravel, moist, medium dense	SM					
5 <b>-</b>	3-1					29	104.5	16.5	>4.5	%<200=27
-			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Reddish Gray Silty Fine SAND, moist, medium dense	SM					
- 10 –			2 3 3 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5							
-	3-2		600 600 500 500 500 500 500 500 500 500	Grayish Red Silty Fine SAND with Trace Fine Gravel, moist, medium dense	SM	21			>4.5	%<200=24
-				modium dones						
15 –										
-	3-3		500 300 500 300 500 300	As Above		21				
-			26 80 PM	Reddish Gray Silty Fine SAND with Gravel to Cobble, moist, dense	SM					
20 -	3-4		0 8 8 8 00 6 8 0 8 8			38	112.2	7.8		
-	3-4		340 840 8 8 40 8 8			30	112.2	7.0		
-			\$ 9 9 8 8 5 9 9 8 8 5 9 9 9 9 9							
25 <del>-</del>	3-5		1 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	As Above		46				
-				Boring Terminated @ 26.5' Dry at Time of Drilling Neat Cement Grout Backfill						
Th	nis in	for	natio	n pertains only to this boring and is not necessaril	y indi	citive o	f the w	hole s	ite.	

PROJECT: Proposed 7 - Eleven CLIENT: Guggenheim Partners, LLC LOCATION: E. Vista Drive, Weed, CA

DRILLER: Hanlon Drilling DRILL RIG: CME-75

DEPTH TO WATER: INITIAL \( \frac{\pi}{2} \) :

PROJECT NO.: RD5775

DATE: 06-11-24 ELEVATION: N/A LOGGED BY: ALK

BORING DIAMETER: 4"

$\Box$	EPI	Н	10	WATER: INITIAL ₩ :	FINA	L	<del>*</del> :		HIE	K:	hrs.
<b>DEPTH</b>	SAMPLE NO.	SAMPLER	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION AND CLASSIFICATION	NOITA DI BOSE IO IIOS		CONVERTED SPT BLOW COUNT (BLOWS/FT.)	DRY DENSITY (PCF)	MOISTURE CONTENT (PERCENT)	Qp (t.s.f.) Penetrometer	ADDITIONAL TESTS AND REMARKS (LL, PI, UCC, ø&c, Gradation)
0 -				Brown Silty SAND with Organics, moist, loose	SI	И					
-	4-1		206	Grayish Red Silty SAND with Gravel, moist, medium dense	- sı	и		80.9	15.1		φ= 42.7° c=367 psf
-	4-2						14				%<200=22
5 –			8 6 6	Reddish Gray Silty SAND with Gravel, moist, dense	SI	VI					
-	4-3						38	101.2	14.1	>4.5	
-			600 B	Grayish Red Silty SAND with Gravel, moist, medium dense	SI	и					
10 -			3 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5								
-	4-4						19			>4.5	
-			99 89 88 98 98 98 98 98 98								
15 –				Reddish Gray Silty SAND with Fine Gravel, moist, dense	SI	VI					
-	4-5						40			>4.5	
-											
20 –											
-	4-6			As Above, Cemented Boring Terminated @ 21.5'	$\dashv$		41			>4.5	
-				Dry at Time of Drilling Neat Cement Grout Backfill							
25 –											
-											
Th	nis in:	Form	natio	n pertains only to this boring and is not necessa	rily i	ndi	citive of	f the w	hole s	ite.	

PROJECT: Proposed 7 - Eleven
CLIENT: Guggenheim Partners, LLC

LOCATION: E. Vista Drive, Weed, CA

DRILLER: Hanlon Drilling DRILL RIG: CME-75

DEPTH TO WATER: INITIAL \( \frac{\rightarrow}{2} \) :

PROJECT NO.: RD5775

DATE: 06-11-24 ELEVATION: N/A LOGGED BY: ALK

BORING DIAMETER: 4"

$L^{D}$		П	101	WATER: INITIAL ♥ : FI	INAL	= :			Γ.	nrs.
DEРТН	SAMPLE NO.	SAMPLER	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION AND CLASSIFICATION	SOIL CLASSIFICATION	CONVERTED SPT BLOW COUNT (BLOWS/FT.)	DRY DENSITY (PCF)	MOISTURE CONTENT (PERCENT)	Qp (t.s.f.) Penetrometer	ADDITIONAL TESTS AND REMARKS (LL, PI, UCC, ø&c, Gradation)
0-				Brown Silty Fine SAND with Trace Gravel and Organics, moist, medium dense	SM					
-	5-1		200 B	Reddish Gray Silty Fine SAND with Fine Gravel, moist, dense	SM	18	94.0	11.5	2.0	
5 -	5-2		9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			41				
-			8 4 8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9							
10 -	5-3		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	As Above, Cemented, medium dense Boring Terminated @ 11.5'		24				
-				Boring Terminated @ 11.5' Dry at Time of Drilling Neat Grout Backfill						
15 <del>-</del> -										
-										
20 <del>-</del> -										
-										
25 <del>-</del> - -										
Th	nis in	form	nation	n pertains only to this boring and is not necessaril	y indi	citive of	f the w	hole s	ite.	

PROJECT: Proposed 7 - Eleven
CLIENT: Guggenheim Partners, LLC

LOCATION: E. Vista Drive, Weed, CA

DRILLER: Hanlon Drilling DRILL RIG: CME-75

DEPTH TO WATER: INITIAL \( \frac{\rightarrow}{2} \) :

PROJECT NO.: RD5775

DATE: 06-11-24 ELEVATION: N/A LOGGED BY: ALK

BORING DIAMETER: 4"

$L^{D}$		П	101	WATER: INITIAL # : F	INAL	<del>-</del> :	P		Κ.	nrs.
DEРТН	SAMPLE NO.	SAMPLER	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION AND CLASSIFICATION	SOIL CLASSIFICATION	CONVERTED SPT BLOW COUNT (BLOWS/FT.)	DRY DENSITY (PCF)	MOISTURE CONTENT (PERCENT)	Qp (t.s.f.) Penetrometer	ADDITIONAL TESTS AND REMARKS (LL, PI, UCC, ø&c, Gradation)
0-				Reddish Brown Silty Fine SAND with Gravel and Organics, moist, loose to medium dense	SM					
-	6-1		000 000 000 000 000 000 000 000 000 00	Grayish Red Silty Fine SAND with Fine Gravel, moist, dense	SM	17	91.9	13.3	3.5	
5-	6-2		9,00 g 2,00 g			35				
-			9 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5							
10 -	6-3		3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	As Above, medium dense Boring Termiated @ 11.5'	-	25				
-				Dry at Time of Drilling						
15 <b>-</b> - -										
- - 20 <del>-</del>										
-										
- - 25 –										
-										
Th	is in	L for	nation	n pertains only to this boring and is not necessari	l Ly indi	citive o	f the w	hole s	ite.	

PROJECT: Proposed 7 - Eleven CLIENT: Guggenheim Partners, LLC LOCATION: E. Vista Drive, Weed, CA

DRILLER: Hanlon Drilling DRILL RIG: CME-75

DEPTH TO WATER: INITIAL \(\frac{\rightarrow}{2}{2}\):

PROJECT NO.: RD5775

DATE: 06-11-24 ELEVATION: N/A LOGGED BY: ALK

BORING DIAMETER: 4"

DEPTH TO WATER: INITIAL # : FINAL # : AFTER: Mrs.	
SAMPLE NO. SAMPLER GRAPHIC LOG GRAPHIC LOG SOIL CLASSIFICATION CONVERTED SPT BLOW COUNT (BLOWS/FT.) DRY DENSITY (PCF) MOISTURE CONTENT (PERCENT) Qp (t.s.f.) Penetrometer ADDITIONAL TESTS AND REMARKS (LL, PI, UCC, ø&c, Gradation)	
0 - Brown Silty Fine SAND with Gravel and Organics, moist, loose SM	
-	
Grayish Red Silty Fine SAND with Gravel, moist, medium  SM dense	
5 - 7-2 26 26	
7-3 As Above 19 Boring Terminated @ 11.5'	
Dry at Time of Drilling Neat Cement Grout Backfill	
15 —	
This information pertains only to this boring and is not necessarily indicitive of the whole site.	

PROJECT: Proposed 7 - Eleven CLIENT: Guggenheim Partners, LLC LOCATION: E. Vista Drive, Weed, CA

DRILLER: Hanlon Drilling DRILL RIG: CME-75

DEPTH TO WATER: INITIAL \(\frac{\pi}{2}\):

PROJECT NO.: RD5775

DATE: 06-11-24 ELEVATION: N/A LOGGED BY: ALK

BORING DIAMETER: 4"

		• •		VV/\1 L1\.   \    /\L	14/ \L	- ·		· · · L	· \.	1113.
DEРТН	SAMPLE NO.	SAMPLER	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION AND CLASSIFICATION	SOIL CLASSIFICATION	CONVERTED SPT BLOW COUNT (BLOWS/FT.)	DRY DENSITY (PCF)	MOISTURE CONTENT (PERCENT)	Qp (t.s.f.) Penetrometer	ADDITIONAL TESTS AND REMARKS (LL, PI, UCC, ø&c, Gradation)
0 -	8-1			Brown Silty Fine SAND with Gravel and Organics, moist, loose  Reddish Gray Silty Fine SAND with Gravel, moist, dense	SM	6	79.4	14.4	1.5	
5 <del>-</del>	8-2		00 870 0 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			33				
10 <del>-</del> -	8-3			As Above Boring Terminated @ 11.5' Dry at Time of Drilling Neat Cement Grout Backfill		34				
15 —				Neat Cement Grout Backfill						
20 -										
- 25 —										
Th	nis in	form	natio	n pertains only to this boring and is not necessaril	y indi	citive o	f the w	hole s	ite.	

PROJECT: Proposed 7 - Eleven CLIENT: Guggenheim Partners, LLC LOCATION: E. Vista Drive, Weed, CA

DRILLER: Hanlon Drilling DRILL RIG: CME-75

DEPTH TO WATER: INITIAL \( \frac{\pi}{2} \) :

PROJECT NO.: RD5775

DATE: 06-11-24 ELEVATION: N/A LOGGED BY: ALK

BORING DIAMETER: 6"

	111		MATEN. INTIAL = . FI	INAL	₹.			١١.	1115.
DEPTH SAMPLE NO.	SAMPLER	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION AND CLASSIFICATION	SOIL CLASSIFICATION	CONVERTED SPT BLOW COUNT (BLOWS/FT.)	DRY DENSITY (PCF)	MOISTURE CONTENT (PERCENT)	Qp (t.s.f.) Penetrometer	ADDITIONAL TESTS AND REMARKS (LL, PI, UCC, ø&c, Gradation)
0 - B2			Brown Silty Fine SAND with Gravel and Organics, moist, loose  Reddish Gray Silty Fine SAND with Trace Gravel, moist, medium dense	SM SM					
10 -			Boring Terminated @ 5.0' Dry at Time of Drilling						
15 —									
20 -									
25 -	nform	nation	n pertains only to this boring and is not necessaril	y indi	citive of	f the w	hole s	ite.	

#### UNIFIED SOIL CLASSIFICATION SYSTEM

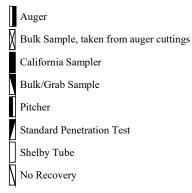
		SISTICATION			TO TOTAL MANAGE
	MAJOR DIVIS		SYM	BOLS	TYPICAL NAMES
uo 1	GRAVEL More than half	Clean gravels (<5% fines)	GW		Well graded gravels, gravel-sand mixtures, little or no fines (Cu>4 & 1 <cc<3)< td=""></cc<3)<>
SOILS retained	of coarse fraction is		GP		Poorly graded gravels, gravel-sand mixtures, little or no fines (Cu < 4 and/or 1>Cc>3)
VED SC rial is re Sieve	larger than No. 4 sieve	Gravel with fines	GM		Silty gravels and gravel-sand-silt mixtures (PI<4 or below "A" line)
COARSE GRAINED SOILS  More than half of material is retained on the No. 200 Sieve	Tro. Tibleve	(>12% fines)	GC		Clayey gravels and gravel-sand-clay mixtures (PI>7 & on or above "A" line)
GR/ Fofm No. 2	SAND Half or more	Clean sands (<5% fines)	SW		Well graded sands, gravelly sands, little or no fines (Cu≥6 & 1≤Cc≤3)
COARSE e than half	of the coarse fraction is		SP		Poorly graded sands, gravelly sands, little or no fines (Cu<6 and/or 1>Cc>3)
CO.⁄	smaller than No. 4 sieve	Sand with fines	SM	11 [11 [11] 11] 11 [11] 11] 11] 11 [11] 11] 11]	Silty sands and gravel-sand-silt mixtures (PI<4 or below "A" line)
Mo		(>12% fines)	SC		Clayey sands and gravel-sand-clay mixtures (PI>7 & on or above "A" line)
LS rial		ID CLAYS s less than 50%	ML		Inorganic silts with gravel and sand having slight plasticity (PI<4 or below "A" line)
SOILS material	1		CL		Inorganic clays of low to med. plasticity with gravel and sand (PI>7 & on or above "A" line)
NED Softher			OL		Organic silts and clays of low plasticity
GRAINED more of the s the No. 200	SILTS AND CLAYS Liquid Limit is 50% or more		МН	ШШШ	Inorganic elastic silts (PI below "A" line)
FINE GRAINED SOILS Half or more of the material passes the No. 200 Sieve	_		СН		Inorganic clays of high plasticity, fat clays (PI on or above "A" line)
FI Ha Pi			ОН		Organic silts and clays of medium to high plasticity
HIG	GHLY ORGAN	IC SOILS	Pt		Peat and other highly organic soils

# CONSULTANTS

#### MTI-KC ENGINEERING COMPANY

865 Cotting Lane, Ste A, Vacaville, CA 95688 8798 Airport Road, Redding, CA 96002

#### SAMPLER AND LAB TESTING LEGEND



LL=Liquid Limit (%) PI=Plasticity Index

| =Friction Angle C=Cohesion

UCC=Unconfined Compression R value=Resistance Value Consol=Consolidation Test

#### U.S. STANDARD SIEVE OPENINGS #200 SAND **CLAY SILT GRAVEL COBBLES BOULDERS MEDIUM FINE** COARSE **FINE COARSE** 0.002 0.075 0.425 2.00 300 4.75 19.0

SOIL GRAIN SIZE IN MILLIMETERS

SOIL GRAIN SIZE

#### RELATIVE DENSITY (Coarse-grained soils)

	( 8 )
SANDS & GRAVELS	BLOWS/FOOT1
Very Loose	0-4
Loose	4 – 10
Medium Dense	10 – 30
Dense	30 – 50
Very Dense	> 50

#### CONSISTENCY (Fine-grained soils)

SILTS & CLAYS	STRENGTH <sup>2</sup>	BLOWS/FOOT1
Very Soft	< 500	0 - 2
Soft	500 - 1,000	2 - 4
Firm	1,000 - 2,000	4 - 8
Stiff	2,000 - 4,000	8 - 15
Very Stiff	4,000 - 8,000	15 - 30
Hard	> 8,000	>30
O.D14 1 (AC'	TM D150()	

- 1 Number of blows of 140 pound hammer falling 30 inches to drive a 2-inch O.D. split spoon sampler (ASTM D1586)
- 2 Unconfined compressive strength in lb/ft² as determined by lab testing or approximated by the standard penetration test (ASTM D1586) or pocket penetrometer.

#### WEATHERING (Bedrock)

Fresh	No visible sign of decomposition or discoloration; rings under
	hammer impact
Slightly	Slight discoloration inwards from open fractures; little or no
weathered	effect on normal cementation; otherwise similar to Fresh
Moderately weathered	Discoloration throughout; weaker minerals decomposed; strength somewhat less than fresh rock but cores can not be broken by hand or scraped with knife; texture preserved; cementation little to not affected; fractures may contain filling
Highly	Most minerals somewhat decomposed; specimens can be
weathered	broken by hand with effort or shaved with knife; texture becoming indistinct but fabric preserved; faint fractures
Completely	Minerals decomposed to soil but fabric and structure
weathered	preserved; specimens can be easily crumbled or penetrated

#### BEDDING (Bedrock) SPACING (inches)

Very thickly bedded	> 48
Thickly bedded	24 to 48
Thin bedded	2.5 to 24
Very thin bedded	5/8 to 2.5
Laminated	1/8 to 5/8
Thinly laminated	<1/8

#### STRENGTH (Bedrock)

DITELITOTII (BO	our oek)
Plastic	Very low strength
Friable	Crumbles easily by rubbing with fingers
Weak	An unfractured specimen will crumble under light hammer blows
Moderately strong	Specimen will withstand a few heavy hammer blows before breaking
Strong	Specimen will withstand a few heavy ringing blows and will yield with difficulty only dust and small flying fragments
Very strong	Specimen will resist heavy ringing hammer blows and will yield with difficulty only dust and small flying fragments

#### FRACTURING (Bedrock) SPACING (inches)

Very little fractured	> 48
Occasionally fractured	12 to 48
Moderately fractured	6 to 12
Closely fractured	1 to 6
Intensely fractured	5/8 to 1
Crushed	<5/8



## Materials Testing, Inc.

8798 Airport Road Redding, California 96002 (530) 222-1116, fax 222-1611 865 Cotting Lane, Suite A Vacaville, California 95688 (707) 447-4025, fax 447-4143

Client: Guggenheim Development Services, LLC

3000 Internet Blvd., Suite 570

Frisco, TX. 75034

Proposed 7-Eleven

E. Vista Drive, Weed, CA

Project:

Report No.:

Client No.:

Date:

RD5775 0300-001

06/19/2024

Submitted By:

**KC** Engineering

Date Submitted:

06/11/2024

Page No.: 1 of 2

### Density of Soil in Place by the Drive-Cylinder Method (ASTM D2937) and Liquid Limit, Plastic Limit & Plasticity Index of Soils (ASTM D4318)

Sample #	Description	Dry Density p.c.f.	Moisture Content %	Liquid Limit	Plastic Limit	Plastic Index
1-1 @ 3.5'	Brown Silty Sand with Gravel (visual)	110.6	7.7			
1-2 @ 8.5'	Reddish Gray Silty Sand (visual)	107.9	9.2			
1-3B @ 16.0'	Reddish Gray Silty Sand (visual)	109.3	11.0			
1-5A @ 35.5'	Reddish Gray Silty Sand (visual)	113.2	10.5			
2-1 @ 6.0'	Grayish Red Silty Sand (visual)	97.5	12.4			NP
2-2 @ 11.0'	Reddish Gray Silty Sand with Gravel (visual)	101.9	13.3			
3-1 @ 6.0'	Grayish Red Silty Sand with Gravel (visual)	104.5	16.5			
3-4 @ 21.0'	Reddish Gray Silty Sand with Gravel (visual)	112.2	7.8			
4-1 @ 1.0'	Brown Silty Sand (visual)	80.9	15.1			
4-3 @ 6.0'	Reddish Gray Silty Sand (visual)	101.2	14.1			

Tested by John Hubbard.

The samples were tested according to the referenced standard test procedures and relate only to the items inspected or tested. Results are not transferable and shall not be reproduced, except in full, without written permission from MTI.



## Materials Testing, Inc.

8798 Airport Road Redding, California 96002 (530) 222-1116, fax 222-1611 865 Cotting Lane, Suite A Vacaville, California 95688 (707) 447-4025, fax 447-4143

Client: Guggenheim Development Services, LLC

3000 Internet Blvd., Suite 570

Frisco, TX. 75034

Project:

Proposed 7-Eleven

E. Vista Drive, Weed, CA

Date: 06/19/2024

Client No.: RD5775 Report No.: 0300-001

Submitted By: KC Engineering Date Submitted: 06/11/2024

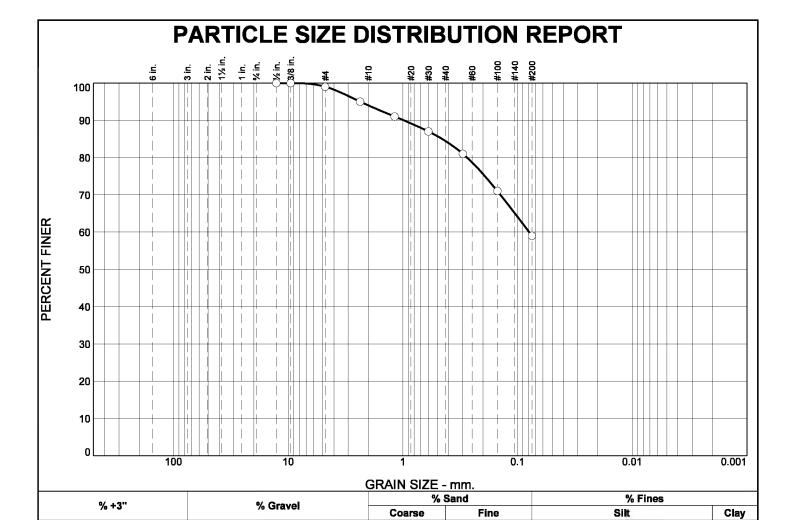
Page No.: 2 of 2

# Density of Soil in Place by the Drive-Cylinder Method (ASTM D2937) and Liquid Limit, Plastic Limit & Plasticity Index of Soils (ASTM D4318)

Sample #	Description	Dry Density p.c.f.	Moisture Content %	Liquid Limit	Plastic Limit	Plastic Index
5-1 @ 2.0'	Brown Silty Sand (visual)	94.0	11.5			
6-1 @ 2.0'	Reddish Brown Silty Sand (visual)	91.9	13.3			
7-1 @ 2.0'	Brown Silty Sand with Gravel (visual)	78.4	14.9			
8-1 @ 2.0'	Brown Silty Sand with Gravel (visual)	79.4	14.4			

Tested by John Hubbard.

The samples were tested according to the referenced standard test procedures and relate only to the items inspected or tested. Results are not transferable and shall not be reproduced, except in full, without written permission from MTI.



10

SIEVE	PERCENT	SPEC.*	PASS?
SIZE	FINER	PERCENT	(X=NO)
1/2"	100		
3/8"	100		
#4	99		
#8	95		
#16	91		
#30	87		
#50	81		
#100	71		
#200	59		

6

Reddish Gray Sa	Material Descriptiondy Silt (visual)	n
PL=	Atterberg Limits LL=	Pl=
D <sub>90</sub> = 0.9858 D <sub>50</sub> = D <sub>10</sub> =	Coefficients D <sub>85</sub> = 0.4553 D <sub>30</sub> = C <sub>u</sub> =	D <sub>60</sub> = 0.0794 D <sub>15</sub> = C <sub>c</sub> =
USCS= ML	Classification AASHT	O=
Material tested in	Remarks a accordance with AST	ГМ D6913.
Material tested in		TM D6913.

Silt

59

Fine

25

Location: 1-3A Sample Number: 3

0

Depth: 15.5'



Client: Guggenheim Partners, LLC

**Project:** Proposed 7 - Eleven

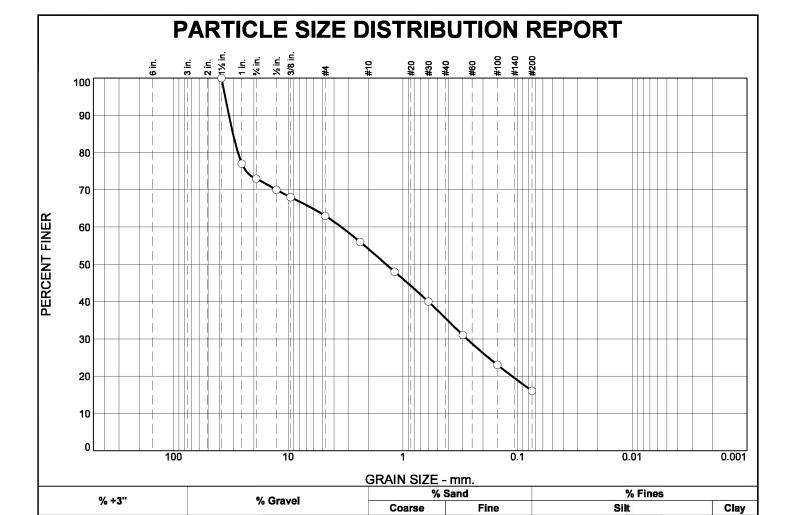
E. Vista Drive, Weed, CA

Project No: RD5775

**Figure** 

0300-002

Date: 06/19/2024



18

SIEVE	PERCENT	SPEC.*	PASS?
SIZE	FINER	PERCENT	(X=NO)
1 1/2"	100		
1"	77		
3/4"	73		
1/2"	70		
3/8"	68		
#4	63		
#8	56		
#16	48		
#30	40		
#50	31		
#100	23		
#200	16		

46

Material Description Grayish Red Silty Sand with Gravel (visual)					
PL=	Atterberg Limits LL=	Pl=			
D <sub>90</sub> = 32.8710 D <sub>50</sub> = 1.4011 D <sub>10</sub> =	Coefficients D <sub>85</sub> = 30.2864 D <sub>30</sub> = 0.2769 C <sub>u</sub> =	D <sub>60</sub> = 3.4369 D <sub>15</sub> = C <sub>c</sub> =			
USCS= SM	Classification AASHT	O=			
Remarks  Material tested in accordance with ASTM D6913.					

Silt

16

Clay

Fine

20

0

**Location:** 2-3 **Sample Number:** 10 Date: 06/19/2024 **Depth: 16.0'** 

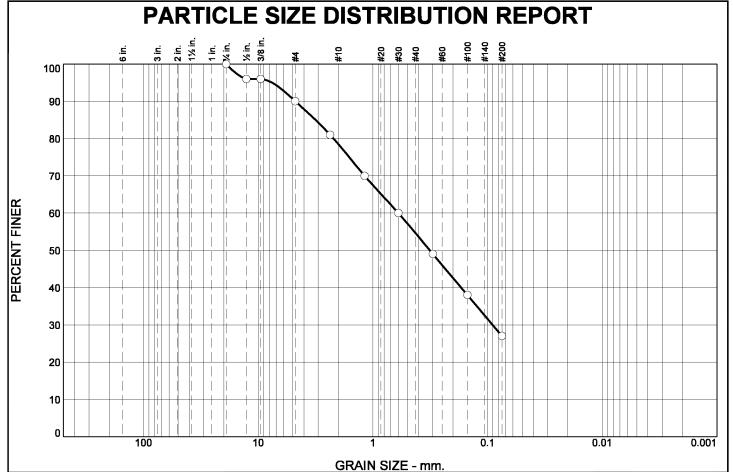


Client: Guggenheim Partners, LLC

**Project:** Proposed 7 - Eleven

E. Vista Drive, Weed, CA

0300-003 Project No: RD5775 **Figure** 



% +3"		) TI	e/ C.	ravel	% 9	Sand	% Fines	
	% <b>∓</b> 3	'	% G	ravei	Coarse	Fine	Silt	Clay
	0		2	,	23	28	27	
	SIEVE	PERCENT	SPFC.*	PASS?		Materia	al Description	

SIEVE	PERCENT	SPEC.*	PASS?
SIZE	FINER	PERCENT	(X=NO)
3/4"	100		
1/2"	96		
3/8"	96		
#4	90		
#8	<b>8</b> 1		
#16	70		
#30	60		
#50	49		
#100	38		
#200	27		

Material Description Grayish Red Silty Sand with Gravel (visual)								
PL=	Atterberg Limits PL= LL= PI=							
D <sub>90</sub> = 4.7500 D <sub>50</sub> = 0.3192 D <sub>10</sub> =	Coefficients D <sub>85</sub> = 3.1668 D <sub>30</sub> = 0.0906 C <sub>u</sub> =	D <sub>60</sub> = 0.6000 D <sub>15</sub> = C <sub>c</sub> =						
USCS= SM	USCS= SM Classification AASHTO=							
Remarks  Material tested in accordance with ASTM D6913.								

Date: 06/19/2024

(no specification provided)

**Location:** 3-1 **Sample Number:** 13

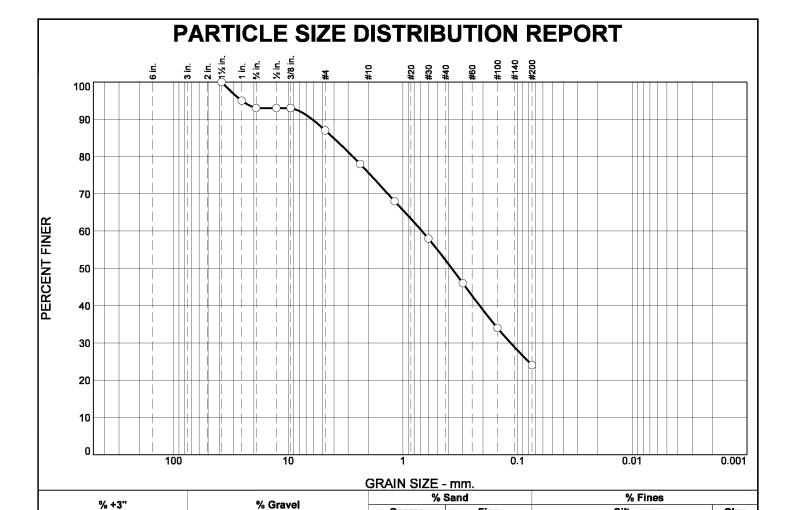
**Depth:** 6.0'

Client: Guggenheim Partners, LLC
Project: Proposed 7 - Eleven

E. Vista Drive, Weed, CA

Project No: RD5775 Figure 0300-004

Tested By: John Hubbard



Coarse

Fine

SIEVE	PERCENT	SPEC.*	PASS?
SIZE	FINER	PERCENT	(X=NO)
1 1/2"	100		
1"	95		
3/4"	93		
1/2"	93		
3/8"	93		
#4	87		
#8	78		
#16	68		
#30	58		
#50	46		
#100	34		
#200	24		

24

24	28		24				
Material Description Grayish Red Silty Sand (visual)							
PL=	Atte LL	erberg Limits =	PI=				
D <sub>90</sub> = D <sub>50</sub> = D <sub>10</sub> =		oefficients 15= 4.0313 10= 0.1152	D <sub>60</sub> = 0.6821 D <sub>15</sub> = C <sub>c</sub> =				
USCS=		assification AASHTO=					
Remarks  Material tested in accordance with ASTM D6913.							

Silt

Date: 06/19/2024

0300-005

Clay

0

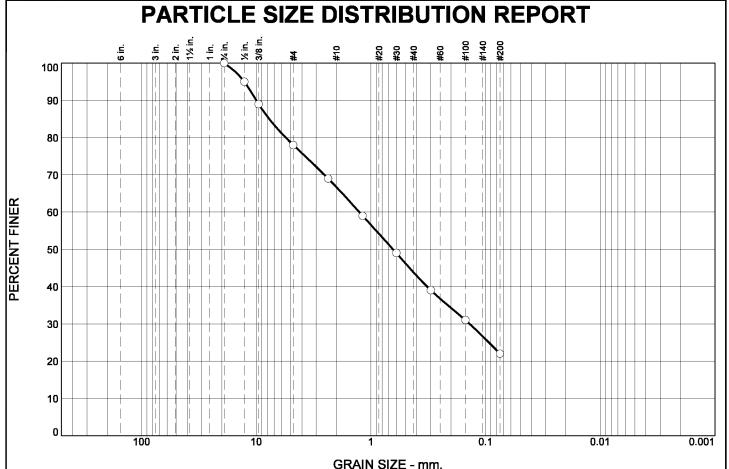
**Location:** 3-2 **Sample Number:** 14 **Depth:** 11.0'

Client: Guggenheim Partners, LLC

**Project:** Proposed 7 - Eleven

E. Vista Drive, Weed, CA

Project No: RD5775 **Figure** 



		<u> </u>				
% +3"		% Gravel	%	Sand	% Fines	
	% <b>∓3</b>	% Glavei	Coarse	Fine	Silt	Clay
	0	33	23	22	22	

SIEVE	PERCENT	SPEC.*	PASS?
SIZE	FINER	PERCENT	(X=NO)
3/4"	100		
1/2"	95		
3/8"	89		
#4	78		
#8	69		
#16	59		
#30	49		
#50	39		
#100	31		
#200	22		

-	Material Description							
Grayish Red Silty	Sand with Gravel (vi	isuai)						
	Atterberg Limits							
PL=	LL=	PI=						
D <sub>90</sub> = 9.9838 D <sub>50</sub> = 0.6414 D <sub>10</sub> =	Coefficients D <sub>85</sub> = 7.7048 D <sub>30</sub> = 0.1380 C <sub>u</sub> =	D <sub>60</sub> = 1.2626 D <sub>15</sub> = C <sub>c</sub> =						
USCS= SM	Classification USCS= SM AASHTO=							
Material tested in	Remarks  Material tested in accordance with ASTM D6913.							

(no specification provided)

**Location:** 4-2 **Sample Number:** 19

**Depth:** 3.0'

Client: Guggenheim Partners, LLC

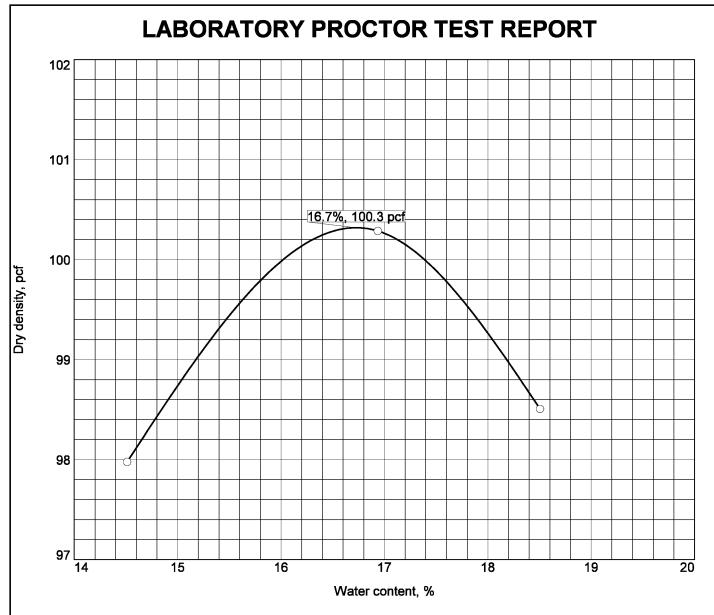
**Project:** Proposed 7 - Eleven

E. Vista Drive, Weed, CA

Project No: RD5775

Figure 0300-006

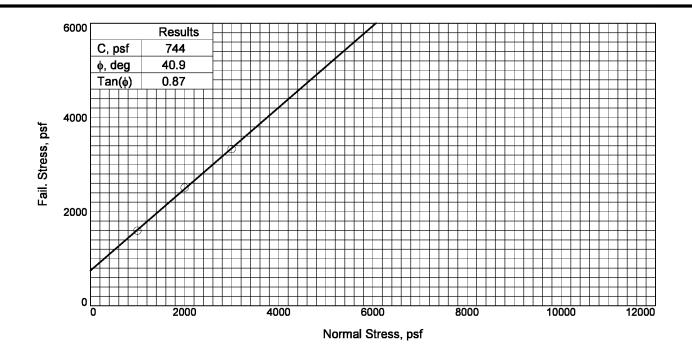
Date: 06/19/2024

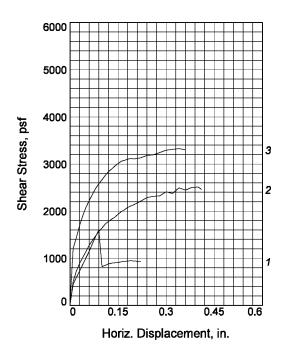


Test specification: ASTM D1557-12 Method C Modified

Elev/	Classification		Nat.	Sp.G.	S- C	S- C	e	Sm C   11	S. C   11	== 0	S C	S C	S C	S- C	e= c	en C	Sn.G	1	PI	<b>%</b> >	% <
Depth	USCS	AASHTO	Moist.	ა <b>ხ.</b> G.	LL	FI	3/4 in.	No.200													
0-5.0'							4														

TEST RESULTS	MATERIAL DESCRIPTION
Maximum dry density = 100.3 pcf	Reddish Brown Silty Sand (visual)
Optimum moisture = 16.7 %	
Project No. RD5775 Client: Guggenheim Partners, LLC	Remarks:
Project: Proposed 7 - Eleven	Curve
E. Vista Drive, Weed, CA	06/11/2024
○ Location: Bulk 3 Sample Number: 38	
T	Figure 0300-007





Saı	mple No.	1	2	3			
	Water Content, %	9.2	9.2	9.2			
	Dry Density, pcf	99.6	98.9	99.6			
Initial	Saturation, %	35.9	35.3	35.9			
≟	Void Ratio	0.6863	0.6981	0.6863			
	Diameter, in.	2.41	2.41	2.41			
	Height, in.	1.00	1.00	1.00			
	Water Content, %	<b>18.</b> 1	18.5	18.5			
١	Dry Density, pcf	101.1	99.2	104.8			
At Test	Saturation, %	73.7	71.7	82.6			
₹	Void Ratio	0.6613	0.6920	0.6022			
Ì	Diameter, in.	2.41	2.41	2.41			
	Height, in.	0.99	1.00	0.95			
No	rmal Stress, psf	1000	2000	3000			
Fail. Stress, psf		1594	2510	3327			
Displacement, in.		0.09	0.40	0.34			
Ult. Stress, psf							
Di	isplacement, in.						
Str	ain rate, in./min.	0.002	0.002	0.002			

Sample Type: Tube

**Description:** Reddish Gray Silty Sand (visual)

**Specific Gravity=** 2.69

Remarks: Material tested in accordance with ASTM

D3080.

Client: Guggenheim Partners, LLC

**Project:** Proposed 7 - Eleven E. Vista Drive, Weed, CA

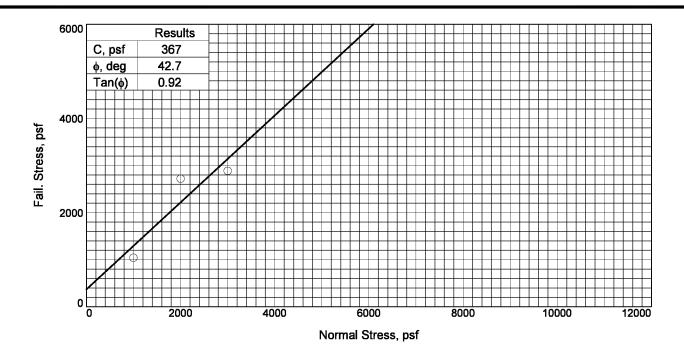
Location: 1-2

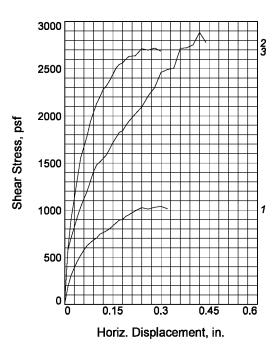
Sample Number: 2 Depth: 8.5'

**Proj. No.:** RD5775 **Date Sampled:** 06/19/2024



Figure 0300-008





Sa	mple No.	1	2	3	
	Water Content, %	15.1	15.1	15.1	
	Dry Density, pcf	71.7	73.4	79.9	
Initial	Saturation, %	30.0	31.2	36.4	
בׁ	Void Ratio	1.3849	1.3315	1.1396	
	Diameter, in.	2.41	2.41	2.41	
	Height, in.	1.00	1.00	1.00	
	Water Content, %	33.3	26.5	26.7	
	Dry Density, pcf	<b>78.</b> 1	<b>78.</b> 4	80.4	
Test	Saturation, %	76.8	61.4	64.7	
₹	Void Ratio	1.1898	1.1825	1.1284	
	Diameter, in.	2.41	2.41	2.41	
	Height, in.	0.92	0.94	0.99	
No	rmal Stress, psf	1000	3000	2000	
Fai	I. Stress, psf	1039	2885	2718	
D	isplacement, in.	0.30	0.42	0.28	
Ult.	. Stress, psf				
D	isplacement, in.				
Str	ain rate, in./min.	0.002	0.002	0.002	

Sample Type: Tube

**Description:** Brown Silty Sand (visual)

**Specific Gravity=** 2.74

Remarks: Material tested in accordance with ASTM

D3080.

Client: Guggenheim Partners, LLC

**Project:** Proposed 7 - Eleven E. Vista Drive, Weed, CA

Location: 4-1

Sample Number: 18 Depth: 1.0'

**Proj. No.:** RD5775 **Date Sampled:** 06/19/2024

M T I DESCRIPTION

Figure 0300-009



# Materials Testing, Inc.

8798 Airport Road Redding, California 96002 (530) 222-1116, fax 222-1611 865 Cotting Lane, Suite A Vacaville, California 95688 (707) 447-4025, fax 447-4143

Client: Guggenheim Development Services, LLC

3000 Internet Blvd., Suite 570

Frisco, TX. 75034

Project: Proposed 7-Eleven

E. Vista Drive, Weed, CA

Pages: 1 of 1 Client No: RD57

Client No: RD5775 Report No: 0300-010

Date: 06/19/2024 Submitted by: KC Engineering

Date Received: 06/11/2024

# "R" VALUE TEST REPORT (AASHTO T 190)

Sample: 25

Description: Brown Silty Sand with Gravel

Location: Bulk 2 @ 0-5.0'

#### **SIEVE ANALYSIS**

Sieve Size	1-1/2"	1"	3/4"	1/2"	3/8"	#4
As Received (% Pass)		100	98	95	92	82
As Used (% Pass)			100	97	94	84

#### **RESISTANCE VALUE**

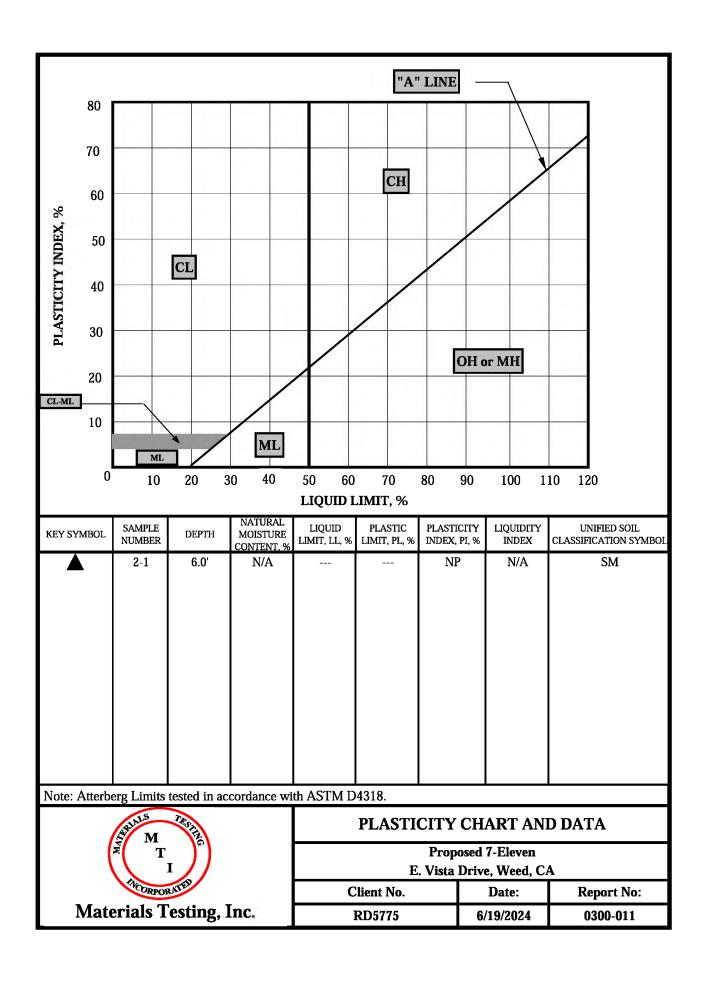
Specimen	Dry Unit	Moisture	Exudation	Expa	nsion	R-Value
Number	Weight, PCF	(%)	Pressure	Pressu	re Dial	
			(PSI)	Reading	g & PSF	
1	99.6	16.2	438	0	0	78
2	100.0	16.9	212	0	0	75
3	99.7	17.6	138	0	0	74

R-Value @ 300 PSI Exudation Pressure = **76** 

**Notes:** 

Tested by John Hubbard.

The samples were tested according to the referenced standard test procedures and relate only to the items inspected or tested. Results are not transferable and shall not be reproduced, except in full, without written permission from MTI.



# Sunland Analytical

11419 Sunrise Gold Circle, #10 Rancho Cordova, CA 95742 (916) 852-8557

Date Reported 06/21/2024
Date Submitted 06/17/2024

To: Andy King

K.C. Engineerig 8798 Airport Rd.

Redding, CA 96002

From: Gene Oliphant, Ph.D. \ Ty Bui 7/3
General Manager \ Lab Manager

The reported analysis was requested for the following location:
Location: RD5775 Site ID: 3-2 @ 11.0FT.
Thank you for your business.

\* For future reference to this analysis please use SUN # 92461-191545.

\_\_\_\_\_

#### EVALUATION FOR SOIL CORROSION

Soil pH 5.08

Minimum Resistivity 58.96 ohm-cm (x1000)

Chloride 2.2 ppm 0.00022 %

Sulfate-SO4 1.9ppm 0.00019 %

#### METHODS

pH and Min.Resistivity CA DOT Test #643 Mod.(Sm.Cell) Sulfate-SO4 ASTM C1580, Chloride CA DOT Test #422m

# Sunland Analytical



11419 Sunrise Gold Circle, #10 Rancho Cordova, CA 95742 (916) 852-8557

Date Reported 06/21/2024
Date Submitted 06/17/2024

To: Andy King

K.C. Engineerig 8798 Airport Rd.

Redding, CA 96002

From: Gene Oliphant, Ph.D. \ Ty Bui 76
General Manager \ Lab Manager

The reported analysis was requested for the following location: Location: RD5775 Site ID: 1-1@3-5FT.

Thank you for your business.

\* For future reference to this analysis please use SUN # 92461-191544.

#### EVALUATION FOR SOIL CORROSION

Soil pH 5.31

Minimum Resistivity 53.60 ohm-cm (x1000)

Chloride 2.8 ppm 0.00028 %

Sulfate-S04 0.8ppm 0.00008 %

#### METHODS

pH and Min.Resistivity CA DOT Test #643 Mod.(Sm.Cell) Sulfate-SO4 ASTM C1580, Chloride CA DOT Test #422m



# Thermal Conductivity By Thermal Needle Probe (ASTM D5334) Thermal Properties Characteristic Curve Additional Data

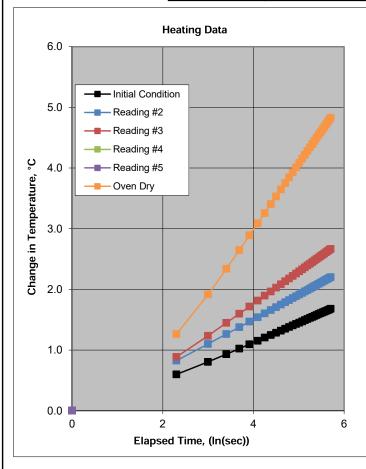
 CTL Job No: 501-010
 Boring: Bulk 1
 Date: 7/15/2024

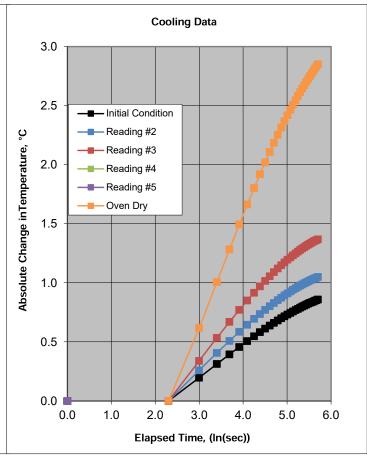
 Client: Materials Testing, Inc.
 Sample: 24
 By: PJ

Project Name: Proposed 7 Eleven Depth, ft: 0-5
Project No.: Sample Type: Remolded

Project No.: Sample Type: Remolded Determined Gs
Soil Description: Dark Yellowish Brown SAND w/ Silt & Gravel Assumed Gs 2.7

	Initial Condition	Reading 2	Reading 3			Oven-Dry Condition
Date and Time:	6/25/24 10:39	7/1/24 12:47	7/5/24 13:02			7/11/24 16:57
Thermal Needle Length, mm	100	100	100	100	100	100
Thermal Needle Dia., mm	2.4	2.4	2.4	2.4	2.4	2.4
Thermal Conductivity,K, (W/m-k)	0.886	0.731	0.574			0.267
Therm. Resistivity, rho, (°C·cm/W)	112.9	136.8	174.2			374.2
Error Value (Syx)	0.0014	0.0019	0.0032			0.0033
Initial Temperature, °C	21.72	21.80	23.17	0.00	0.00	25.19
Reading Time, Minutes	Ten Minutes	Ten Minutes	Ten Minutes			Ten Minutes
Power, W/m	3.594	3.593	3.599			3.600
Current, amps						
Method of Insertion:	Pushed	Pushed	Pushed	Pushed	Pushed	Pushed







# Thermal Conductivity By Thermal Needle Probe (ASTM D5334) Thermal Properties Characteristic Curve

 CTL Job No: 501-010
 Boring: Bulk 1
 Date: 7/15/2024

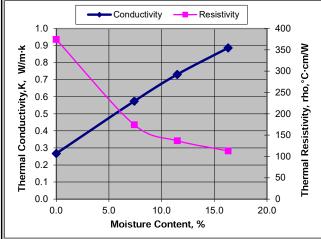
 Client: Materials Testing, Inc.
 Sample: 24
 By: PJ

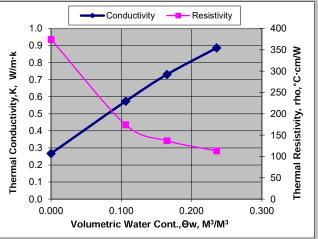
 Project Name: Proposed 7 Eleven
 Depth, ft: 0-5

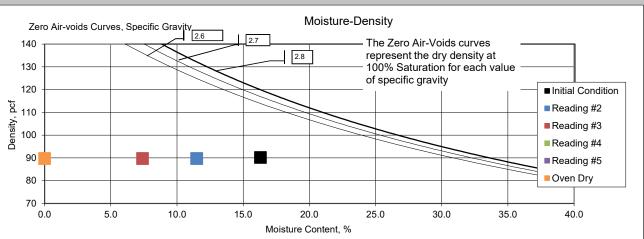
 Project No.:
 Sample Type: Remolded
 Determined Gs

Soil Description: Dark Yellowish Brown SAND w/ Silt & Gravel Assumed Gs 2.7

	Initial Condition	Reading #2	Reading #3		Oven-Dry
Thermal Conductivity, K, (W/m·k)	0.886	0.731	0.574		0.267
Thermal Resistivity, rho, (°C-cm/W)		136.8	174.2		374.2
Moisture, %	16.3	11.5	7.4		0.0
Wet Unit wt, pcf	104.9	100.0	96.3		89.7
Dry Unit wt, pcf	90.2	89.7	89.7		89.7
Total Porosity, %	46.5	46.8	46.8		46.8
Saturation, %	50.7	35.3	22.7		0.0
Volum. Water Cont, Ow, M3/M3	0.236	0.165	0.106		0.000
Volumetric Water Cont,⊖w, %	23.6	16.5	10.6		0.0
Volumetric Air Cont., 9a, %	22.9	30.3	36.1	·	46.8
Void Ratio	0.87	0.88	0.88		0.88







Remarks: Reading #3 and the oven dry reading returned error values higher than the desirable maximum error value of 0.0020. The cause for this error value could not be determined. Multiple tests were performed, and the test result with the lowest error value was reported.

									Depth of					
									Liquid	Container				
Project Id	lentification:	7-Eleven, Vi	sta Drive, V	Need, CA			Constants	Area cm2	(cm)	Number	Marriotte Tube V	olume		
Test Loca	ation:	I 1 Trial 1					Inner Ring	729	12.7	1.00		3000	1	
Liquid Us	ed:	Tap water	pH:				Annular Space	2189	12.7	2.00		10000		
Tested B	y:	ССК					Liquid level mair	ntained using:	( ) Flow	Valve ( ) Float	Valve ( X ) Mario	tte Tubes		
	water table:	n/a							etration Depth of Outer Ring: 16.5 cm					
						Flow	Readings				ration Rate	Ground Tem	perature	Remarks
						Inner		Annular Space	1		Annular			
		Date	Time	Elapsed Time	Inner Ring	Marriotte	Annular Space	Marriotte Tube	Liquid	Inner Infiltration	Infiltration Rate	Ground Temp	Temp at	
Trial #	Start / End	MM/DD/YY	HR:MIN	Chg/(Total) Min		Tube Flow	Reading cm	Flow (ml)	Temp C	Rate cm/h	cm/h		Depth (c)	Weather conditions Etc
				ang.(razz.,							211111		р-:: (-)	
	Start Test	6/27/2024	12:00	0:03					14.0					
1	End Test	6/27/2024	12:03	0:03	n/a	295	n/a	325		8.093	2.969	20.0	21	Sunny, slight wind
	Start Test	6/27/2024	12:03	0:03					14.5					,· v
2	End Test	6/27/2024	12:06	0:06	n/a	155	n/a	290		4.252	2.650	20.0	21	Suny, slight wind
	Start Test	6/27/2024	12:06	0:03	.,	199			15.0					// ¥
3	End Test	6/27/2024	12:09		n/a	125	n/a	285		3.429	2.604	20.0	21	Sunny, slight wind
	Start Test	6/27/2024	12:09		100	120	100	200	15.0	3.120	2.001	20.0		,, <u>,</u> ,
4	End Test	6/27/2024	12:12		n/a	85	n/a	250		2.332	2.284	20.0	21	Suny, slight wind
	Start Test	6/27/2024	12:12						15.0					
5	End Test	6/27/2024	12:15		n/a	145	n/a	255		3.978	2.330	20.0	21	Sunny, slight wind
	Start Test	6/27/2024	12:15						15.5					
6	End Test	6/27/2024	12:18		n/a	170	n/a	210		4.664	1.919	20.0	21	Suny, slight wind
	Start Test	6/27/2024	12:18	0:03	100	170	100	210	15.5	1.001	1.010	20.0		Surry, origin wind
7	End Test	6/27/2024	12:21	0:21	n/a	155	n/a	205		4.252	1.873	20.0	21	Sunny, slight wind
	Start Test	6/27/2024	12:21	0:03	100	100	100	200	15.5	1.202	1.070	20.0		Sunity, Signit Willia
8	End Test	6/27/2024	12:24	0:24	n/a	95	n/a	180		2.606	1.645	20.0	21	Suny, slight wind
	Start Test	6/27/2024	12:24	0:03	.,				15.5					/,g
9	End Test	6/27/2024	12:27	0:27	n/a	100	n/a	180		2.743	1.645	20.0	21	Sunny, slight wind
	Start Test	6/27/2024	12:27	0:03	.,				15.5					y,g
10	End Test	6/27/2024	12:30	0:30	n/a	175	n/a	160		4.801	1.462	20.0	21	Suny, slight wind
	Start Test	6/27/2024	12:30	0:03					15.5					y,g
11	End Test	6/27/2024	12:33	0:33	n/a	160	n/a	160		4.390	1.462	20.0	21	Sunny, slight wind
	Start Test	6/27/2024	12:33	0:03					15.5					/' ¥
12	End Test	6/27/2024	12:36		n/a	140	n/a	125		3.841	1.142	20.0	21	Suny, slight wind
	Start Test	6/27/2024	12:36		100	7.0	100	120	15.5	2.011		20.0		,, , ,
13	End Test	6/27/2024	12:39		n/a	75	n/a	130		2.058	1.188	20.0	21	Sunny, slight wind
	Start Test	6/27/2024	12:39	0:03	100	,,,	100	100	15.5	2.000	1.100	20.0		
14	End Test	6/27/2024	12:42		n/a	145	n/a	115		3.978	1.051	20.0	21	Suny, slight wind
	Start Test	6/27/2024	12:42		100	7.0	190	110	15.5	2.070		20.0		,, y
15	End Test	6/27/2024	12:45		n/a	180	n/a	105		4.938	0.959	20.0	21	Sunny, slight wind
	Start Test	6/27/2024	12:45		100	100	100	100	15.5	1.000	0.000	20.0		
16	End Test	6/27/2024	12:48		n/a	160	n/a	85		4.390	0.777	20.0	21	Suny, slight wind
				5110		199					****			/· V
						ĺ							1	1
	1	1 1							-		l		-	·

									Depth of					
									Liquid	Container				
		7-Eleven, V	ista Drive, \	Weed, CA				Area cm2			Marriotte Tube V			
Test Loca	tion:	I 1 Trial 2					Inner Ring	729		1.00		3000		
Liquid Us	ed:	Tap water	pH:				Annular Space	2189		2.00		10000		
Tested By	r:	CCK					Liquid level mai	ntained using:	( ) Flow	Valve ( ) Float	Valve ( X ) Mario	tte Tubes	•	
Depth to v	water table:	n/a						Pene	ration Dep	th of Outer Ring:	16.5 cm			
						Flow	Readings			Inner Infilt	ration Rate	Ground Tem	perature	Remarks
						Inner		Annular Space			Annular			
		Date	Time	Elapsed Time	Inner Ring	Marriotte	Annular Space	Marriotte Tube	Liquid	Inner Infiltration	Infiltration Rate	Ground Temp	Temp at	
Trial #	Start / End	MM/DD/YY	HR:MIN	Chg/(Total) Min		Tube Flow	Reading cm	Flow (ml)	Temp C	Rate cm/h	cm/h	Depth (cm)		Weather conditions Etc
				J. ,	J		J					1 , , ,	1 1/	
	Start Test	6/27/2024	12:00	0:07					14.0					
	End Test	6/27/2024	12:07		n/a	1 0	n/a	1125			4.405	20.0	21	Sunny, slight wind
	Start Test	6/27/2024	12:07	0:07					14.5					,, <b>v</b>
	End Test	6/27/2024	12:14		n/a	1 0	n/a	765		0.000	2.995	20.0	21	Suny, slight wind
	Start Test	6/27/2024	12:14		1,04		100	,,,,	15.0	2.000		20.0		y, y
	End Test	6/27/2024	12:21	0:21	n/a	1 0	n/a	560	15.0	0.000	2.193	20.0	21	Sunny, slight wind
	Start Test	6/27/2024	12:21	0:07	100		100	000	15.0	0.000	2.100	20.0		Curry, origin wire
4	End Test	6/27/2024	12:28		n/a	1 0	n/a	400	15.0	0.000	1.566	20.0	21	Suny, slight wind
	Start Test	6/27/2024	12:28		.,,=				15.0					
	End Test	6/27/2024	12:35		n/a	300	n/a	275		3.527	1.077	20.0	21	Sunny, slight wind
	Start Test	6/27/2024	12:35		100	000	100	2.10	15.5	0.027	1.077	20.0		Curry, origin wind
	End Test	6/27/2024			n/a	255	n/a	185	15.5	2.998	0.724	20.0	21	Suny, slight wind
	Start Test	6/27/2024	12:42		100	200	100	100	15.5	2.000	0.721	20.0		ourly, origin wind
	End Test	6/27/2024	12:49		n/a	220	n/a	140	15.5	2.587	0.548	20.0	21	Sunny, slight wind
	Start Test	6/27/2024	12:49		100	LLO	100	110	15.5	2.007	0.010	20.0		Curry, origin wire
8	End Test	6/27/2024	12:56		n/a	325	n/a	100	15.5	3.821	0.392	20.0	21	Suny, slight wind
	Start Test	6/27/2024	12:56		.,,_				15.5					
9	End Test	6/27/2024	13:03		n/a	330	n/a	50	15.5	3.880	0.196	20.0	21	Sunny, slight wind
	Start Test	6/27/2024	13:03	0:07					15.5					,1g
10	End Test	6/27/2024	13:10	1:10	n/a	185	n/a	75	15.5	2.175	0.294	20.0	21	Suny, slight wind
	Start Test	6/27/2024	13:10	0:07					15.5					
	End Test	6/27/2024	13:17	1:17	n/a	340	n/a	75	15.5	3.998	0.294	20.0	21	Sunny, slight wind
														7. 2
						1				1				
						1				1		1		
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						1								
						1				1		1		

									Depth of					
										Container				
		7-Eleven, Vi	sta Drive, V	Need, CA				Area cm2		Number	Marriotte Tube V			
Test Loca		I 2 Trial 1					Inner Ring	729		1.00		3000		
Liquid Us		Tap water	pH:				Annular Space	2189		2.00		10000		
Tested By		CCK					Liquid level main				Valve ( X ) Mario	tte Tubes		
Depth to	water table:	n/a						Pene	tration Dep	th of Outer Ring:				
						Flow	Readings			Inner Infilt	ration Rate	Ground Tem	perature	Remarks
						Inner		Annular Space	j l		Annular			
		Date	Time	Elapsed Time	Inner Ring	Marriotte	Annular Space	Marriotte Tube	Liquid	Inner Infiltration	Infiltration Rate	Ground Temp	Temp at	
Trial #	Start / End	MM/DD/YY	HR:MIN	Chg/(Total) Min	Reading cm	Tube Flow	Reading cm	Flow (ml)	Temp C	Rate cm/h	cm/h	Depth (cm)	Depth (c)	Weather conditions Etc
					×		Š						1	
	Start Test	6/28/2024	12:00	0:02					14.0					
1	End Test	6/28/2024	12:02		n/a	205	n/a	290		8.436	3.974	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:02	0:02					14.5					
2	End Test	6/28/2024	12:04	0:04	n/a	155	n/a	270		6.379	3.700	20.0	21	Suny, slight wind
	Start Test	6/28/2024	12:04	0:02	.,				15.0					, · · ·
3	End Test	6/28/2024	12:06	0:06	n/a	155	n/a	250		6.379	3.426	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:06	0:02	100	100	100	200	15.0	2.070	3.120	20.0		y, <u>J</u>
4	End Test	6/28/2024	12:08	0:08	n/a	165	n/a	215		6.790	2.947	20.0	21	Suny, slight wind
	Start Test	6/28/2024	12:08	0:02					15.0					
5	End Test	6/28/2024	12:10		n/a	170	n/a	185		6.996	2.535	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:10		100		100	100	15.5	0.000	2.000	20.0		Summy, origin wind
6	End Test	6/28/2024	12:12		n/a	150	n/a	165		6.173	2.261	20.0	21	Suny, slight wind
	Start Test	6/28/2024	12:12		100	100	100	100	15.5	0.170	2.201	20.0		Curry, origin minu
7	End Test	6/28/2024	12:14	0:14	n/a	155	n/a	175		6.379	2.398	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:14	0:02	100	100	100		15.5	0.010	2.000	20.0		Curry, origin wind
8	End Test	6/28/2024	12:16		n/a	155	n/a	140		6.379	1.919	20.0	21	Suny, slight wind
	Start Test	6/28/2024	12:16		100	100	100	110	15.5	0.010	1.010	20.0		Surry, siight wind
9	End Test	6/28/2024	12:18		n/a	165	n/a	110		6.790	1.508	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:18		100	100	100	110	15.5	0.700	1.000	20.0		Curry, orgin wind
10	End Test	6/28/2024	12:20	0:20	n/a	165	n/a	115		6.790	1.576	20.0	21	Suny, slight wind
	Start Test	6/28/2024	12:20	0:02	100	100	100	110	15.5	0.700	1.070	20.0		Surry, siight wind
11	End Test	6/28/2024	12:22	0:22	n/a	145	n/a	100		5.967	1.370	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:22	0:02	100		100	100	15.5	2.001		20.0		y, <u></u>
12	End Test	6/28/2024	12:24	0:24	n/a	160	n/a	75		6.584	1.028	20.0	21	Suny, slight wind
	Start Test	6/28/2024	12:24	0:02	100	100	100		15.5	0.001	1.020	20.0		
13	End Test	6/28/2024	12:26		n/a	155	n/a	80		6.379	1.096	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:26	0:02	11/4	100	100	- 00	15.5	0.073	1.030	20.0		Summy, ought wind
14	End Test	6/28/2024	12:28	0:28	n/a	155	n/a	60		6.379	0.822	20.0	21	Suny, slight wind
	Start Test	6/28/2024	12:28		100	100	100		15.5	0.010	0.022	20.0		,,g
15	End Test	6/28/2024	12:30	0:30	n/a	170	n/a	70		6.996	0.959	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:30	0:02	11/4	170	100	70	15.5	0.000	0.303	20.0		
16	End Test	6/28/2024	12:32	0:32	n/a	175	n/a	50		7.202	0.685	20.0	21	Suny, slight wind
		312012024	12.02	0.32	11/6	173	100	30	.0.0	7.202	0.000	20.0		y,gt mile
						1								
	l													

									Depth of					
										Container				
Project Id	entification:	7-Eleven, Vi	sta Drive, V	Need, CA				Area cm2		Number	Marriotte Tube V			
Test Loca		I 2 Trial 2					Inner Ring	729		1.00		3000		
Liquid Us	ed:	Tap water	pH:				Annular Space	2189		2.00		10000		
Tested By	<i>t</i> :	CCK					Liquid level main	ntained using:	( ) Flow	Valve ( ) Float	Valve ( X ) Mario	tte Tubes	•	
Depth to	water table:	n/a						Pene	tration Dep	th of Outer Ring:	16.5 cm			
						Flow	Readings			Inner Infilt	ration Rate	Ground Tem	perature	Remarks
						Inner		Annular Space	1		Annular			
		Date	Time	Elapsed Time	Inner Ring	Marriotte	Annular Space	Marriotte Tube	Liquid	Inner Infiltration	Infiltration Rate	Ground Temp	Temp at	
Trial #	Start / End	MM/DD/YY	HR:MIN	Chg/(Total) Min	Reading cm	Tube Flow	Reading cm	Flow (ml)	Temp C	Rate cm/h	cm/h	Depth (cm)	Depth (c)	Weather conditions Etc
				J ( )	,		,	, , ,				1	1 1/	
	Start Test	6/28/2024	12:00	0:02					14.0					
1	End Test	6/28/2024	12:02		n/a	225	n/a	215		9.259	2.947	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:02	0:02					14.5					, ,
2	End Test	6/28/2024	12:04	0:04	n/a	175	n/a	205		7.202	2.810	20.0	21	Suny, slight wind
	Start Test	6/28/2024	12:04	0:02	.,				15.0					/· ¥
3	End Test	6/28/2024	12:06	0:06	n/a	155	n/a	165		6.379	2.261	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:06	0:02	100	100	100	100	15.0	0.070	2.201	20.0		
4	End Test	6/28/2024	12:08	0:08	n/a	185	n/a	155		7.613	2.124	20.0	21	Suny, slight wind
	Start Test	6/28/2024	12:08	0:02					15.0					
5	End Test	6/28/2024	12:10		n/a	160	n/a	120		6.584	1.645	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:10						15.5					
6	End Test	6/28/2024	12:12		n/a	155	n/a	125		6.379	1.713	20.0	21	Suny, slight wind
	Start Test	6/28/2024	12:12		100	100	100	120	15.5	0.010	1.110	20.0		Surry, origin wind
7	End Test	6/28/2024	12:14	0:14	n/a	170	n/a	115		6.996	1.576	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:14	0:02	100	170	100	110	15.5	0.000	1.010	20.0		Carry, organ ward
8	End Test	6/28/2024	12:16		n/a	175	n/a	75		7.202	1.028	20.0	21	Suny, slight wind
	Start Test	6/28/2024	12:16						15.5					,,g
9	End Test	6/28/2024	12:18		n/a	160	n/a	85		6.584	1.165	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:18					-	15.5					
10	End Test	6/28/2024	12:20	0:20	n/a	180	n/a	65		7.407	0.891	20.0	21	Suny, slight wind
	Start Test	6/28/2024	12:20	0:02	100	100	100		15.5		2.001	20.0		// 5
11	End Test	6/28/2024	12:22	0:22	n/a	160	n/a	55		6.584	0.754	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:22						15.5					, · · ·
12	End Test	6/28/2024	12:24	0:24	n/a	175	n/a	55		7.202	0.754	20.0	21	Suny, slight wind
	Start Test	6/28/2024	12:24	0:02					15.5					<i>''</i>
13	End Test	6/28/2024	12:26		n/a	175	n/a	60		7.202	0.822	20.0	21	Sunny, slight wind
	Start Test	6/28/2024	12:26	0:02	100		100		15.5		3.022	20.0		y, <u>J</u>
14	End Test	6/28/2024	12:28	0:28	n/a	175	n/a	30		7.202	0.411	20.0	21	Suny, slight wind
	Start Test	6/28/2024	12:28		.,				15.5					/· V
15	End Test	6/28/2024	12:30	0:30	n/a	175	n/a	50		7.202	0.685	20.0	21	Sunny, slight wind
				5,00	100		100		. 5.0		2.000	20.0		y, <u>J</u>
	l							1				l		



# **ASCE Hazards Report**

Address:

No Address at This Location

Standard: ASCE/SEI 7-16 Latitude:

Risk Category: || Longitude: -122.3746

**Soil Class:** D - Stiff Soil **Elevation:** 3755.4644487312894 ft

(NAVD 88)

41.3984







#### **Seismic**

Site Soil Class: D - Stiff Soil

Results:

 $S_{\text{s}}$  :  $S_{D1}$  : 0.631 0.647  $T_L$ :  $S_1$ : 0.328 16  $F_a$ : 1.295 PGA: 0.289  $F_v$ : 1.972 PGA<sub>M</sub>: 0.379  $S_{\text{MS}}$  :  $F_{PGA}$  : 0.817 1.311  $S_{M1}$  : 0.647 l<sub>e</sub> : 1  $C_v$ : 0.545 1.116

Ground motion hazard analysis may be required. See ASCE/SEI 7-16 Section 11.4.8.

Data Accessed: Sun Jun 02 2024

Date Source: <u>USGS Seismic Design Maps</u>



The ASCE Hazard Tool is provided for your convenience, for informational purposes only, and is provided "as is" and without warranties of any kind. The location data included herein has been obtained from information developed, produced, and maintained by third party providers; or has been extrapolated from maps incorporated in the ASCE standard. While ASCE has made every effort to use data obtained from reliable sources or methodologies, ASCE does not make any representations or warranties as to the accuracy, completeness, reliability, currency, or quality of any data provided herein. Any third-party links provided by this Tool should not be construed as an endorsement, affiliation, relationship, or sponsorship of such third-party content by or from ASCE.

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# Appendix I Phase I Environmental Site Assessment

### PHASE I ENVIRONMENTAL SITE ASSESSMENT

PROPOSED 7-ELEVEN FUELING STATION
PORTIONS OF APNs 060-601-360, 060-601-370, 060-601-390, 060-601-400, AND 060-601-410
WEED, SISKIYOU COUNTY, CALIFORNIA



Prepared for

**Guggenheim Development Services LLC** 

Prepared by

VESTRA Resources Inc. 5300 Aviation Drive Redding, California 96002

**MAY 2024** 



May 3, 2024

GIS, Environmental, & Engineering Services

72426

Mr. Raymond Parker SVP of Development and Construction Guggenheim Development Services LLC 3000 Internet Blvd., Suite 570 Frisco, TX 75034

RE: Phase I Environmental Site Assessment
Proposed 7-Eleven Fueling Station
Portions of APNs 060-601-360, 060-601-370, 060-601-390, 060-601-400, and 060-601-410
Weed, Siskiyou County, California

Dear Mr. Parker:

The Phase I Environmental Site Assessment (ESA) report for the proposed 7-Eleven Fueling Station identified as portions of Assessor's Parcel Nos. (APNs) 060-601-360, 060-601-370, 060-601-390, 060-601-400, and 060-601-410 in Weed, Siskiyou County, California, is attached. The subject property evaluation has been performed pursuant to the level of due diligence outlined in the ASTM standards for conducting an *Environmental Site Assessment: Phase I Process per ASTM E-1527-21*.

Upon completion of the Phase I ESA, no recognized environmental conditions were identified for the subject property including controlled recognized environmental conditions and historical recognized environmental conditions. No further action is recommended.

Please call me at (530) 223-2585 if you have any questions.

Sincerely,

**VESTRA Resources Inc.** 

eninfu D. Williams

Jennifer Williams

Environmental Scientist

Attachment

### PHASE I ENVIRONMENTAL SITE ASSESSMENT

# PROPOSED 7-ELEVEN FUELING STATION PORTIONS OF APNs 060-601-360, 060-601-370, 060-601-390, 060-601-400, AND 060-601-410 WEED, SISKIYOU COUNTY, CALIFORNIA

Prepared for

**Guggenheim Development Services LLC** 

Prepared by

VESTRA Resources Inc. 5300 Aviation Drive Redding, California 96002

72426

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- A Assessor's Parcel Map
- B Common Terminology
- C User Questionnaire
- D Site Photographs
- E USGS Topographic Maps
- F Soil Survey Map and Information
- G FEMA Flood Zone Map
- H Historical Aerial Photographs
- I Historical City Directory
- J Environmental Data Resources (EDR) Report
- K Resumes of Environmental Professionals

#### 1.0 EXECUTIVE SUMMARY

This Environmental Site Assessment (ESA) has been prepared by VESTRA for Guggenheim Development Services LLC under standard ASTM E-1527-21. The purpose of conducting this ESA is to identify, to the extent feasible, recognized environmental conditions in connection with the property. A *recognized environmental condition* refers to the presence, or likely presence, of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

The subject site is located on East Vista Drive and identified as portions of Siskiyou County Assessor's Parcel Nos. (APNs) 060-601-360, 060-601-370, 060-601-390, 060-601-400, and 060-601-410 in Weed, Siskiyou County, California. The property is owned by Joseph and Selma Ganim Trust, FD BTS, and Juan Roman and Miriam Villegas. The subject site is approximately 6 acres in size.

The subject property is located outside of any special flood hazard area. Flood potentials are derived from the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA). The current and past use is consistent with the current City of Weed zoning designation of CM, *Limited Industrial*, and City of Weed General Plan designation of I, *General Industrial*. The subject property is currently vacant.

Upon completion of the Phase I ESA, no recognized environmental conditions were identified for the subject property including controlled recognized environmental conditions and historical recognized environmental conditions. No further action is recommended.

#### 2.0 INTRODUCTION

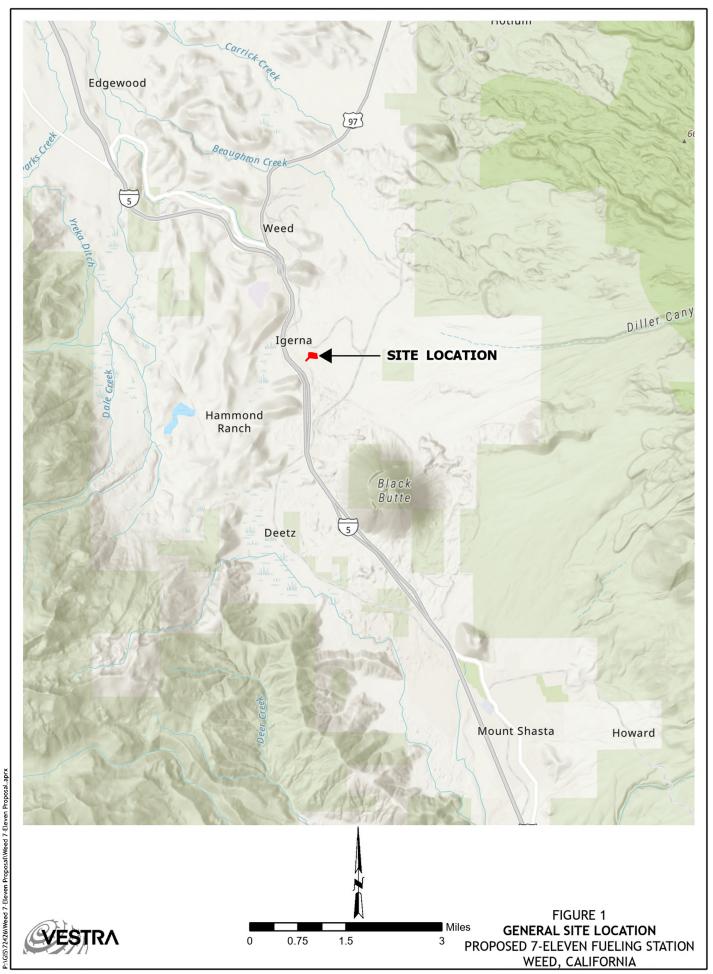
#### 2.1 LOCATION AND LEGAL DESCRIPTION

The subject property is located at East Vista and Black Butte Drive and is identified as portions of Siskiyou County Assessor's Parcel Nos. (APNs) 060-601-360, 060-601-370, 060-601-390, 060-601-400, and 060-601-410 in Weed, Siskiyou County, California. The property is owned by Joseph and Selma Ganim Trust, FD BTS, and Juan Roman and Miriam Villegas. General site location is shown on Figure 1. The Assessor's parcel map is included in Appendix A. A preliminary Title Report was provided as this report and is included in Appendix A.

#### 2.2 PURPOSE

The purpose of this Phase I ESA is to identify and document the current and historical environmental conditions of commercial real estate with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. § 9601) and petroleum products. This practice constitutes "all appropriate inquiries into the previous ownership and uses of the property consistent with good commercial or customary standards and practices" as defined at 42 U.S.C. § 9601(35)(B).

The Phase I ESA is intended to permit a user to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser defenses, and sets forth limitations on CERCLA liability (hereinafter, the "landowner liability protections," or "LLPs").



#### 2.3 SCOPE OF SERVICES

The objective of the Phase I ESA is to perform all appropriate inquiries into the previous ownership and uses of the property consistent with good commercial or customary standards and practices, thereby establishing the innocent landowner defense to CERCLA liability. The site assessment will identify, to the extent possible, environmental impairment and/or liability relative to the environmental risks associated with the subject property, based on interviews, observations, and evaluations of the physical conditions of the site and immediate vicinity, research of the site history, and review of available historical records and regulatory files.

The objective of conducting this ESA is to identify, to the extent feasible, *recognized environmental conditions* in connection with the subject property. A recognized environmental condition means (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that post a material threat of a future release to the environment.

The term, recognized environmental condition, includes hazardous substances or petroleum products that may be in compliance with these laws. This term is not intended to include de minimis conditions that generally do not present a threat to human 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. A condition determined to be a de minimis condition is not a recognized environmental condition nor a controlled recognized environmental condition. In addition, the ESA will reveal historical use information sufficient to complete a Phase II Environmental Site Assessment, if warranted.

The ESA process includes the following elements:

- User's responsibilities
- Physical setting resources
- Government records
- Historical records
- Site reconnaissance
- Owner/operator/occupant interviews
- Local government officials' interviews
- Evaluation and report.

The specific requirement of each part is specified in the standard ASTM E-1527-21. Pursuant to ASTM E-1527-21, the following considerations are not covered by the Phase I ESA:

- A. Asbestos-containing building materials unrelated to releases into the environment
- B. Biological agents
- C. Cultural and historic resources
- D. Ecological resources
- E. Endangered species
- F. Health and safety

- G. Indoor air quality unrelated to releases of hazardous substances or petroleum products into the environment
- H. Industrial hygiene
- I. Lead-based paint unrelated to releases to the environment
- J. Lead in drinking water
- K. Mold or microbial growth conditions
- L. PCB-containing building materials (for example, interior fluorescent light ballasts, paint, and caulk)
- M. Naturally occurring radon
- N. Regulatory compliance
- O. Substances not defined as hazardous substances (including some substances sometimes generally referred to as emerging contaminants) unless or until such substances are classified as a CERCLA hazardous substance
- P. Wetlands

#### 2.4 LIMITATIONS AND EXCEPTIONS OF ASSESSMENT

The assessment included:

- Conducting interviews with owners, tenants, and/or site manager.
- Reviewing available federal, state, and local agency files to evaluate the property located in Weed, California, with respect to regulatory compliance or release of petrochemicals and/or hazardous materials.
- Reviewing available federal, state, and local agency files to evaluate properties adjacent to the
  project site with respect to regulatory compliance or release of petrochemicals and/or
  hazardous materials.
- Reviewing available agency files and aerial photographs of the project site.
- Inspecting the project site for obvious signs of contamination.
- Conducting a perimeter survey to examine adjoining properties for obvious signs of contamination and potential for contaminant migration.
- Providing a determination of the reasonable probability of the presence of hazardous or regulated substances that may require local, state, or federal regulatory action.

The data presented and the opinions expressed in this report are qualified as follows:

- Information contained in this ESA was obtained in part from information contained in the Environmental Data Resources report (EDR).
- The purpose of this investigation is to assess the visual characteristics of the site with respect to the presence or absence in the environment of hazardous materials and petroleum products, as defined in the CERCLA and Title 22 of the California Code of Regulations, and to gather information regarding current and past environmental conditions at the site.
- The data in this report was derived primarily from interviews, visual inspections, and examination of records in the public domain. The passage of time, manifestation of latent conditions, or occurrence of future events may require further exploration at the site as well as analysis of the data and re-evaluation of the findings, observations, and conclusions expressed in this report.

- In preparing this report, the author has relied on, and presumed accurate, certain information
  (or the absence thereof) about the site and adjacent properties provided by governmental
  officials and agencies, the client, and others identified herein. Except as otherwise stated in
  the report, no attempt was made to verify the accuracy or completeness of any such
  information.
- Because of the limitations stated above, the findings, observations, and conclusions in this
  report are not, and should not be considered, an opinion concerning the compliance of any
  past or present owner or operator of the site with any federal, state, or local laws or
  regulations. No warranty or guarantee, whether expressed or implied, is made with respect to
  the data reported or findings, observations, and conclusions expressed in this report. Such
  data, findings, observations, and conclusions are based solely on-site conditions in existence
  at the time of the investigation.

For ease of the user, terminology commonly used in the ASTM E-1527-21 process is included in Appendix B. For a complete listing of all definitions relative to the Phase I ESA process, please see ASTM E-1527-21.

#### 2.5 USER RELIANCE

This report has been prepared on behalf of, and for the exclusive use of, Guggenheim Development Services LLC, and is subject to, and issued in connection with, the agreement with VESTRA and the provisions thereof.

Information needed for completion of a Phase I ESA may be provided by a number of parties including government agencies, third-party vendors, the *user*, and present and past *owners* and *occupants* of the *subject property*, provided that the information is obtained by or under the supervision of an *environmental professional* or is obtained by the *environmental professional* or person acting under the supervision or responsible charge of the *environmental professional*, or is obtained by a third-party vendor specializing in retrieval of the information. Prior assessments may also contain information that will be appropriate for usage in a current *environmental site assessment*.

The *environmental professional* is not required to verify independently the information provided but may rely on information provided unless the *environmental professional* has *actual knowledge* that certain information is incorrect or unless it is obvious that certain information is incorrect based on other information obtained in the *Phase I Environmental Site Assessment* or otherwise actually known to the *environmental professional*.

#### 2.6 INVOLVED PARTIES

Mr. Raymond Parker Guggenheim Development Services LLC 3000 Internet Blvd., Suite 570 Frisco, TX 75034 Ms. Jennifer Williams VESTRA Resources, Inc. 5300 Aviation Drive Redding, California 96002 (530) 223-2585

#### 3.0 USER-PROVIDED INFORMATION

The purpose of this section is to describe tasks to be performed by the user that will help identify possible *recognized environmental conditions* in connection with the property being reviewed under ASTM E-1527-21. In general, obtaining this type of information does not require the technical expertise of an environmental professional, and acquisition is generally not performed by environmental professionals in the performance of a Phase I Site Assessment pursuant to ASTM E-1527-21. The type of information that may be provided by the user, as well as information from other sources provided for this report, is summarized in Table 1. A User Questionnaire was provided to Jesse Kent, Director of Development and Construction with Guggenheim Development Services LLC, and is included in Appendix C.

Table 1 REPORT INFORMATION PROVIDED BY USER									
Type of Information	Provided by								
Title Records	Y	Mt. Shasta Title and Escrow Company <sup>1</sup>							
Environmental Liens, Activity and Use Limitations	N								
Specialized Knowledge	N								
Commonly Known or Reasonably Ascertainable Information	N								
Valuation Reduction for Environmental Issues	N								
Owner, Property Manager, and Occupant Information	N								
Reason for Performing Phase I	Y	Request from Guggenheim Development Services LLC							
Other	N								
<sup>1</sup> Preliminary Titel Reports – April 19, 2024, by Mt. Shast	a Title and Escre	ow Company							

#### 4.0 SITE RECONNAISSANCE

#### 4.1 METHODOLOGY AND LIMITING CONDITIONS

The site visit was conducted on April 19, 2024. Photographs illustrating the subject property conditions are included as Appendix D.

#### 4.2 GENERAL SUBJECT PROPERTY SETTING

The subject property is identified as Siskiyou County APNs 060-601-360, 060-601-370, 060-601-390, 060-601-400, and 060-601-410 and is located East Vista and Black Butte Drive in Weed, California. The site is currently vacant. Observations made during the site visit are shown on Figure 2.

Site improvements include fence stakes marking property boundaries as well as utility boxes located near the northeast corner of the property. Vegetation noted at the site includes mixed conifer species as well as grasses and flowering plants. Minimal detritus was observed at the site including plastic and paper food packaging, scrap wood, a plastic container, and scrap paper but is considered *de minimis*. A mound of dirt as well as a pile of wood debris likely gathered for burning were noted as shown on Figure 2 but are considered *de minimis*. Overall, the site was clean, and no further action is recommended.





#### 4.3 CURRENT USE OF THE SUBJECT PROPERTY

The subject site is currently vacant.

#### 4.4 SUBJECT PROPERTY IMPROVEMENTS

The subject property is vacant. Observations made during the site visit are shown on Figure 2.

#### 4.5 CURRENT USES OF ADJOINING PROPERTIES

The uses of the adjoining properties are described below and are shown on Figure 3.

**North.** The properties to the north are developed as a truck stop and vacant land.

**South.** The property to the south is vacant.

**East.** The properties to the east are developed with a well house and vacant land.

**West.** The properties to the west are developed with an eating area for a food truck and vacant land.

#### 4.6 SUBJECT PROPERTY AND VICINITY GENERAL CHARACTERISTICS

**Zoning and General Plan.** The current City of Weed zoning designation is CM, *Limited Industrial*. The adjoining properties to the north, west, and south are zoned as CM, *Limited Industrial*. The properties to the east are zoned as C2, *General Commercial*, and R4, *Residential Mixed Use*.

The City of Weed General Plan designation for the subject property is I, *General Industrial*. The adjoining properties to the north, west, and south are also designated as I, *General Industrial*. The properties to the east are designated as GC, *General Commercial*, and RMU, *Residential Mixed Use*.

**Topography.** The subject site is located at an elevation range of approximately 3750 to 3775 feet above mean sea level. Site topography slopes toward the west-southwest. Topography in the vicinity of the subject site slopes southeast toward the north. A copy of the United States Geological Survey (USGS) topographic map for the project vicinity is included in Appendix E.

**Soils Information.** The USDA has mapped the soils in the vicinity of the site. The soil information for this report was found in the Siskiyou County, California, Central Part Soil Survey (2023). Based on a review of the survey information, the Deetz gravelly loamy sand, 0 to 5 percent slopes (125), and Neer-Ponto stony sandy loams, 15 to 50 percent slopes complex (196), are located beneath the subject property. The soil survey map and soil descriptions are included as Appendix F.

The Deetz gravelly loamy sand, 0 to 5 percent slopes (125), is somewhat excessively drained with no frequency of flooding or ponding. Runoff is negligible and the depth to the restrictive layers is more than 80 inches.

The Deetz gravelly loamy sand, 5 to 15 percent slopes (126), is somewhat excessively drained with no frequency of flooding or ponding. Runoff is very low and the depth to the restrictive layers is more than 80 inches.



**Groundwater.** Based on groundwater monitoring reports prepared by ARCADIS for the former BP service station located approximately 1.6 miles north of the subject property, depth to groundwater in the vicinity ranges from approximately 19 to 40 feet below ground surface (bgs). Groundwater beneath the area flows to the northwest. Based on lateral continuity of soil units and elevation seen in the NRCS soils report and described in the groundwater monitoring report, similar groundwater trends are likely to occur at the subject site.

**Surface Water.** No surface water bodies are located on the site. The nearest surface water is an unnamed tributary to Boles Creek located approximately 0.2 miles to the east. The subject property is located outside of any special flood hazard areas. Flood potentials are derived from the Flood Insurance Rate Map (FIRM) prepared by FEMA. The FIRM map Community Panel No. 06093C2600D, dated January 19, 2011, is included as Appendix G.

# 5.0 RECORDS REVIEW

## 5.1 PHYSICAL SETTING

A current 7.5-minute topographic map equivalent is required to be provided under Physical Setting Sources. Additional physical setting sources may be obtained at the discretion of the environmental professional. Such sources provide information about the geologic, hydrogeologic, hydrologic, or topographic characteristics of a site. Discretionary physical setting sources are sought when (1) conditions have been identified in which hazardous substances or petroleum products are likely to migrate to, from, or within the subject property and into the groundwater or soil, and (2) more information than is provided in the most recent USGS 7.5-minute topographic map or equivalent is generally obtained, pursuant to local good commercial and customary practice in initial environmental site assessments for the type of commercial real estate transaction involved, to assess the impact of such migration on recognized environmental conditions in connection with the subject property.

Physical setting sources reviewed for this ESA are included in Table 2. The required USGS topographic map is included in Appendix E.

Table 2 SUBJECT PROPERTY PHYSICAL SETTING SOURCES		
Map Type	Map Details	Report Location
USGS Topographic Map	Weed, Quadrangle, 2021/2022	Appendix E
USDA-Soils Map	Siskiyou County, California, Central Part, 2023	Appendix F
FEMA-Flood Insurance Rate Map	Siskiyou County, CA Map Number 06093C2600D, January 19, 2011	Appendix G

#### 5.2 HISTORICAL RECORDS REVIEW

#### 5.2.1 Historical Use Information on the Subject Property

Historical use information for the subject property was obtained from review of historical aerial photographs, historical topographic maps, and historical City Directory. No historical Sanborn maps are available for the subject property.

# Historical Aerial Photographs

The historical aerial photographs reviewed are from 1951, 1972, 1974, 1983, 1993, 1998, 2006, 2009, 2012, 2016, and 2020 and are included in Appendix H. The historical aerial photographs showed no improvements on the subject property.

# Historical Topographic Maps

The historical topographic maps reviewed are from 1922, 1935, 1954, 1986, 1998, 2012, 2015, 2018, and 2021/2022. Copies of the historical topographic maps are included in Appendix E. The maps were noted to show the following:

1922	The subject property is not mapped.
1935	A road transects the property from north to south.
1954	The road noted in 1935 is no longer present.
1986	No changes from 1954 observed.
1998	No changes from 1986 observed.
2012	No changes from 1998 observed.
2015	No changes from 2012 observed.
2018	No changes from 2015 observed.
2021/2022	No changes from 2018 observed.

# **Historical City Directory**

The historical City Directory listings reviewed are from 2000, 2005, 2010, 2014, 2017, and 2020 and are included in Appendix I. No listings are shown for the subject property.

# 5.2.2 Historical Use Information on the Adjoining Properties

Historical use information for the surrounding properties was obtained from review of historical aerial photographs, historical topographic maps, and historical City Directory. No historical Sanborn maps are available for the adjoining properties.

## Historical Aerial Photographs

The historical aerial photographs reviewed are from 1951, 1972, 1974, 1983, 1993, 1998, 2006, 2009, 2012, 2016, and 2020 and are included in Appendix H. The historical aerial photographs were noted to show the following:

1951	The adjoining parcels are vacant. Black Butte Drive is developed to the southwest.
1972	No changes from 1951 observed.
1976	No changes from 1972 observed.
1994	No changes from 1976 observed.
1998	No changes from 1994 observed.
2006	E Vista Drive is developed to the north.
2009	No changes from 2006 observed.
2012	No changes from 2009 observed.
2016	A well house is developed on the parcel to the east.
2020	No changes from 2016 observed.

## Historical Topographic Maps

The historical topographic maps reviewed are from 1922, 1935, 1954, 1986, 1998, 2012, 2015, 2018, and 2021/2022. Copies of the historical topographic maps are included in Appendix E. The maps were noted to show the following:

1922	The adjoining properties are not mapped
1935	A road is developed to the southwest.
1954	No changes from 1935 observed.
1986	No changes from 1954 observed.
1998	No changes from 1986 observed.
2012	No structures are depicted on the map.
2015	E Vista Drive is developed to the north.
2018	No changes from 2015 observed.
2021/2022	No changes from 2018 observed.

# **Historical City Directory**

The historical City Directory listings reviewed are from 2000, 2005, 2010, 2014, 2017, and 2020 and are included in Appendix I. The listings show that the property to the northwest has been developed as a truck stop and travel center since at least 2005.

#### 5.3 REGULATORY RECORDS REVIEW

#### 5.3.1 Standard Environmental Record Sources

Database review of federal and state regulatory agency file information listings included the following:

- National Priorities List (NPL) (Superfund) sites
- List of federal sites subject to Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) removals and CERCLA orders
- No Further Remedial Action Planned Sites (NFRAP)
- Federal Resource Conservation Recovery Act (RCRA) sites undergoing Corrective Action
- Resource Conservation Recovery Act Transport, Storage, and Disposal Facilities (RCRA TSD)
- Resource Conservation Recovery Act Handlers with Corrective Actions (RCRA COR)
- Resource Conservation Recovery Act Generators (RCRA GEN)
- Resource Conservation Recovery Act Not categorized (RCRA NLR)
- Federal institutional controls/engineering control registries
- Federal Emergency Response Notification System (ERNS) list
- State and tribal "Superfund" equivalent sites
- State and tribal hazardous waste facilities
- State and tribal landfills and solid waste disposal facilities
- State and tribal registered Underground Storage Tanks (UST)
- State and tribal registered Aboveground Storage Tanks (AST)
- State and tribal Leaking Underground Storage Tanks (LUST)
- State and tribal institutional control/engineering control registries
- State and tribal voluntary cleanup sites
- State and tribal brownfield sites

This review was completed by Environmental Data Resources (EDR), a professional online database review service. The review report was obtained for the ESA conducted on the subject property. The EDR report is included as Appendix J.

The findings of the EDR regulatory review information indicate there are 18 mapped sites within the one-mile search distance required by ASTM E-1527-13. A map of each site's location relative to the subject parcel is included in Appendix J.

# State/Tribal Tanks:

Mountain View Chevron	82 E Vista Dr	0.122 mi. WSW
Pilot Travel Centers	395 E Vista Dr	0.127 mi. WNW
Pilot Travel Centers	395 E Vista Dr	0.127 mi. WNW
Mountain View Chevron	85 E Vista Dr	0.144 mi. W
Woodside Texaco AKA	1976 Shastina Dr	0.156 mi. W
South Weed Valero	1976 Shastina Dr	0.168 mi. W

#### Other Records:

R Barr Inc DBA Weed	268 Vista Dr	0.166 mi. W
Mountain View Chevron	82 E Vista Dr	0.122 mi. WSW
Mountain View Chevron	82 E Vista Dr	0.122 mi. WSW
Mountain View Chevron	82 E Vista Dr	0.122 mi. WSW
Mountain View Chevron	82 E Vista Dr	0.122 mi. WSW
Walmart Transportation	82 E Vista Dr	0.122 mi. WSW
Siskiyou Development	82 E Vista Dr	0.122 mi. WSW
Pilot Travel Centers	395 E Vista Dr	0.127 mi. WNW
Pilot Travel Centers	395 E Vista Dr	0.127 mi. WNW
Pilot Travel Centers	395 E Vista Dr	0.127 mi. WNW
F.H.S. Woodside Texaco AKA	1976 Shastina Dr	0.156 mi. W
F.H.S. Woodside Texaco AKA	1976 Shastina Dr	0.156 mi. W
F.H.S. Woodside Texaco AKA	1976 Shastina Dr	0.168 mi. W
South Weed Shell	1976 Shastina Dr	0.168 mi. W
South Weed Shell	1976 Shastina Dr	0.168 mi. W
UPS Freight	1925 Shastina Dr	0.207 mi. W

#### 5.3.5 Other Nearby Sites

A summary of the closed or inactive sites, or sites in locations that are unlikely to impact the project site, are listed in Table 3. It is unlikely groundwater contamination would affect the subject site as the site is supplied water by the City of Weed and these sites are located cross-gradient or downgradient of the subject site. These sites will not be discussed in detail in this report.

Table 3		
Name	Status	RADIUS UNLIKELY TO IMPACT THE SUBJECT SITE  Notes
Mountain View Chevron/ Walmart Transportation #7833/ Siskiyou Development Company		The Mountain View Chevron facility is noted for hazardous waste activities and as a transporter in the RCRA database. The California Environmental Reporting System (CERS) database notes the subject site is a hazardous waste generator and a chemical storage facility. Also noted is that the subject site has been a fueling station since at least after 1989 but before 1998 based on aerial photographs. The four underground storage tanks (USTs) at the subject site were installed in 1994. The Mountain View Chevron currently has a 5,000-gallon premium gas UST, a 12,000-gallon unleaded gas UST, and an 8,000-gallon and a 5,000-gallon clear diesel USTs. Several violations have occurred at the subject property and the site has since returned to compliance. Site is listed as a RCRA nongenerator of hazardous waste. No major leaks or spills have been identified at this site. It is also listed as a historical auto gasoline service station operating since at least 2014. Site is located cross-gradient of the subject property and no impacts to the subject property are anticipated.
Pilot Travel Centers		Site is listed for three USTs and an aboveground storage tank (AST). A number of violations have occurred and are listed in the CERS database and have since returned to compliance. It is listed in the CERS database as a hazardous waste generator and as an underground storage tank site. It is also listed in the Hazardous Waste Tracking System (HWTS) database for the offsite disposal of hazardous substances. No leaks or spills have been reported at the site. Site is located downgradient of the subject site and no impacts are anticipated.
South Weed Shell (also identified as Woodside Texaco and FHS INC.)		This site has been identified as a gasoline service station since at least 1983. Four USTs have been active since 1991. The CERS database notes the subject site is a hazardous waste generator, chemical storage facility, and underground storage tank site. Site is listed as a RCRA non-generator of hazardous waste. This site is located cross-gradient of the subject property and no impacts are anticipated.
R Barr Inc. DBA Weed Grocery Outlet		Site is listed as a RCRA non-generator of hazardous waste. No major leaks or spills have been identified at this site. This site is located cross-gradient and no impacts are anticipated.
Walmart Transportation #7833		Site is listed as a RCRA non-generator of hazardous waste. No major leaks or spills have been identified at this site. This site is located cross-gradient and no impacts are anticipated.
UPS Freight		Site is listed as a RCRA non-generator of hazardous waste. No major leaks or spills have been identified at this site. This site is located cross-gradient and no impacts are anticipated.

Four orphan sites were identified in the EDR report. One of these listings is for the Mt. Shasta Inspection Facility which is located several miles to the south of the subject property and outside of the required search radius. The three remaining sites are identified as the Vista Drive Extension. No location data is identified for this area but is assumed to include the portion of East Vista Drive that extends approximately 0.15 miles to the east of the subject property. The EDR report identifies listings in the California Integrated Water Quality System database for stormwater construction activities. It also includes a listing in the Facility Index System (FINDS) database for water quality certification for infrastructure improvements. No spills or leaks were identified an no impacts to the subject property are anticipated.

#### 5.3.6 Additional Environmental Record Sources

The following additional environmental sources were reviewed for information relating to the subject parcel and sites of concern in the subject site vicinity:

- Siskiyou County Environmental Health Department
- RWQCB GeoTracker online database
- DTSC EnviroStor database

**Siskiyou County:** Siskiyou County Environmental Health Department was contacted regarding the subject property. There are no documents on file for the subject property.

**RWQCB** and **DTSC**: The RWQCB GeoTracker and DTSC EnviroStor online databases were reviewed for additional information on the previously named sites and to verify that there are no other sites in the vicinity of the subject property not already identified. No additional properties were identified.

# 6.0 INTERVIEWS

#### 6.1 INTERVIEW WITH OWNERS

Kathleen Makel, a representative of the property owner, was contacted regarding the subject property.

# 6.2 INTERVIEW WITH SITE MANAGER

The subject property is currently vacant.

#### 6.3 INTERVIEWS WITH OCCUPANTS

The subject property is currently vacant.

# 6.4 INTERVIEWS WITH LOCAL GOVERNMENT OFFICIALS

Siskiyou County Environmental Health Division was contacted regarding the site.

#### 6.5 INTERVIEWS WITH OTHERS

No other interviews were conducted for this site.

# 7.0 NON-SCOPE SERVICES

No recommendations or other non-scope services were requested for this Phase I ESA.

# 8.0 FINDINGS AND OPINIONS

Upon completion of the Phase I ESA, no recognized environmental conditions were identified for the subject property including controlled recognized environmental conditions and historical recognized environmental conditions. No further action is recommended.

# 9.0 CONCLUSIONS

VESTRA has performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E-1527-21 for APNs 060-601-360, 060-601-370, 060-601-390, 060-601-400, and 060-601-410 in Weed, Siskiyou County, California. This assessment has revealed no evidence of recognized environmental conditions, including controlled recognized environmental conditions. No further action is recommended.

# 10.0 ENVIRONMENTAL PROFESSIONAL STATEMENT

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in 312.10 of 40 CFR 312, and I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed all appropriate inquires in conformance with the standards and practices set forth in 40 CFR Part 312. Resumes of the environmental professionals that prepared this report are included in Appendix K.

Jennifer Williams

Environmental Scientist

# 11.0 REFERENCES

#### 11.1 PUBLISHED REFERENCES

American Society for Testing and Materials (ASTM). 2013. Standard Practice for Environmental Site American Society for Testing and Materials (ASTM). Standard Practice for Environmental Site Assessments: Phase I – Environmental Site Assessment Process, E-1527-13, 2013.

California Department of Toxic Substances Control (DTSC). EnviroStor online database. http://www.envirostor.dtsc.ca.gov/public.

California Department of Water Resources (DWR). Planning and Local Assistance website, http://www.water.ca.gov/waterdatalibrary/

California Regional Water Quality Control Board (RWQCB). GeoTracker online database. http://geotracker.waterboards.ca.gov.

- City of Weed. 2023. City of Weed General Plan. Available online at: https://www.ci.weed.ca.us/planningandzoning
- City of Weed. 2023. City of Weed Zoning Ordinance. Available online at: https://www.ci.weed.ca.us/planningandzoning
- Federal Emergency Management Agency (FEMA). Flood Insurance Rate Map City of Weed, Panel No. 06093C2600D, January 19, 2011.
- United States Department of Agriculture (USDA), Natural Resources Conservation Service. Web Soil Survey. http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm.
- U.S. Geological Survey, Weed, California 7.5 Minute Quadrangle Topographic Map, 2021/2022.

# 11.2 RECORD OF PERSONAL COMMUNICATIONS

Siskiyou County Environmental Health Department staff



Page Number: 2

Dated as of April 19, 2024 at 7:30 A.M.

The form of Policy of title insurance contemplated by this report is:

Prepared For: Fidelity National Commercial Services 1 East Washington Street, Suite 450

Phoenix, AZ 85004

Michelle Burton, Commercial Escrow Officer

Phone: 602-343-7570

Email: michelle.burton@fnf.com

**ALTA Standard Owner Policy** 

A specific request should be made if another form or additional coverage is desired.

Title to said estate or interest at the date hereof is vested in:

Mary E. Johnson, Trustee of The Robert L. Johnson Family Trust established December 06, 2004; Richter Investment Company II, a California General Partnership subject to this interest of RRG Land LLC, if any by virtue of document recorded May 16, 2017 as <a href="Instrument No. 2017-0003870">Instrument No. 2017-0003870</a> entitled Certificate of Limited Partnership with attachment entitled "Limited Liability Company. Articles of Organization-Conversion"; Mystery Mountain International Holdings, Inc., a California Corporation; John W. Watters III and Juanita S. Watters. Trustees of the Watters Family Revocable Living Trust, dated September 9, 2015; Joseph E. Ganim and Selma K. Ganim, Trustees of The Ganim Family Revocable Declaration of Trust, dated April 3, 1992. All as their interest appear of record.

The estate or interest in the land hereinafter described or referred to covered by this Report is:

A fee.

The Land referred to herein is described as follows:

(See attached Legal Description)

At the date hereof exceptions to coverage in addition to the printed Exceptions and Exclusions in said policy form would be as follows:

#### THE FOLLOWING AFFECT PARCEL I

- General and special <u>taxes</u> and assessments for the fiscal year 2024-2025, a lien not yet due or payable.
- 2. General and special taxes and assessments for the fiscal year 2023-2024.

First Installment: \$920.49, Paid

Penalty: \$00.00
Second Installment: \$920.49, Paid
Penalty: \$00.00
Tax Rate Area: 009-001
A. P. No.: 060-552-390

Guggenheim Partners LLC Z2450738-MB

Kathleen Makel /

Guggenhiem Development Services, LLC NEQ of E Vista Drive and Black Butte Drive Weed, CA 96094 Siskiyou County

3. General and special taxes and assessments for the fiscal year 2023-2024.

First Installment: \$753.18, Paid Penalty: \$00.00 Second Installment: \$753.18, Paid Penalty: \$00.00

Penalty: \$00.00 Tax Rate Area: 009-002 A. P. No.: 060-601-120

4. General and special taxes and assessments for the fiscal year 2023-2024.

First Installment: \$669.09, Paid Penalty: \$00.00 Second Installment: \$669.09, Paid Penalty: \$00.00 Tax Rate Area: 009-002 A. P. No.: 060-611-010

- 5. The lien of supplemental taxes, if any, assessed pursuant to Chapter 3.5 commencing with Section 75 of the California Revenue and Taxation Code.
- 6. Rights of way for any existing roads, ditches, canals, poles and polelines.
- 7. Right of way granted The State of California which includes a Waiver of Damages recorded December 16, 1916 in <u>Book 95 of Deeds at page 516</u>.
- 8. An easement for public utilities and incidental purposes in the document recorded December 15, 1925 as Book 114 of Deeds, Page 598 of Official Records.

The location of the easement cannot be determined from record information.

- 9. Abutter's rights of ingress and egress to or from Interstate 5 have been relinquished in the document recorded September 14, 1973 as <u>Volume 695 of Official Records at Page 43</u> of Official Records.
- 10. The terms and provisions contained in the document entitled Memorandum of Exploration Agreement recorded November 4, 1987 as Instrument No. 1987-0013092 of Official Records.

A partial release of access rights of Exploration Agreement recorded March 13, 1990 as <u>Instrument</u> No. 1990-0002663.

11. The terms and provisions contained in the document entitled Memorandum of Exploration License recorded November 4, 1987 as <u>Instrument No. 1987-0013093</u> of Official Records.

A partial release of access rights of Exploration License recorded February 8, 1990 as <u>Instrument No.</u> 1990-0001458.

12. Any facts, rights, interests or claims that may exist or arise by reason of matters, if any, disclosed by that certain Record of Survey filed March 3, 1989 in book 15, page 63.

Any rights of way for Public Utilities including power lines as disclosed by said survey.

13. An easement for public utilities and incidental purposes in the document recorded January 10, 1995 as Instrument No. 1995-0000310 of Official Records.

14. An easement for public utilities and incidental purposes in the document recorded July 29, 2015 as <a href="Instrument No. 2015-00007075">Instrument No. 2015-00007075</a> of Official Records.

- 15. The effect, if any, of document entitled "State of California Certificate of Limited partnership" which document was recorded May 16, 2017 as <u>Instrument No. 2017-0003870</u>. Reference is made to document for particulars.
- 16. The effect, if any, of document entitled "Memorandum of Joint Ownership Agreement" which document was recorded on September 25, 2018 as <u>Instrument No. 2018-0007814</u>. Reference is made to document for particulars.
- 17. The terms and provisions contained in the document entitled Memorandum of Joint Ownership Agreement recorded September 25, 2018 as Instrument No. 2018-0007814 of Official Records.
- 18. The terms and provisions contained in the document entitled Memorandum of Lease Agreement & Option Agreement recorded January 30, 2019 as <u>Instrument No. 2019-0000747</u> of Official Records.

The effect of Termination of Joint Ownership Agreement, recorded on March 22, 2021 as <a href="Instrument">Instrument</a> No. 2021-0003178

- 19. With respect to the trust referred to in the vesting:
  - a. A certification pursuant to Section 18100.5 of the California Probate Code in a form satisfactory to the Company.
  - b. Copies of those excerpts from the original trust documents and amendments thereto which designate the trustee and confer upon the trustee the power to act in the pending transaction.
  - c. Other requirements which the Company may impose following its review of the material required herein and other information which the Company may require.

#### THE FOLLOWING AFFECT PARCEL II

- 20. General and special taxes and assessments for the fiscal year 2024-2025, a lien not yet due or payable.
- 21. General and special taxes and assessments for the fiscal year 2023-2024.

First Installment: \$584.49, Paid Penalty: \$00.00 Second Installment: \$584.49, Paid Penalty: \$00.00 Tax Rate Area: 009-002 A. P. No.: 060-601-360

- 22. The lien of supplemental taxes, if any, assessed pursuant to Chapter 3.5 commencing with Section 75 of the California Revenue and Taxation Code.
- 23. An easement for public utilities and incidental purposes in the document recorded December 15, 1925 as Book 114 of Deeds at Page 598 of Deeds.

The location of the easement cannot be determined from record information.

24. The terms and provisions contained in the document entitled "Memorandum of Exploration Agreement" recorded November 4, 1987 as <a href="Instrument No. 1987-0013092">Instrument No. 1987-0013092</a> of Official Records.

A partial release of access rights of Exploration Agreement recorded March 13, 1990 as <u>Instrument No. 1990-0002663</u>.

25. The terms and provisions contained in the document entitled "Memorandum of Exploration License" recorded November 4, 1987 as Instrument No. 1987-0013093 of Official Records.

A partial release of access rights of Exploration License recorded February 8, 1990 as <u>Instrument No.</u> 1990-0001458.

- 26. An easement for public utilities and incidental purposes in the document recorded January 10, 1995 as Instrument No. 1995-0000310 of Official Records.
- 27. The effect of a map purporting to show the land and other property, filed December 28, 1999, <u>Book</u> 12 at Page 57 of Parcel Maps.
- 28. Any and all offers of dedication, conditions, restrictions, easements, fenceline/boundary discrepancies, notes and/or provisions shown or disclosed by the filed or recorded map referred to in the legal description.
- 29. Covenants, conditions, restrictions and easements in the document recorded August 22, 2000 as <a href="Instrument No. 2000-0009902">Instrument No. 2000-0009902</a> of Official Records, which provide that a violation thereof shall not defeat or render invalid the lien of any first mortgage or deed of trust made in good faith and for value, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, sexual orientation, familial status, disability, handicap, national origin, genetic information, gender, gender identity, gender expression, source of income (as defined in California Government Code § 12955 (p)) or ancestry, to the extent such covenants, conditions or restrictions violate 42 U.S.C. § 3604(c), or California Government Code § 12955. Lawful restrictions under state and federal law on the age of occupants in senior housing or housing for older persons shall not be construed as restrictions based on familial status.
- 30. An easement for public utilities and incidental purposes in the document recorded July 29, 2015 as Instrument No. 2015-00007075 of Official Records.

Above document corrects legal description of document recorded July 17, 2015, <u>Instrument No. 2015-0006482</u>.

- 31. The terms and provisions contained in the document entitled Memorandum of Joint Ownership Agreement recorded September 25, 2018 as <u>Instrument No. 2018-0007814</u> of Official Records.
- 32. The terms and provisions contained in the document entitled Memorandum of Lease Agreement & Option Agreement recorded January 30, 2019 as Instrument No. 2019-0000747 of Official Records.

The effect of Termination of Joint Ownership Agreement, recorded on March 22, 2021 as <u>Instrument No. 2021-0003178</u>

- 33. With respect to the trust referred to in the vesting:
  - a. A certification pursuant to Section 18100.5 of the California Probate Code in a form satisfactory to the Company.
  - b. Copies of those excerpts from the original trust documents and amendments thereto which designate the trustee and confer upon the trustee the power to act in the pending transaction.
  - c. Other requirements which the Company may impose following its review of the material required herein and other information which the Company may require.

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#### THE FOLLOWING AFFECT PARCEL III

34. General and special taxes and assessments for the fiscal year 2024-2025, a lien not yet due or payable.

35. General and special taxes and assessments for the fiscal year 2023-2024.

First Installment: \$585.59, Paid

Penalty: \$00.00

 Second Installment:
 \$585.59, Paid

 Penalty:
 \$00.00

 Tax Rate Area:
 009-002

 A. P. No.:
 060-601-390

- 36. The lien of supplemental taxes, if any, assessed pursuant to Chapter 3.5 commencing with Section 75 of the California Revenue and Taxation Code.
- 37. An easement for public utilities and incidental purposes in the document recorded December 15, 1925 as Book 114 of Deeds at Page 598 of Deeds..

The location of the easement cannot be determined from record information.

38. The terms and provisions contained in the document entitled "Memorandum of Exploration Agreement" recorded November 4, 1987 as Instrument No. 1987-0013092 of Official Records.

A partial release of access rights of Exploration Agreement recorded March 13, 1990 as <u>Instrument</u> No. 1990-0002663.

39. The terms and provisions contained in the document entitled "Memorandum of Exploration License" recorded November 4, 1987 as Instrument No. 1987-0013093 of Official Records.

A partial release of access rights of Exploration License recorded February 8, 1990 as <u>Instrument No. 1990-0001458</u>.

- 40. The effect of a map purporting to show the land and other property, filed December 28, 1999, <u>Book</u> 12, Page 57 of Parcel Maps.
- 41. Any and all offers of dedication, conditions, restrictions, easements, fenceline/boundary discrepancies, notes and/or provisions shown or disclosed by the filed or recorded map referred to in the legal description.
- 42. Covenants, conditions, restrictions and easements in the document recorded August 22, 2000 as <a href="Instrument No. 2000-0009902">Instrument No. 2000-0009902</a> of Official Records, which provide that a violation thereof shall not defeat or render invalid the lien of any first mortgage or deed of trust made in good faith and for value, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, sexual orientation, familial status, disability, handicap, national origin, genetic information, gender, gender identity, gender expression, source of income (as defined in California Government Code § 12955 (p)) or ancestry, to the extent such covenants, conditions or restrictions violate 42 U.S.C. § 3604(c), or California Government Code § 12955. Lawful restrictions under state and federal law on the age of occupants in senior housing or housing for older persons shall not be construed as restrictions based on familial status.

43. An easement for public utilities and incidental purposes in the document recorded January 10, 1995 as <u>Instrument No. 1995-0000310</u> of Official Records.

44. An easement for public utilities and incidental purposes in the document recorded July 29, 2015 as Instrument No. 2015-0007075 of Official Records.

Above document corrects legal description of document recorded July 17, 2015, <u>Instrument No.</u> 2015-0006482.

- 45. The terms and provisions contained in the document entitled Memorandum of Joint Ownership Agreement recorded September 25, 2018 as <u>Instrument No. 2018-0007814</u> of Official Records.
- 46. The terms and provisions contained in the document entitled Memorandum of Lease Agreement & Option Agreement recorded January 30, 2019 as Instrument No. 2019-0000747 of Official Records.

The effect of Termination of Joint Ownership Agreement, recorded on March 22, 2021 as <u>Instrument No. 2021-0003178</u>

- 47. With respect to the trust referred to in the vesting:
  - a. A certification pursuant to Section 18100.5 of the California Probate Code in a form satisfactory to the Company.
  - b. Copies of those excerpts from the original trust documents and amendments thereto which designate the trustee and confer upon the trustee the power to act in the pending transaction.
  - c. Other requirements which the Company may impose following its review of the material required herein and other information which the Company may require.

#### THE FOLLOWING AFFECTS ALL PARCELS

- 48. We find no open deeds of trust. Escrow please confirm before closing.
- 49. The policy liability contemplated by this transaction exceeds our local limit. Underwriter approval must be obtained from the Home Office or Regional Office prior to closing. Please contact the Title Officer in advance of the closing date to discuss the specifics of the proposed transaction, including identity of proposed insured(s), endorsement requirements, and exceptions which are to be eliminated.

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#### **INFORMATIONAL NOTES**

Note: The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than the certain dollar amount set forth in any applicable 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. If you desire to review the terms of the policy, including any arbitration clause that may be included, contact the office that issued this Commitment or Report to obtain a sample of the policy jacket for the policy that is to be issued in connection with your transaction.

The charge where an order is cancelled after the issuance of the report of title, will be that amount which in the opinion of the Company is proper compensation for the services rendered or the purpose for which the report is used, but in no event shall said charge be less than the minimum amount required under Section 12404.1 of the Insurance Code of the State of California. If the report cannot be cancelled "no fee" pursuant to the provisions of said Insurance Code, then the minimum cancellation fee shall be that permitted by law.

The map attached, if any, may or may not be a survey of the land depicted hereon. Mt. Shasta Title & Escrow Company expressly disclaims any liability for loss or damage which may result from reliance on this map except to the extent coverage for such loss or damage is expressly provided by the terms and provisions of the title insurance policy, if any, to which this map is attached.

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#### **LEGAL DESCRIPTION**

Real property in the City of Weed, County of Siskiyou, State of California, described as follows:

#### Parcel I:

All that portion 'of the Southwest quarter of Section 13, and the Northwest quarter of Section 24, Township 41 North, Range 5 West, M.D.M. lying Northeasterly of Interstate 5 Freeway, Southwesterly and Northerly of the West line of Black Butte Drive No. 3L001 and Southeasterly of South Weed Blvd. Said parcel also shown as the 39.55 acre parcel on the Record Survey for Santa Fe Pacific Realty Corporation filed for record in the Siskiyou County Recorder's Office on March 3, 1989 in Record Survey Book 15, page 63.

Excepting therefrom all minerals and mineral rights, interest and royalties, including without limiting the generality thereof, oil, gas and other hydrocarbon substances, as well as metallic or other solid minerals, in and under said property, however, without the right for any purposes whatsoever to enter upon, into or through the surface or the first 500 feet of the subsurface of said property In connection therewith as reserved by Santa Fe Pacific Realty Corporation in the Grant Deed recorded December 18, 1989 as <a href="Document No. 89015605">Document No. 89015605</a>.

Also excepting therefrom all that portion which lies Northwesterly of the Southeasterly line of Lots 3 and 4 as shown on the map of Shasta View Commercial Subdivision in the Southwest quarter of Section 13, Township 41 North, Range 5 West, M.D.M. in the City of Weed, filed December 20, 1993 in Town Map Book 7, pages 132 and 133.

APN(S) 060-552-390, 060-601-120 & 060-611-010

#### Parcel II:

Parcel 3 as shown on Parcel Map for Ganim Trust, et al which Map was filed in the Office of the Recorder of the County of Siskiyou on June 6, 2017 as PMB 14, Pages 69 and 70.

APN 060-601-360

#### Parcel III:

Parcel 4 as shown on Parcel Map for Ganim Trust, et al which Map was filed in the Office of the Recorder of The County of Siskiyou on June 6, 2017 as PMB 14, Pages 69 and 70.

APN 060-601-390

APN: 060-552-390 and 060-601-120 and 060-601-360 and 060-601-390 and 060-611-010

#### **NOTICE**

Section 12413.1 of the California Insurance Code, effective January 1, 1990, requires that any title insurance company, underwritten title company, or controlled escrow company handling funds in an escrow or sub-escrow capacity, wait a specified number of days after depositing funds, before recording any documents in connection with the transaction or disbursing funds. This statute allows for funds deposited by wire transfer to be disbursed the same day as deposit. In the case of cashier's checks or certified checks, funds may be disbursed the next day after deposit. In order to avoid unnecessary delays of three to seven days, or more, please use wire transfer, cashier's checks, or certified checks whenever possible.

If you have any questions about the effect of this new law, please contact your local Mt. Shasta Title & Escrow Company Office for more details.

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# EXHIBIT A LIST OF PRINTED EXCEPTIONS AND EXCLUSIONS (BY POLICY TYPE) CLTA/ALTA HOMEOWNER'S POLICY OF TITLE INSURANCE [(07-01-2021) v. 01.00]

**EXCLUSIONS FROM COVERAGE** 

The following matters are excluded from the coverage of this policy and We 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) that restricts, regulates, prohibits, or relates to:
  - i. the occupancy, use, or enjoyment of the Land;
  - ii. the character, dimensions, or location of any improvement on the Land;
  - iii. the subdivision of land; or
  - iv. environmental remediation or protection.
  - b. any governmental forfeiture, police, or regulatory, or national security power.
  - c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b. Exclusion 1 does not modify or limit the coverage provided under Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23, or 27.
- 2. Any power to take the Land by condemnation. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 17.
- 3. Any defect, lien, encumbrance, adverse claim, or other matter:
  - a. created, suffered, assumed, or agreed to by You;
  - b. not Known to Us, not recorded in the Public Records at the Date of Policy, but Known to You and not disclosed in writing to Us by You prior to the date You became an Insured under this policy;
  - c. resulting in no loss or damage to You:
  - d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 5, 8.f., 25, 26, 27, 28, or 32); or
  - e. resulting in loss or damage that would not have been sustained if You paid consideration sufficient to qualify You as a bona fide purchaser of the Title at the Date of Policy.
- 4. Lack of a right:
  - a. to any land outside the area specifically described and referred to in Item 3 of Schedule A; and
  - b. in any street, road, avenue, alley, lane, right-of-way, body of water, or waterway that abut the Land.

Exclusion 4 does not modify or limit the coverage provided under Covered Risk 11 or 21.

- 5. The failure of Your existing structures, or any portion of Your existing structures, to have been constructed before, on, or after the Date of Policy in accordance with applicable building codes. Exclusion 5 does not modify or limit the coverage provided under Covered Risk 14 or 15.
- 6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transfer of the Title to You is a:
  - a. fraudulent conveyance or fraudulent transfer;
  - b. voidable transfer under the Uniform Voidable Transactions Act; or
  - c. preferential transfer:
    - i. to the extent the instrument of transfer vesting the Title as shown in Schedule A is not a transfer made as a contemporaneous exchange for new value; or
    - i. for any other reason not stated in Covered Risk 30.

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- 7. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake, or subsidence.
- 8. Negligence by a person or an entity exercising a right to extract or develop oil, gas, minerals, groundwater, or any other subsurface substance.
- 9. Any lien on Your Title for real estate taxes or assessments imposed or collected by a governmental authority that becomes due and payable after the Date of Policy. Exclusion 9 does not modify or limit the coverage provided under Covered Risk 8.a. or 27.
- 10. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

#### **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% of Policy Amount Shown in Schedule A or \$2,500 (whichever is less)	\$10,000
Covered Risk 18:	1% of Policy Amount Shown in Schedule A or \$5,000 (whichever is less)	\$25,000
Covered Risk 19:	1% of Policy Amount Shown on Schedule A or \$5,000 (whichever is less)	\$25,000
Covered Risk 21:	1% of Policy Amount Shown on Schedule A or \$2,500 (whichever is less)	\$5,000

ALTA OWNER'S POLICY [(07-01-2021) V. 01.00]
CLTA STANDARD COVERAGE OWNER'S POLICY [(02-04-22) V. 01.00]

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#### **EXCLUSIONS FROM COVERAGE**

The following matters are 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:

- a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
  - i. the occupancy, use, or enjoyment of the Land;
  - ii. the character, dimensions, or location of any improvement on the Land;
  - iii. the subdivision of land; or
  - iv. environmental remediation or protection.
  - b. any governmental forfeiture, police, regulatory, or national security power.
  - c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.

Exclusion 1 does not modify or limit the coverage provided under Covered Risk 5 or 6.

- 2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.
- 3. Any defect, lien, encumbrance, adverse claim, or other matter:
  - a. created, suffered, assumed, or agreed to by the Insured Claimant;
  - b. not Known to the Company, not recorded in the Public Records at the 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;
  - resulting in no loss or damage to the Insured Claimant;
  - attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 9 or 10); or
  - e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser had been given for the Title at the Date of Policy.
- 4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transaction vesting the Title as shown in Schedule A is a:
  - a. fraudulent conveyance or fraudulent transfer;
  - b. voidable transfer under the Uniform Voidable Transactions Act; or
  - c. preferential transfer:
    - i. to the extent the instrument of transfer vesting the Title as shown in Schedule A is not a transfer made as a contemporaneous exchange for new value; or
    - ii. for any other reason not stated in Covered Risk 9.b.
- 5. Any claim of a PACA-PSA Trust. Exclusion 5 does not modify or limit the coverage provided under Covered Risk 8.
- 6. Any lien on the Title for real estate taxes or assessments imposed or collected by a governmental authority that becomes due and payable after the Date of Policy. Exclusion 6 does not modify or limit the coverage provided under Covered Risk 2.b.
- 7. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

NOTE: The 2021 ALTA Owner's Policy may be issued to afford either Standard Coverage or Extended Coverage. In addition to variable exceptions such as taxes, easements, CC&R's, etc., the Exceptions from Coverage in a Standard Coverage policy will also include the Western Regional Standard Coverage Exceptions listed below as numbers 1 through 7. The 2021 CLTA Standard Coverage Owner's Policy will include the Western Regional Standard Coverage Exceptions listed below as numbers 1 through 7.

#### **EXCEPTIONS FROM COVERAGE**

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This policy treats any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document are excepted from coverage.

This policy does not insure against loss or damage and the Company will not pay costs, attorneys' fees, or expenses resulting from the terms and conditions of any lease or easement identified in Schedule A, and the following matters:

- 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 unless such lien is shown by the Public Records at Date of Policy.
- 7. Any claim to (a) ownership of or rights to minerals and similar substances, including but not limited to ores, metals, coal, lignite, oil, gas, uranium, clay, rock, sand, and gravel located in, on, or under the Land or produced from the Land, whether such ownership or rights arise by lease, grant, exception, conveyance, reservation, or otherwise; and (b) any rights, privileges, immunities, rights of way, and easements associated therewith or appurtenant thereto, whether or not the interests or rights excepted in (a) or (b) appear in the Public Records or are shown in Schedule B.

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#### 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:

- (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.

NOTE: The 2006 ALTA Owner's Policy may be issued to afford either Standard Coverage or Extended Coverage. In addition to variable exceptions such as taxes, easements, CC&R's, etc., the Exceptions from Coverage in a Standard Coverage policy will also include the Western Regional Standard Coverage Exceptions listed below as numbers 1 through 7.

#### **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:

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:

- 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 at Date of Policy but that could be (a) ascertained by an inspection of the Land, or (b) asserted by persons or parties in possession of the Land.
- 3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records at Date of Policy.
- 4. Any encroachment, encumbrance, violation, variation, easement, 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 at Date of Policy.
- 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, material or equipment unless such lien is shown by the Public Records at Date of Policy.
- 7. Any claim to (a) ownership of or rights to minerals and similar substances, including but not limited to ores, metals, coal, lignite, oil, gas, uranium, clay, rock, sand, and gravel located in, on, or under the Land or produced from the Land, whether such ownership or rights arise by lease, grant, exception, conveyance, reservation, or otherwise; and (b) any rights, privileges, immunities, rights of way, and easements associated therewith or appurtenant thereto, whether or not the interests or rights excepted in (a) or (b) appear in the Public Records or are shown in Schedule B.



# **Privacy Notice**

#### Last Updated and Effective Date: December 1, 2023

First American Financial Corporation and its subsidiaries and affiliates (collectively, "First American," "we," "us," or "our") describe in our full privacy policy ("Policy"), which can be found at <a href="https://www.firstam.com/privacy-policy/">https://www.firstam.com/privacy-policy/</a>, how we collect, use, store, and disclose your personal information when: (1) when you access or use our websites, mobile applications, web-based applications, or other digital platforms where the Policy is posted ("Sites"); (2) when you use our products and services ("Services"); (3) when you communicate with us in any manner, including by e-mail, in-person, telephone, or other communication method ("Communications"); (4) when we obtain your information from third parties, including service providers, business partners, and governmental departments and agencies ("Third Parties"); and (5) when you interact with us to conduct business dealings, such as the personal information we obtain from business partners and service providers and contractors who provide us certain business services ("B2B"). This shortened form of the Policy describes some of the terms contained in the Policy.

The Policy applies wherever it is posted. To the extent a First American subsidiary or affiliate has different privacy practices, such entity shall have their own privacy statement posted as applicable.

Please note that the Policy does not apply to any information we collect from job candidates and employees. Our employee and job candidate privacy policy can be found <a href="here">here</a>.

What Type Of Personal Information Do We Collect About You? We collect a variety of categories of personal information about you. To learn more about the categories of personal information we collect, please visit <a href="https://www.firstam.com/privacy-policy/">https://www.firstam.com/privacy-policy/</a>.

**How Do We Collect Your Personal Information?** We collect your personal information: (1) directly from you; (2) automatically when you interact with us; and (3) from other parties, including business parties and affiliates.

**How Do We Use Your Personal Information?** We may use your personal information in a variety of ways, including but not limited to providing the services you have requested, fulfilling your transactions, complying with relevant laws and our policies, and handling a claim. To learn more about how we may use your personal information, please visit <a href="https://www.firstam.com/privacy-policy/">https://www.firstam.com/privacy-policy/</a>.

**How Do We Disclose Your Personal Information?** We do not sell your personal information or share your personal information for cross-context behavioral advertising. We may, however, disclose your personal information, including to subsidiaries, affiliates, and to unaffiliated parties, such as service providers and contractors: (1) with your consent; (2) in a business transfer; (3) to service providers and contractors; (4) to subsidiaries and affiliates; and (5) for legal process and protection. To learn more about how we disclose your personal information, please visit <a href="https://www.firstam.com/privacy-policy/">https://www.firstam.com/privacy-policy/</a>.

**How Do We Store and Protect Your Personal Information?** The security of your personal information is important to us. That is why we take all commercially reasonable steps to make sure your personal information is protected. We use our best efforts to maintain commercially reasonable technical, organizational, and physical safeguards, consistent with applicable law, to protect your personal information.

**How Long Do We Keep Your Personal Information?** We keep your personal information for as long as necessary in accordance with the purpose for which it was collected, our business needs, and our legal and regulatory obligations.

**Your Choices** We provide you the ability to exercise certain controls and choices regarding our collection, use, storage, and disclosure of your personal information. You can learn more about your choices by visiting <a href="https://www.firstam.com/privacy-policy/">https://www.firstam.com/privacy-policy/</a>.



**International Jurisdictions**: Our Services are offered in the United States of America (US), and are subject to US federal, state, and local law. If you are accessing the Services from another country, please be advised that you may be transferring your information to us in the US, and you consent to that transfer and use of your information in accordance with the Policy. You also agree to abide by the applicable laws of applicable US federal, state, and local laws concerning your use of the Services, and your agreements with us.

<u>Changes to Our Policy</u>: We may change the Policy from time to time. Any and all changes to the Policy will be reflected on this page and in the full Policy, and where appropriate provided in person or by another electronic method. **YOUR CONTINUED USE, ACCESS, OR INTERACTION WITH OUR SERVICES OR YOUR CONTINUED COMMUNICATIONS WITH US AFTER THIS NOTICE HAS BEEN PROVIDED TO YOU WILL REPRESENT THAT YOU HAVE READ AND UNDERSTOOD THE POLICY.** 

#### **For California Residents**

If you are a California resident, you may have certain rights under California law, including but not limited to the California Consumer Privacy Act of 2018, as amended by the California Privacy Rights Act and its implementing regulations. To learn more, please visit <a href="https://www.firstam.com/privacy-policy/">https://www.firstam.com/privacy-policy/</a>.

**Contact Us**: dataprivacy@firstam.com or toll free at 1-866-718-0097.

Page Number: 1



# Mt. Shasta Title & Escrow Company First American Title Insurance Company

Customer Reference: Z2450738-MBU

Order Number: 4703-7111422 (td)

Owner: Kathleen Makel

Property: 060-552-390, 060-601-120, 060-611-010, 060-601-360 &

060-601-390 Weed, CA 96094

#### PRELIMINARY REPORT

In response to the above referenced application for a policy of title insurance, this 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 below or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations of said Policy forms.

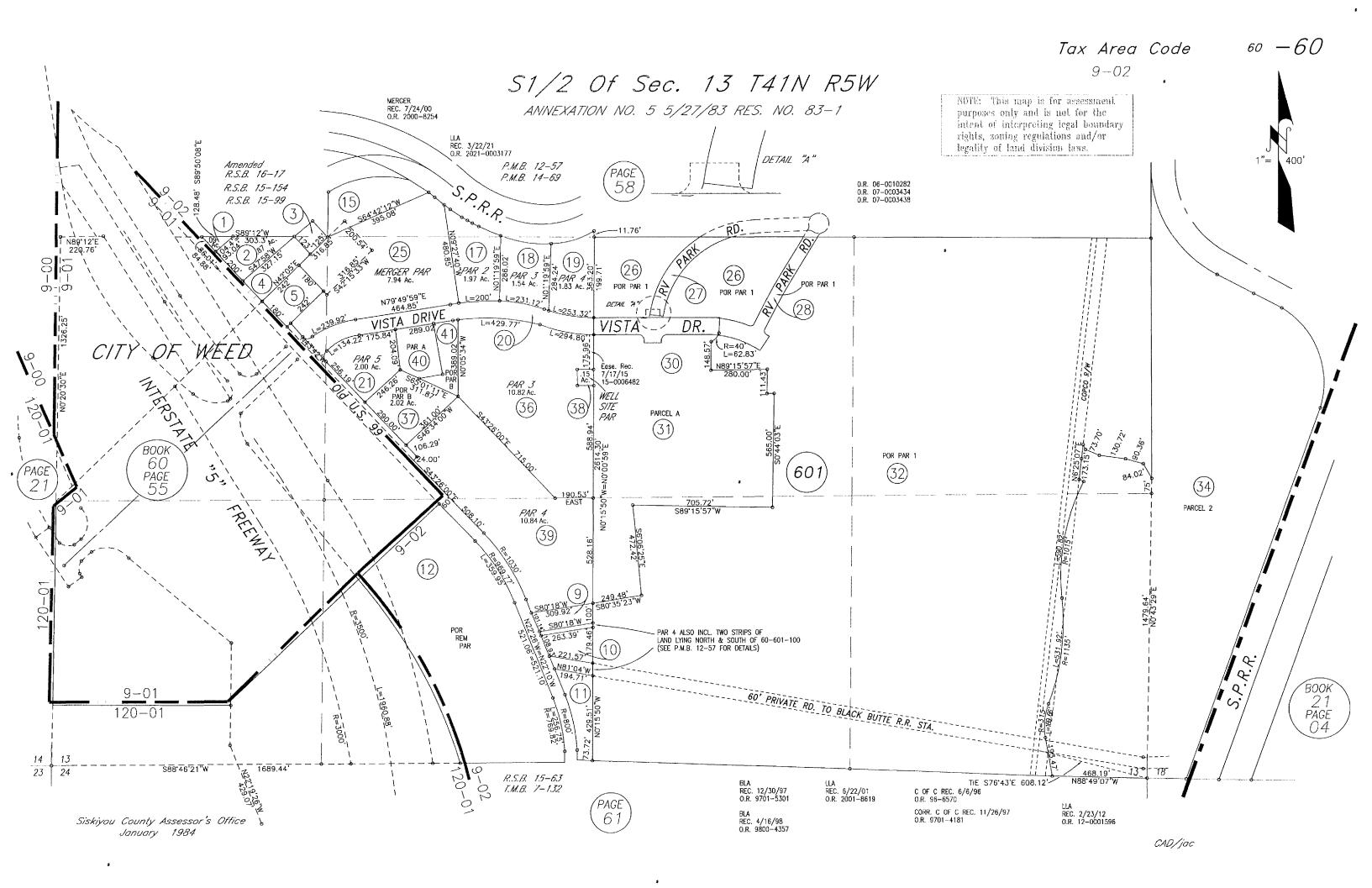
The printed Exceptions and Exclusions from the coverage and Limitations on Covered Risks of said policy or policies are set forth in Exhibit A attached. The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable 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 Exhibit A. Copies of the policy forms should be read. They are available from the office which issued this report.

Please read the exceptions shown or referred to below and the exceptions and exclusions set forth in Exhibit A 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.

Please be advised that any provision contained in this document, or in a document that is attached, linked or referenced in this document, that under applicable law illegally discriminates against a class of individuals based upon personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or any other legally protected class, is illegal and unenforceable by law.

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.





#### COMMON TERMINOLOGY

This appendix provides definition, descriptions of terms, and a list of acronyms commonly used in the Phase I Environmental Site Assessment process. The terms are an integral part of the Phase I practice and are critical to an understanding of the practice and its use. For a complete listing of terms and acronyms please see ASTM E 1527-21.

Activity and use limitations (AULs), n – legal or physical restrictions or limitations on the use of, or access to, a site or facility: (1) to reduce or eliminate potential exposure to hazardous substances or petroleum products in the soil, soil vapor, groundwater, and/or surface water on the property, or (2) to prevent activities that could interfere with the effectiveness of a response action, in order to ensure maintenance of a condition of no significant risk to public health or the environment. These legal or physical restriction, which may include institutional and/or engineering controls, are intended to prevent adverse impacts to individuals or populations that may be exposed to hazardous substances and petroleum products in the soil, vapor, groundwater, and/or surface water on a property.

**Actual knowledge, n** – knowledge actually possessed by an individual who is a real person, rather than an entity. Actual Knowledge is to be distinguished from constructive knowledge that is knowledge imputed to an individual or entity.

**Adjoining properties, n** – any real property or properties the border of which is contiguous or partially contiguous with that of the subject property, or that would be contiguous or partially contiguous with that of the subject property but for a street, road, or other public thoroughfare separating them.

**Aerial photographs, n** – photographs taken from an aerial platform with sufficient resolution to allow identification of development and activities.

All appropriate inquiries, n – that inquiry constituting "all appropriate inquiries into the previous ownership and uses of the property consistent with good commercial and customary" practice as defined in CERCLA, 42 U.S.C §9601(35)(B) and 40 C.F.R. Part 312, that will qualify a party to a commercial real estate transaction for one of threshold criteria for satisfying the LLPs to CERCLA liability (42 U.S.C §§9601(35)(A) & (B), §9607(b)(3), §9607(q); and §9607(r)), assuming compliance with other elements of the defense.

Commercial real estate, n – any real property except a dwelling or property with no more than four dwelling units exclusively for residential use (except that a dwelling or property with no more than four dwelling units exclusively for residential use is included in this term when it has a commercial function, as in the construction of such dwellings for profit). This term includes but is not limited to undeveloped real property and real property used for industrial, retail, office, agricultural, other commercial, medical, or educational purposes; property used for residential purposes that has more than four residential dwelling units; and property with no more than four dwelling units for residential use when it has a commercial function, as in the building of such dwellings for profit.

**Construction debris, n** – concrete, brick asphalt, and other such building materials discarded in the construction of a building or other improvement to property.

Contiguous property owner,  $n - [42 \text{ U.S.C } \S 9607(q)] - a$  person may qualify for the contiguous property owner liability protection if, among other requirements, such person owns real property that is contiguous to, and that is or may be contaminated by hazardous substances from other real property that is not owned by that person. Furthermore, such person conducted all appropriate inquiries at the time of acquisition of the subject property and did not know or have reason to know that the subject property was or could be contaminated by a release or threatened release from the contiguous property. The all appropriate inquiries must not result in knowledge of contamination. If it does, then such person did "know" or "had reason to know" of contamination and would not be eligible for the contiguous property owner liability protection.

Controlled recognized environmental condition, n – recognized environmental condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example, activity and use limitations or other property use limitations).

**Data gap, n** – a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice, including, but not limited to site reconnaissance (for example, an inability to conduct the site visit), and interviews (for example, an inability to interview the key site manager, regulatory officials, etc.).

**De minimis condition, n** – a condition related to a release that generally does not present a threat to human 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. A condition determined to be a de minimis condition is not a recognized environmental condition nor a controlled recognized environmental condition.

**Demolition debris, n** – concrete, brick asphalt, and other such building materials discarded in the demolition of a building or other improvement to property.

**Drum, n** – a container (typically, but not necessarily, holding 55 gallons of liquid) that may be used to store hazardous substances or petroleum products.

**Due diligence, n** – the process of inquiring into the environmental characteristics of commercial real estate or other conditions, usually in connection with a commercial real transaction. The degree and kind of due diligence vary for different properties and differing purposes.

**Dwelling, n** – structure or portion thereof used for residential habitation.

Environmental professional, n - a person meeting the education, training, and experience requirements as set forth in 40 C.F.R. §312.10(b). The person may be an independent contractor or an employee of the user.

Environmental site assessment (ESA), n – the process by which a person or entity seeks to determine if a subject property is subject to recognized environmental conditions. At the option of the user, an environmental site assessment may include more inquiry than that constituting all appropriate inquiries or, if the user is not concerned about qualifying for the LLPs, less inquiry than that constituting all appropriate inquiries. An environmental site assessment is both different from and often less rigorous than an environmental compliance audit.

**Fill dirt, n** – dirt, soil, sand, or other earth, that is obtained off-site, that is used to fill holes or depressions, create mounds, or otherwise artificially change the grade or elevation of real property. It does not include material that is used in limited quantities for normal landscaping activities.

Fire insurance maps, n – maps originally produced for fire insurance purposes that indicate uses of properties at specified dates.

Hazardous substance, n – a substance defined as a hazardous substance pursuant to CERCLA 42 U.S.C. §9601(14), as interpreted by EPA regulations and the courts: "(A) any substance designated pursuant to section 1321 (b)(2)(A) of Title 33, (B) any element, compound, mixture, solution, or substance designated pursuant to section 9602 of this title, (C) any hazardous waste having the characteristics identified under or listed pursuant to section 3001 of the Resource conservation and Recovery Act of 1976 (RCRA), as amended, (42 U.S.C. §6921) (but not including any waste the regulation of which under RCRA (42 U.S.C. §6901 et seq.) has been suspended by Act of Congress), (D) any toxic pollutant listed under section 1317(a) of Title 33, (E) any hazardous air pollutant listed under section 112 of the Clean Air Act(42 U.S.C. §7412), and (F) any imminently hazardous chemical substance or mixture with respect to which the Administrator (of EPA) has taken action pursuant to section 2606 of Title 15. The term does not include petroleum, including crude oil or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substance under subparagraphs (A) through (F) of this paragraph, and the term does not include natural gas, natural gas liquids, liquefied natural gas, or synthetic gas usable for fuel (or mixture of natural gas and such synthetic gas)."

Hazardous waste, n – any hazardous waste having the characteristics identified under or listed pursuant to section 3001 of RCRA, as amended, (42 U.S.C. §6921) (but not including any waste the regulation of which under RCRA (42 U.S.C. §6901-6992k) has been suspended by Act of Congress). RCRA is sometimes also identified as the Solid Waste Disposal Act. RCRA defines a hazardous waste, at 42 U.S.C. §6903, as a solid waste, or combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may: (A) cause, or significantly contribute to an increase in mortality or an increase in serous irreversible, or incapacitating reversible illness; or (B) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed."

Hazardous waste/contaminated site, n – sites on which a release has occurred, or is suspected to have occurred, of any hazardous substance, hazardous waste, or petroleum products, and that release or suspected release has been reported to a government entity.

Historical recognized environmental condition, n - a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by

the applicable regulatory authority or authorities, without subjecting the subject property to any controls (for example, activity and use limitations or other property use limitations). A historical recognized environmental condition is not a recognized environmental condition.

Innocent landowner defense,  $n - (42 \text{ U.S.C.} \S 9601(35) \& 9607(b)(3))$ —a person may qualify as one of three types of innocent landowners: (1) a person who "did not know and had no reason to know" that contamination existed on the subject property at the time the purchaser acquired the subject property; (2) a government entity which acquired the subject property by escheat, or through any other involuntary transfer or acquisition, or though the exercise of eminent domain authority by purchase or condemnation; or (3) a person who "acquired the facility by inheritance or bequest." To qualify for the innocent landowner defense, such person must have made all appropriate inquiries on or before the date of purchase. Furthermore, the all appropriate inquiries must not have resulted in knowledge of the contamination. If it does, then such person did "know" or "had reason to know" of contamination and would not be eligible for the innocent landowner defense.

**Interviews, n** – those portions of this practice that are conducted to gather information from an individual or individuals in person, by telephone, in writing, or via other electronic media to meet the objectives of this practice.

**Key site manager, n** – the person identified by the owner or operator of a subject property as having food knowledge of the uses and physical characteristics of the subject property.

**Local government agencies, n** – those agencies of municipal or county government having jurisdiction over the subject property. Municipal and county government agencies include but are not limited to cities, parishes, townships and similar entities.

**Material threat, n**—obvious threat which is likely to lead to a release and that, in the opinion of the environmental professional, would likely result in impact to public health or the environment. An example might include an aboveground storage tank system that contains a hazardous substance and which shows evidence of damage. The damage would represent a material threat if it is deemed serious enough that it may cause or contribute to tank integrity failure with a release of contents to the environment.

Migrate/migration, v/n – for the purposes of this practice, migrate and migration refers to the movement of hazardous substances or petroleum products in any form, including, for example, solid and liquid at the surface or subsurface, and vapor in the subsurface.

**Obvious, adj.** – that which is plain or evident; a condition or fact that could not be ignored or overlooked by a reasonable observer.

**Occupants, n** – those tenants, subtenants or other persons or entities using a property or a portion of a property.

Other historical resources, n – any resource other than those designated in 8.3.4.1 through 8.3.4.8 (ASTM E 1527-21) that are credible to a reasonable person and that identify past uses of properties.

Owner, n – generally the fee owner of the record of a property.

**Petroleum products, n** – those substances included within the meaning of the petroleum exclusion to CERCLA, 42 U.S.C. § 9601(14), as interpreted by the courts and EPA, that is: petroleum, including crude oil or any fraction thereof which is not otherwise specifically listed or designated as a hazardous substances under Subparagraphs (A) through (F) of 42 U.S.C. § 9601(14), natural gas, natural gas liquids, liquefied natural gas, and synthetic gas usable for fuel (Or mixtures of natural gas and such synthetic gas).

Practically reviewable, adj. - information that is practically reviewable means that the information is provided by the source in a manner and in a form that, upon examination, yields information relevant to the subject property without the need for extraordinary analysis of irrelevant data. The form of the information shall be such that the user can review the records for a limited geographic area. Records that cannot be feasibly retrieved by reference to the location of the subject property or a geographic area in which the subject property is located are not generally practically reviewable. Most databases of public records are practically reviewable if they can be obtained from the source agency by the county, city, zip code, or other geographic area of the facilities listed in the record system. Records that are sorted, filed, organized, or maintained by the source agency only chronologically are not generally practically reviewable. Listings in publicly available records which do not have adequate address information to be located geographically are not generally considered practically reviewable. For large databases with numerous records (such as RCRA hazardous waste generators and registered underground storage tanks), the records are not practically reviewable unless they can be obtained from the source agency in the smaller geographic area of zip codes. Even when information is provided by zip code for some large databases, it is common for an unmanageable number of sites to be identified within the given zip code. In theses cases, it is not necessary to review the impact of all of the sites that are likely to be listed in any given zip code because that information would not be practically reviewable. In other words, when so much information is generated that it cannot be feasibly reviewed regarding its impact on the subject property, it is not practically reviewable.

**Property, n** –real property including buildings and other fixtures land improvements located on and affixed to the land.

**Property use limitation, n** – limitation or restriction on current or future use of a property in connection with a response to a release, in accordance with the applicable regulatory authority or authorities that allows hazardous substances or petroleum products to remain in place at concentrations exceeding unrestricted use criteria.

**Publicly available, adj.** – information that is publicly available means that the source of the information allows access to the information by anyone upon request.

**Reasonably ascertainable, adj. –** information that is (1) publicly available, (2) obtainable from its source within reasonable time and cost constraints, and (3) practically reviewable.

Recognized environmental conditions, n - (1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment. A de minimis condition is not a recognized environmental condition.

Safety data sheet, n – written or printed material that is prepared by chemical manufacturers and importers for distributors' and employers' use that provides comprehensive information regarding a hazardous chemical pursuant to OSHA's Hazard Communication Standard (HCS), 29 C.F.R. § 1910.1200.

**Significant data gap,** n - a data gap that affects the ability of the environmental professional to identify a recognized environmental condition.

Underground storage tank (UST), n – any tank, including underground piping connected to the tank, that is or has been used to contain hazardous substances or petroleum products and the volume of which is 10% or more beneath the surface of the ground.

**User, n** – the party seeking to use Practice E1527 to complete an environmental site assessment of the subject property.

Visually and/or physically observed, v – during a site visit pursuant to this practice, this term means observations made by visual, auditory, or olfactory means while performing the site reconnaissance.

**Wastewater, n** – water that (1) is or has been used in an industrial or manufacturing process, (2) conveys or has conveyed sewage, or (3) is directly related to manufacturing, processing, or raw materials storage areas at an industrial plant. Wastewater does not include water originating on or passing through or adjacent to a site, such as storm water flows, that has not been used in industrial or manufacturing processes, has not been combined with sewage, or is not directly related to manufacturing, processing, or raw materials storage areas at an industrial plant.

**Zoning/land use records, n** – those records of the local government of areas encompassing the subject property indicating the uses permitted by the local government in particular zones within its jurisdiction. The records may consist of maps or written records.

# **Acronyms:**

AULs	Activity and Use Limitations	
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980 (as amended, 42 U.S.C> §§9601 et seq.).	
C.F.R.	Code of Federal Regulations.	
CREC	Controlled Recognized Environmental Condition	
EPA	United States Environmental Protection Agency.	
EPCRA	Emergency Planning and Community Right to Know Act ((also known as SARA Title III), 42 U.S.C. §§11001-11050 et seq.).	
ERNS	Emergency response notification system.	
ESA	Environmental Site Assessment (difference that an environmental compliance audit)	

FR Federal Register

**HREC** Historical Recognized Environmental Condition

**ICs** Institutional Controls.

**LLP** Landowner Liability Protections under the Brownfields Amendments

**LUST** Leaking Underground Storage Tank

NCP National Contingency Plan

**NFRAP** Former CERCLIS sites where no further remedial action is planned under

**CERCLA** 

**NPDES** National Pollutant Discharge Elimination System

**NPL** National Priorities List

RCRA Resource Conservation and Recovery Act (as amended, 42 U.S.C. §6901 et

seq.).

**PCBs** 

**REC** Recognized Environmental Condition

Polychlorinated biphenyls

SARA Superfund Amendments and Reauthorization Act of 1986 (amendment to

CERCLA).

**TSDF** Hazardous waste treatment, storage or disposal facility.

**U.S.C.** Unites States Code

**USGS** United States Geological Survey

**UST** Underground Storage Tank



# ATTACHMENT A USER QUESTIONNAIRE ASTM 1527-21

To qualify for one of the Landowner Liability Protections (LLPs) offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the "Brownfields Amendments"), the user must conduct the following inquiries required by 40 C.F.R. 312.25, 312.28, 312.29, 312.30, and 312.31. These inquiries must also be conducted by EPA Brownfield Assessment and Characterization grantees. The user should provide the following information to the environmental professional. Failure to conduct these inquiries could result in a determination that "all appropriate inquiries" is not complete. (Please attach another paper if more space is needed).

1.) Environmental liens that are filed or recorded against the subject property (40 CFR § 312.25). Did a search of land title records (or judicial records where appropriate, see Note 1 below) identify any environmental liens filed or recorded against the subject property under federal, tribal, state, or local law?

Note 1—In certain jurisdictions, federal, tribal, state, or local statutes, or regulations specify that environmental liens and AULs be filed in judicial records rather than in land title records. In such cases judicial records shall be searched for environmental liens and AULs.

2.) Activity and use limitations that are in place on the subject property or that have been filed or recorded against the property. Did a search of land title records (or judicial records where appropriate, see Note 1 above) identify any AULs, such as engineering controls, land use restrictions or institutional controls that are in place at the subject property and/or have been filed or recorded against the subject property under federal, tribal, state or local law?

No

3.) Specialized knowledge or experience of the person seeking to qualify for the LLP (40 C.F.R. § 312.28). Do you have any specialized knowledge or experience related to the subject property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the subject property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business?

No

4.) Relationship of the purchase price to the fair market value of the subject property if it
, , , , , , , , , , , , , , , , , , , ,
were not contaminated (40 C.F.R. § 312.29). Does the purchase price being paid for this subject
property reasonably reflect the fair market value of the property? If you conclude that there is a
difference, have you considered whether the lower purchase price is because contamination is
known or believed to be on the subject property?
The purchase price is fair value.

5.) Commonly known or reasonably ascertainable information about the property (40 C.F.R. § 312.30). Are you aware of commonly known or reasonably ascertainable information about the subject property that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example, a.) Do you know the past uses of the subject property? b.) Do you know of specific chemicals that are present or once were present at the subject property? c.) Do you know of spills or other chemical releases that have taken place at the subject property?

d.) Do you know of any environmental cleanups that have taken place at the subject property?

- a) Vacant grassland and trees
  - b)No
  - c) No
  - d) No
- 6.) The degree of obviousness of the presence or likely presence of contamination at the subject property, and the ability to detect the contamination by appropriate investigation (40 C.F.R. § 312.31). Based on your knowledge and experience related to the subject property are there any obvious indicators that point to the presence or likely presence of releases at the subject property?

Nο

Name:Jesse Kent, Director of Development and 0	Construction	Date: _	4/16/2024
Reason why the Phase I is being performed:	Proposed future pure	chase and devel	opment of subject property
Type of property and type of property transaction	ction, for example,	, sale, purchase	e, exchange, etc.:
Vacant Commercial, Purchase			



Looking north near Black Butte Drive



Looking east near south border of subject property



Detritus near southwest area of subject property



Looking north along adjoining property to the west



Dirt road access near southwest property boundary



Looking west across Black Butte Drive



Looking northwest across adjacent property to the west



Looking southwest across subject property



Looking south across adjoining property to the suoth



Looking east across subject property



Looking north near west property boundary



Fence stake marking property corner



Utility box on adjoining property located near northwest property corner



Looking west at food truck dining area on adjoining property to the west



Concrete barriers along E Vista Drive



Looking west along E Vista Drive



Looking south across subject property



Looking east along E Vista Drive



Utility boxes near northeast property corner



Utility boxes near northeast property corner







Looking east south of adjoining well house





Looking southwest across adjoining property to the south



Looking south across adjoining property to the south



Looking northwest across subject property



Looking west near south boundary of subject property







E Vista Drive E Vista Drive Weed, CA 96094

Inquiry Number: 7627931.4

April 18, 2024

# **EDR Historical Topo Map Report**

with QuadMatch™



# **EDR Historical Topo Map Report**

04/18/24

Site Name: Client Name:

E Vista Drive Vestra Resources
E Vista Drive 5300 Aviation Drive
Weed, CA 96094 Redding, CA 96002
EDR Inquiry # 7627931.4 Contact: Jennifer Williams



EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Vestra Resources were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Res	ults:	Coordinates:	
P.O.#	72426	Latitude:	41.398056 41° 23' 53" North
Project:	E Vista Drive	Longitude:	-122.374167 -122° 22' 27" West
-		UTM Zone:	Zone 10 North
		UTM X Meters:	552315.72
		UTM Y Meters:	4583135.53
		Elevation:	3767.00' above sea level
M	J - J-		

#### **Maps Provided:**

2022, 2021 1922 2018 2015 2012 1998 1986 1954 1935

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This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, LLC. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. This Report is provided on an "AS IS", "AS AVAILABLE" basis. NO WARRANTY EXPRESS OR IMPLIED IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT.
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## Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

#### 2022, 2021 Source Sheets



Hotlum 2022 7.5-minute, 24000



City of Mount Shasta 2022 7.5-minute, 24000



Mount Eddy 2022 7.5-minute, 24000



Weed 2021 7.5-minute, 24000

#### 2018 Source Sheets



Hotlum 2018 7.5-minute, 24000



Weed 2018 7.5-minute, 24000



City of Mount Shasta 2018 7.5-minute, 24000



Mount Eddy 2018 7.5-minute, 24000

#### 2015 Source Sheets



Hotlum 2015 7.5-minute, 24000



Weed 2015 7.5-minute, 24000



City of Mount Shasta 2015 7.5-minute, 24000



Mount Eddy 2015 7.5-minute, 24000

#### 2012 Source Sheets



Hotlum 2012 7.5-minute, 24000



Weed 2012 7.5-minute, 24000



City of Mount Shasta 2012 7.5-minute, 24000



Mount Eddy 2012 7.5-minute, 24000

## Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

#### 1998 Source Sheets



Weed 1998 7.5-minute, 24000 Aerial Photo Revised 1997



Hotlum 1998 7.5-minute, 24000 Aerial Photo Revised 1997



City of Mount Shasta 1998 7.5-minute, 24000 Aerial Photo Revised 1997



Mount Eddy 1998 7.5-minute, 24000 Aerial Photo Revised 1997

#### 1986 Source Sheets



Hotlum 1986 7.5-minute, 24000 Aerial Photo Revised 1983



Mount Eddy 1986 7.5-minute, 24000 Aerial Photo Revised 1983



City of Mount Shasta 1986 7.5-minute, 24000 Aerial Photo Revised 1983



Weed 1986 7.5-minute, 24000 Aerial Photo Revised 1983

#### 1954 Source Sheets



Weed 1954 15-minute, 62500 Aerial Photo Revised 1951

#### 1935 Source Sheets



Dunsmuir 1935 30-minute, 125000

## Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

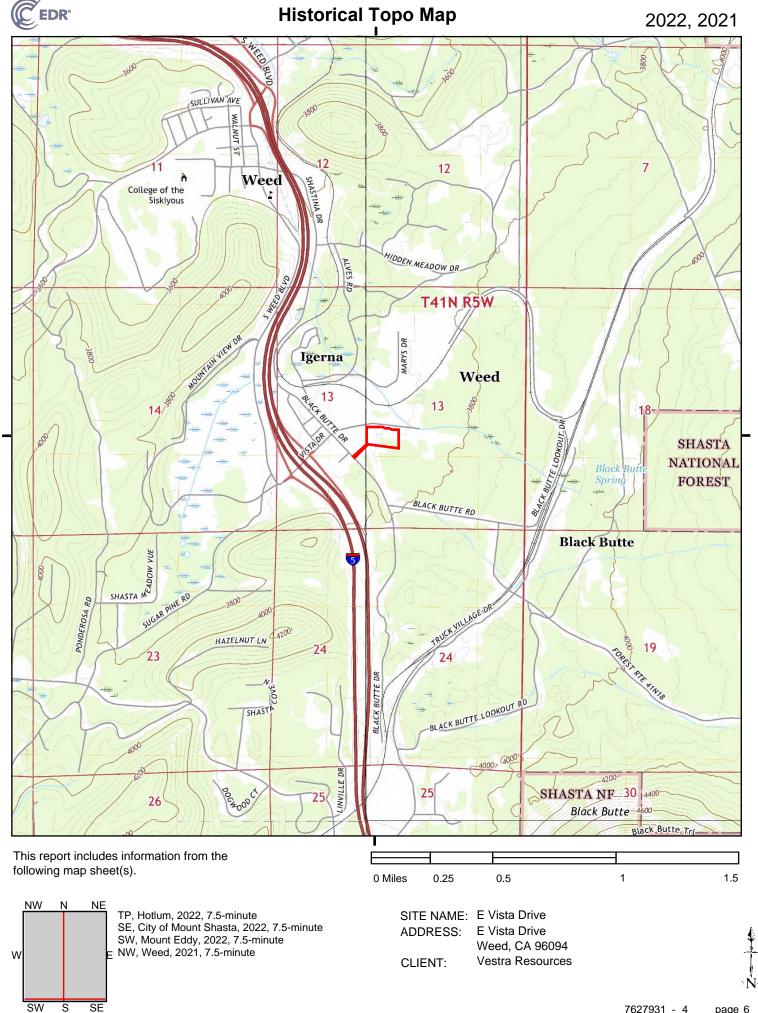
## 1922 Source Sheets

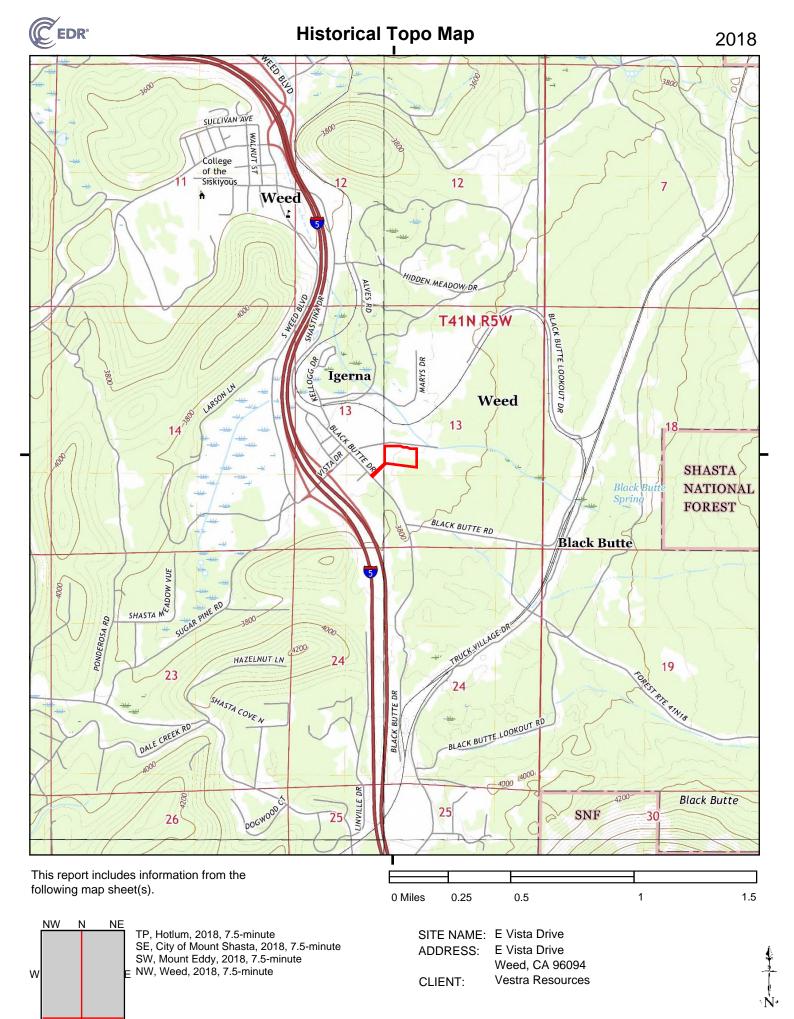


Shasta Valley Sheet No 9 1922 7.5-minute, 24000

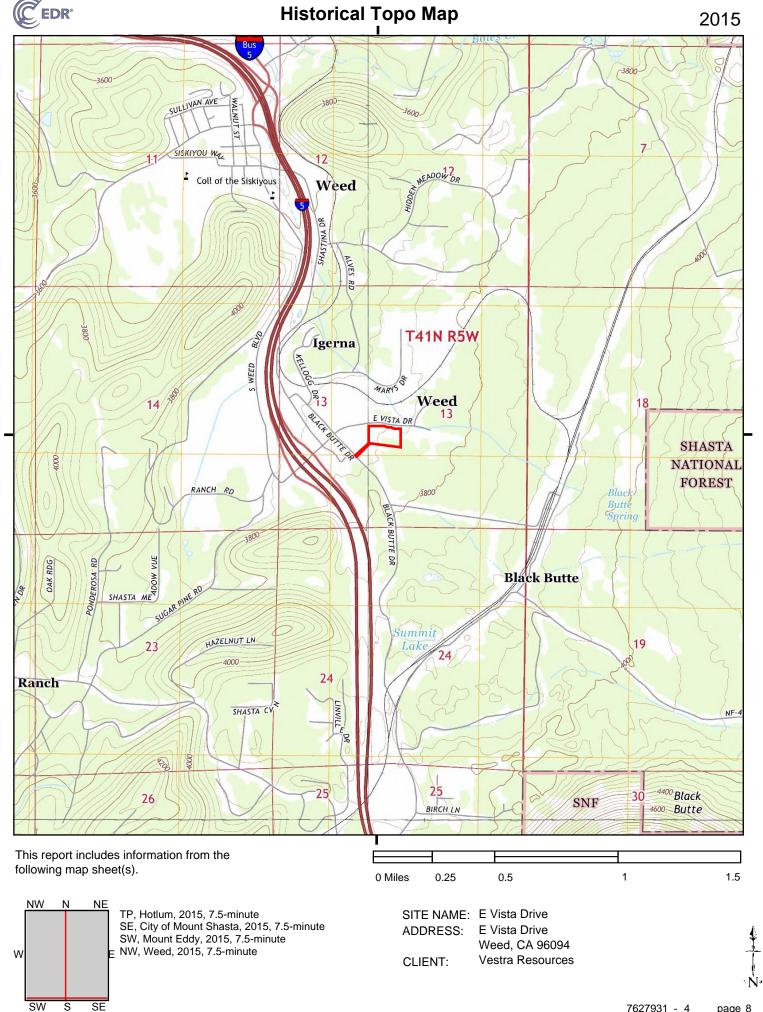


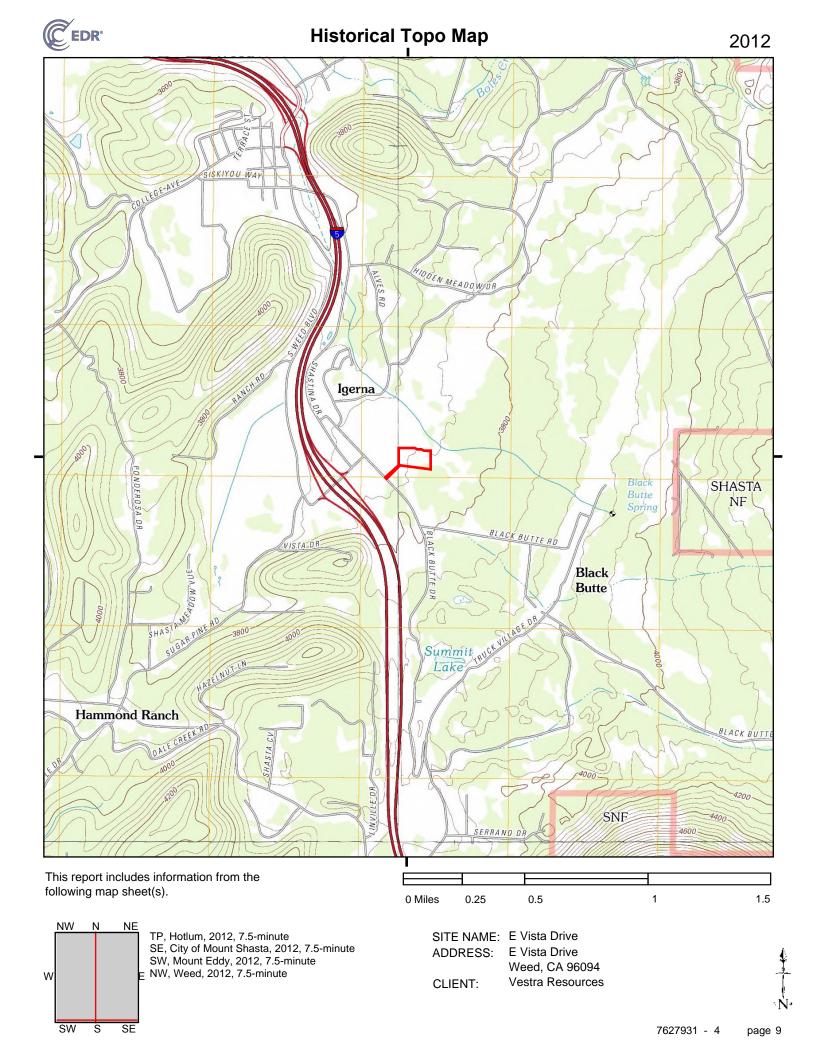
Shasta Valley Sheet No 8 1922 7.5-minute, 24000

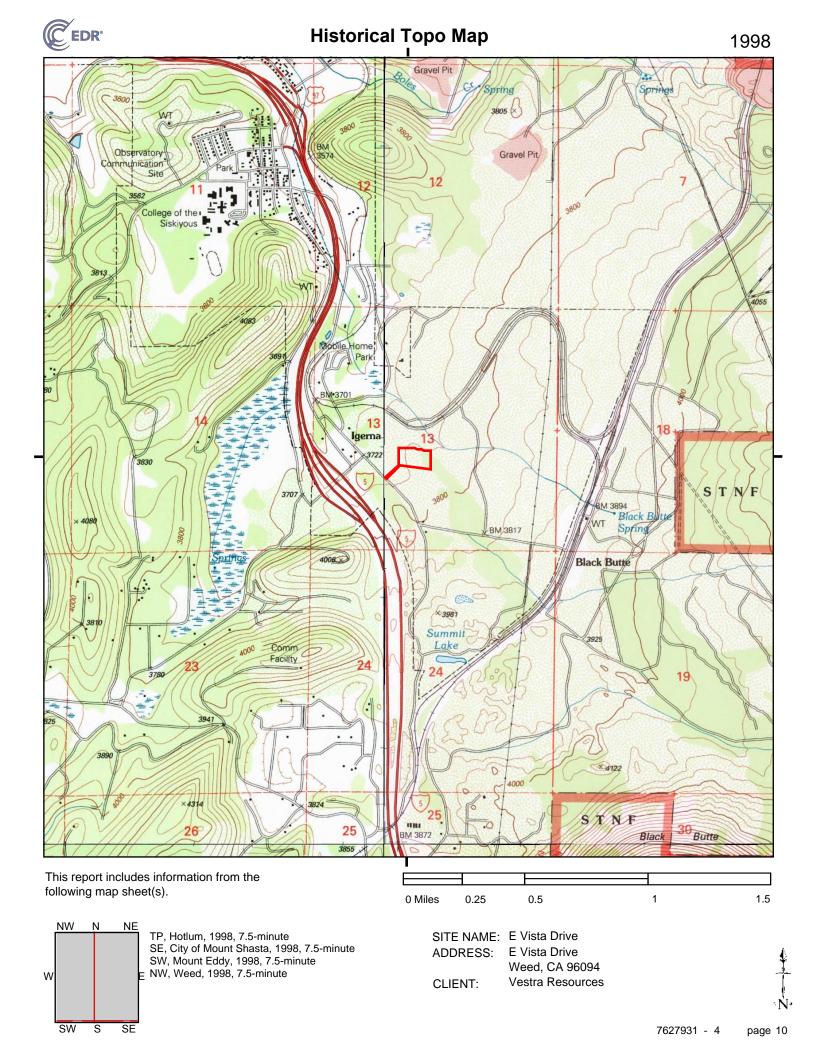


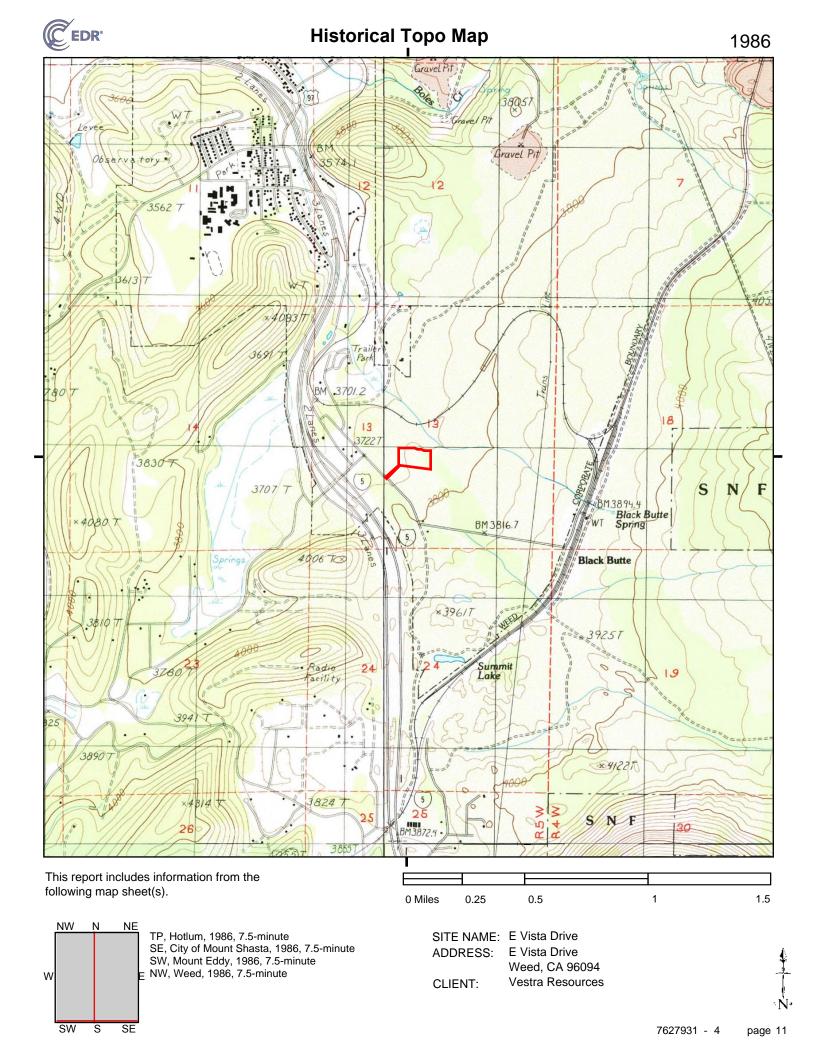


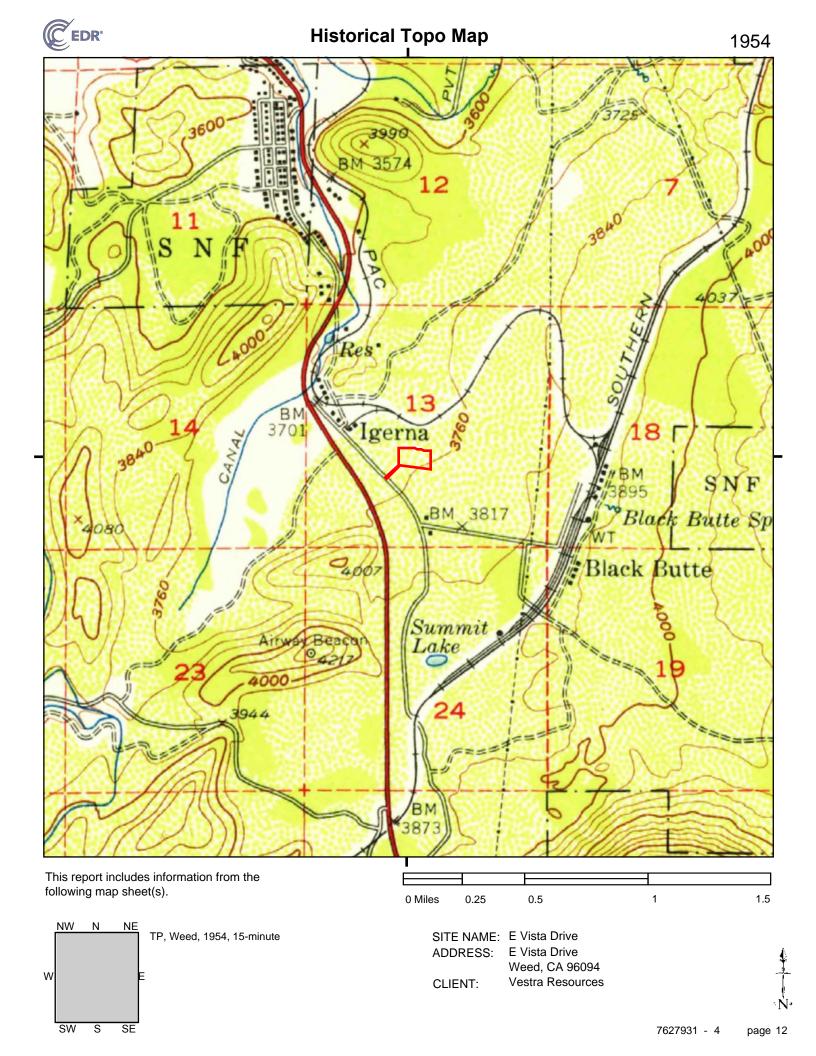
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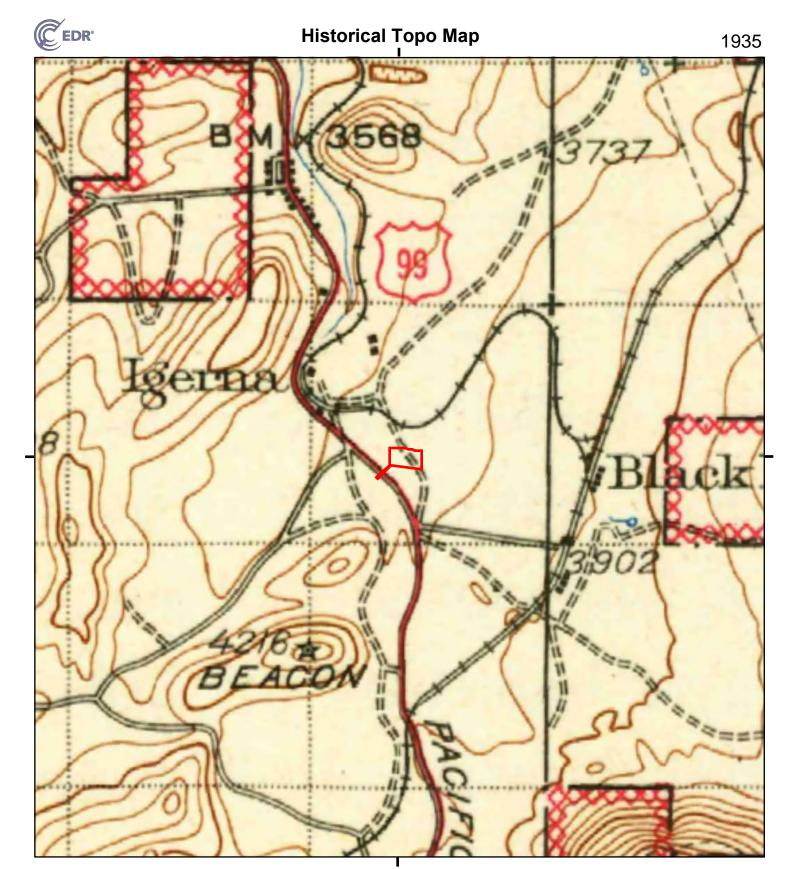




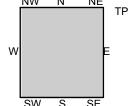








This report includes information from the following map sheet(s).



TP, Dunsmuir, 1935, 30-minute

SITE NAME: E Vista Drive ADDRESS: E Vista Drive

0.25

0 Miles

Weed, CA 96094

CLIENT: Vestra Resources

0.5



1.5



S

SE





Natural Resources Conservation

Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

# Custom Soil Resource Report for Siskiyou County, California, Central Part



# **Preface**

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2 053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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# **How Soil Surveys Are Made**

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

#### Custom Soil Resource Report

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

# Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.



#### MAP LEGEND

#### Area of Interest (AOI)

Area of Interest (AOI)

#### Soils

Soil Map Unit Polygons

Soil Map Unit Lines

Soil Map Unit Points

#### **Special Point Features**

(o)

Blowout

Borrow Pit

Clay Spot

**Closed Depression** 

Gravel Pit

Gravelly Spot

Landfill Lava Flow

Marsh or swamp

Mine or Quarry

Miscellaneous Water Perennial Water

Rock Outcrop

Saline Spot

Sandy Spot

Severely Eroded Spot

Sinkhole

Sodic Spot

Slide or Slip

Spoil Area



Stony Spot



Very Stony Spot



Wet Spot Other



Special Line Features

#### Water Features

Streams and Canals

#### Transportation

---

Rails

Interstate Highways

**US Routes** 



Major Roads



Local Roads

#### Background

Aerial Photography

#### MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24.000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Siskiyou County, California, Central Part Survey Area Data: Version 16, Aug 28, 2023

Soil map units are labeled (as space allows) for map scales 1:50.000 or larger.

Date(s) aerial images were photographed: Oct 12, 2022—Oct 17. 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend (E Vista Drive)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
125	Deetz gravelly loamy sand, 0 to 5 percent slopes	4.6	59.5%
126	Deetz gravelly loamy sand, 5 to 15 percent slopes	3.2	40.5%
Totals for Area of Interest		7.8	100.0%

## Map Unit Descriptions (E Vista Drive)

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however,

onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An association is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

## Siskiyou County, California, Central Part

## 125—Deetz gravelly loamy sand, 0 to 5 percent slopes

#### **Map Unit Setting**

National map unit symbol: hdnk Elevation: 3,000 to 5,000 feet

Mean annual precipitation: 30 to 45 inches Mean annual air temperature: 46 to 48 degrees F

Frost-free period: 125 days

Farmland classification: Not prime farmland

#### **Map Unit Composition**

Deetz and similar soils: 85 percent Minor components: 15 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

### **Description of Deetz**

#### Setting

Landform: Outwash fans

Landform position (two-dimensional): Summit Landform position (three-dimensional): Tread

Down-slope shape: Linear Across-slope shape: Linear

Parent material: Glaciofluvial deposits derived from igneous rock

#### **Typical profile**

H1 - 0 to 7 inches: gravelly loamy sand

H2 - 7 to 38 inches: stratified sand to gravelly loamy sand

H3 - 38 to 65 inches: stratified very gravelly sand to gravelly loamy sand

#### Properties and qualities

Slope: 0 to 5 percent

Depth to restrictive feature: More than 80 inches Drainage class: Somewhat excessively drained

Runoff class: Negligible

Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95

to 19.98 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None Frequency of ponding: None

Available water supply, 0 to 60 inches: Very low (about 2.9 inches)

#### Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 4s

Hydrologic Soil Group: A

Ecological site: F022BG201CA - Mesic Ash-Influenced Mountains

Hydric soil rating: No

#### **Minor Components**

#### **Rock outcrop**

Percent of map unit: 5 percent

Hydric soil rating: No

#### Riverwash

Percent of map unit: 5 percent Landform: Drainageways Hydric soil rating: Yes

#### Xerofluvents

Percent of map unit: 5 percent Landform: Flood plains Hydric soil rating: Yes

## 126—Deetz gravelly loamy sand, 5 to 15 percent slopes

## **Map Unit Setting**

National map unit symbol: hdnl Elevation: 3,000 to 5,000 feet

Mean annual precipitation: 30 to 45 inches Mean annual air temperature: 48 degrees F

Frost-free period: 125 days

Farmland classification: Not prime farmland

## **Map Unit Composition**

Deetz and similar soils: 85 percent *Minor components:* 15 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

#### **Description of Deetz**

#### Setting

Landform: Outwash fans

Landform position (two-dimensional): Summit, shoulder, backslope

Landform position (three-dimensional): Tread

Down-slope shape: Linear Across-slope shape: Linear

Parent material: Glaciofluvial deposits derived from igneous rock

#### Typical profile

H1 - 0 to 7 inches: gravelly loamy sand

H2 - 7 to 38 inches: stratified sand to gravelly loamy sand

H3 - 38 to 65 inches: stratified very gravelly sand to gravelly loamy sand

## **Properties and qualities**

Slope: 5 to 15 percent

Depth to restrictive feature: More than 80 inches Drainage class: Somewhat excessively drained

Runoff class: Very low

Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95

to 19.98 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None Frequency of ponding: None

Available water supply, 0 to 60 inches: Very low (about 2.9 inches)

## Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 4s

Hydrologic Soil Group: A

Ecological site: F022BG201CA - Mesic Ash-Influenced Mountains

Hydric soil rating: No

## **Minor Components**

#### Unnamed

Percent of map unit: 10 percent

Hydric soil rating: No

## **Rock outcrop**

Percent of map unit: 5 percent

Hydric soil rating: No

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# National Flood Hazard Layer FIRMette



#### Legend SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT Without Base Flood Elevation (BFE) With BFE or Depth Zone AE, AO, AH, VE, AR SPECIAL FLOOD **HAZARD AREAS** Regulatory Floodway 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X **Future Conditions 1% Annual** Chance Flood Hazard Zone X Area with Reduced Flood Risk due to Levee. See Notes. Zone X OTHER AREAS OF FLOOD HAZARD Area with Flood Risk due to Levee Zone D NO SCREEN Area of Minimal Flood Hazard Zone X Effective LOMRs OTHER AREAS Area of Undetermined Flood Hazard Zone D - - - Channel, Culvert, or Storm Sewer **GENERAL** STRUCTURES | LILLI Levee, Dike, or Floodwall 20.2 Cross Sections with 1% Annual Chance 17.5 Water Surface Elevation **Coastal Transect** ₩ 513 W Base Flood Elevation Line (BFE) Limit of Study Jurisdiction Boundary **Coastal Transect Baseline** OTHER **Profile Baseline FEATURES** Hydrographic Feature Digital Data Available No Digital Data Available MAP PANELS Unmapped The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/26/2024 at 6:50 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.





## **E Vista Drive**

E Vista Drive Weed, CA 96094

Inquiry Number: 7627931.8

April 19, 2024

# The EDR Aerial Photo Decade Package



## **EDR Aerial Photo Decade Package**

04/19/24

Site Name: Client Name:

E Vista Drive Vestra Resources
E Vista Drive 5300 Aviation Drive
Weed, CA 96094 Redding, CA 96002
EDR Inquiry # 7627931.8 Contact: Jennifer Williams



Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo

#### Search Results:

per decade.

Year	Scale	Details	Source
2020	1"=500'	Flight Year: 2020	USDA/NAIP
2016	1"=500'	Flight Year: 2016	USDA/NAIP
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1998	1"=500'	Acquisition Date: January 01, 1998	USGS/DOQQ
1993	1"=500'	Acquisition Date: January 01, 1993	USGS/DOQQ
1983	1"=500'	Flight Date: September 09, 1983	USDA
1974	1"=500'	Flight Date: July 25, 1974	USGS
1972	1"=500'	Flight Date: September 21, 1972	USGS
1951	1"=500'	Flight Date: July 01, 1951	USGS

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Appendix I <b>Historical City Directory</b>

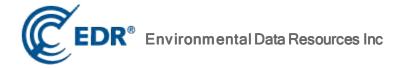
**E Vista Drive** 

E Vista Drive Weed, CA 96094

Inquiry Number: 7627931.5

April 22, 2024

# **The EDR-City Directory Image Report**



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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**

## **DESCRIPTION**

Environmental Data Resources, Inc.'s (EDR) City Directory Report 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 Report includes a search of available business directory data at approximately five year intervals.

#### **RECORD SOURCES**

The EDR City Directory Report accesses a variety of business directory sources, including Haines, InfoUSA, Polk, Cole, Bresser, and Stewart. Listings marked as EDR Digital Archive access Cole and InfoUSA records. The various directory sources enhance and complement each other to provide a more thorough and accurate report.

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### **RESEARCH SUMMARY**

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Target Street</u>	Cross Street	<u>Source</u>
2020	$\overline{\checkmark}$		EDR Digital Archive
2017	$\overline{\checkmark}$		Cole Information
2014	$\overline{\checkmark}$		Cole Information
2010	$\overline{\checkmark}$		Cole Information
2005	$\overline{\checkmark}$		Cole Information
2000	$\overline{\checkmark}$		Cole Information
1995			Cole Information
1992			Cole Information

## **FINDINGS**

## TARGET PROPERTY STREET

E Vista Drive Weed, CA 96094

<u>Year</u>	<u>CD Image</u>	<u>Source</u>	
E VISTA DR			
2020	pg A1	EDR Digital Archive	
2017	pg A2	Cole Information	
2014	pg A3	Cole Information	
2010	pg A4	Cole Information	
2005	pg A5	Cole Information	
2000	pg A6	Cole Information	
1995	-	Cole Information	Target and Adjoining not listed in Source
1992	-	Cole Information	Target and Adjoining not listed in Source

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## **FINDINGS**

## **CROSS STREETS**

No Cross Streets Identified

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Target Street Cross Street Source

→ EDR Digital Archive

E VISTA DR 2020

88 395	CHERYL BOHLING CHERICE NOVO

<u>Target Street</u> <u>Cross Street</u> <u>Source</u>

✓ - Cole Information

E VISTA DR 2017

	L VISTA DIX	2017
82 88	CHEVRON BURGER KING	
176	DOS AMIGOS MEXICAN RESTAURANT	
200	TACO BELL	
395	TRAVELERS TRAVEL PLAZA	
	UHAUL	

	E VISTA DR	2014	
82	CHEVRON		
	CHEVRON STATION WEED MOUNTAIN VIEW STATION		
88	BURGER KING		
176	DOS AMIGOS MEXICAN RESTAURANT ENJOY WEED SHACK		
200	TACO BELL		
395	TRAVELERS TRAVEL PLAZA		
	UHAUL		
	WANDERING WIFI		

82 88 176 200 395	BURGER KING DOS AMIGOS MEXICAN RESTAURANT TACO BELL	

	E VISTA DR	2005
82 88 175	MOUNTAIN VIEW CHEVRON BURGER KING RESTAURANT B & W FAMILY BARB QUE B AND W FAMILY BARB QUE DOS AMIGOS MEXICAN RESTAURANT	
200	DECLERCK ENTERPRISES TACO BELL	
395	WEED TRUCK & TRAVEL CENTER	

82 88 200	MOUNTAIN VIEW STATION BURGER KING RESTAURANT TACO BELL



E Vista Drive E Vista Drive Weed, CA 96094

Inquiry Number: 7627931.2s

April 18, 2024

# The EDR Radius Map™ Report with GeoCheck®



6 Armstrong Road, 4th floor Shelton, CT 06484 Toll Free: 800.352.0050 www.edrnet.com

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Thank you for your business.
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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 (E1527 - 21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E2247 - 16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E1528 - 22) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

#### TARGET PROPERTY INFORMATION

#### **ADDRESS**

E VISTA DRIVE WEED, CA 96094

#### **COORDINATES**

Latitude (North): 41.3980560 - 41° 23' 53.00" Longitude (West): 122.3741670 - 122° 22' 27.00"

Universal Tranverse Mercator: Zone 10 UTM X (Meters): 552317.1 UTM Y (Meters): 4582923.0

Elevation: 3767 ft. above sea level

#### USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 50006411 HOTLUM, CA

Version Date: 2022

Northwest Map: 50006237 WEED, CA

Version Date: 2021

#### **AERIAL PHOTOGRAPHY IN THIS REPORT**

Portions of Photo from: 20200708 Source: USDA

# MAPPED SITES SUMMARY

Target Property Address: E VISTA DRIVE WEED, CA 96094

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	PILOT TRAVEL CENTERS	395 E VISTA DR	UST FINDER	Lower	461, 0.087, NW
A2	PILOT TRAVEL CENTERS	395 E VISTA DR	CERS HAZ WASTE, CERS TANKS, HWTS, HAZNET, CE	RS Lower	462, 0.087, NW
В3	R BARR INC DBA WEED	268 VISTA DR	RCRA NonGen / NLR	Lower	613, 0.116, West
C4	MT VIEW CHEVRON	82 E VISTA DR	RCRA NonGen / NLR	Lower	646, 0.122, WSW
C5	MOUNTAIN VIEW CHEVRO	82 E. VISTA DR.	UST	Lower	646, 0.122, WSW
C6	WALMART TRANSPORTATI	82 E VISTA DR	RCRA NonGen / NLR	Lower	646, 0.122, WSW
C7	SISKIYOU DEVELOPMENT	82 E VISTA DR STE 13	EDR Hist Auto	Lower	646, 0.122, WSW
D8	PILOT TRAVEL CENTERS	395 E VISTA DR	UST	Lower	673, 0.127, WNW
D9	PILOT TRAVEL CENTERS	395 E VISTA DR	AST	Lower	673, 0.127, WNW
B10	MOUNTAIN VIEW CHEVRO	85 E VISTA DR	UST	Lower	759, 0.144, West
B11	MOUNTAIN VIEW CHEVRO	85 E VISTA DR	CERS HAZ WASTE, CERS TANKS, CERS	Lower	759, 0.144, West
B12	MOUNTAIN VIEW CHEVRO	85 E VISTA DR	UST FINDER	Lower	759, 0.144, West
E13	WOODSIDE TEXACO AKA:	1976 SHASTINA DRIVE	UST	Lower	823, 0.156, West
E14	SOUTH WEED SHELL	1976 SHASTINA DR	UST FINDER	Lower	886, 0.168, West
E15	SOUTH WEED VALERO	1976 SHASTINA DR	UST	Lower	886, 0.168, West
E16	F.H.S. INC WOODSIDE	1976 SHASTINA DR	CERS HAZ WASTE, SWEEPS UST, CERS TANKS, CHI	IIRS, Lower	886, 0.168, West
E17	SOUTH WEED SHELL	1976 SHASTINA DR	RCRA NonGen / NLR	Lower	886, 0.168, West
18	UPS FREIGHT	1925 SHASTINA DRIVE	RCRA NonGen / NLR	Lower	1092, 0.207, West

# 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:

### STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites					
NPL	National Priority List				
Proposed NPL	Proposed National Priority List Sites				
NPL LIENS	Federal Superfund Liens				
Lists of Federal Delisted Ni	PL sites				
Delisted NPL	National Priority List Deletions				
	•				
Lists of Federal sites subje	ect to CERCLA removals and CERCLA orders				
	Federal Facility Site Information listing				
SEMS	Superfund Enterprise Management System				
Lists of Federal CERCLA s	itos with NEDAD				
SEMS-ARCHIVE	Superfund Enterprise Management System Archive				
Lists of Federal RCRA facil	lities undergoing Corrective Action				
CORRACTS					
Lists of Federal RCRA TSD	facilities				
RCRA-TSDF	RCRA - Treatment, Storage and Disposal				
Lists of Federal RCRA gene	erators				
RCRA-LQG	RCRA - Large Quantity Generators				
RCRA-SQG	RCRA - Small Quantity Generators				
RCRA-VSQG	<ul> <li>RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)</li> </ul>				
	,				
Federal institutional control	ols / engineering controls registries				
LUCIS	Land Use Control Information System				
	•				

US ENG CONTROLS..... Engineering Controls Sites List US INST CONTROLS..... Institutional Controls Sites List

Federal ERNS list

ERNS..... Emergency Response Notification System

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE...... State Response Sites

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR..... EnviroStor Database

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF..... Solid Waste Information System

Lists of state and tribal leaking storage tanks

...... Geotracker's Leaking Underground Fuel Tank Report INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land CPS-SLIC..... Statewide SLIC Cases

Lists of state and tribal registered storage tanks

FEMA UST...... Underground Storage Tank Listing

INDIAN UST...... Underground Storage Tanks on Indian Land

Lists of state and tribal voluntary cleanup sites

INDIAN VCP..... Voluntary Cleanup Priority Listing VCP......Voluntary Cleanup Program Properties

Lists of state and tribal brownfield sites

BROWNFIELDS..... Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT..... Waste Management Unit Database

SWRCY..... Recycler Database

HAULERS ...... Registered Waste Tire Haulers Listing

INDIAN ODI...... Report on the Status of Open Dumps on Indian Lands

Open Dump Inventory

DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations

IHS OPEN DUMPS..... Open Dumps on Indian Land

#### Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL..... Delisted National Clandestine Laboratory Register

HIST Cal-Sites Database

SCH..... School Property Evaluation Program

CDL\_\_\_\_\_ Clandestine Drug Labs
Toxic Pits\_\_\_\_\_ Toxic Pits Cleanup Act Sites

US CDL...... National Clandestine Laboratory Register

#### Local Lists of Registered Storage Tanks

HIST UST..... Hazardous Substance Storage Container Database

CA FID UST..... Facility Inventory Database

#### Local Land Records

LIENS...... Environmental Liens Listing
LIENS 2...... CERCLA Lien Information
DEED...... Deed Restriction Listing

#### Records of Emergency Release Reports

HMIRS...... Hazardous Materials Information Reporting System CHMIRS..... California Hazardous Material Incident Report System

LDS......Land Disposal Sites Listing
MCS.....Military Cleanup Sites Listing
SPILLS 90....SPILLS 90 data from FirstSearch

#### Other Ascertainable Records

FUDS....... Formerly Used Defense Sites

DOD..... Department of Defense Sites

SCRD DRYCLEANERS...... State Coalition for Remediation of Drycleaners Listing

US FIN ASSUR..... Financial Assurance Information

EPA WATCH LIST..... EPA WATCH LIST

2020 COR ACTION........... 2020 Corrective Action Program List

TSCA...... Toxic Substances Control Act

TRIS\_\_\_\_\_ Toxic Chemical Release Inventory System

RAATS...... RCRA Administrative Action Tracking System

PRP....... Potentially Responsible Parties PADS....... PCB Activity Database System

ICIS...... Integrated Compliance Information System

FTTS......FIFŘA/ TSCA Tracking System - FIFŘA (Federal Insecticide, Fungicide, & Rodenticide

Act)/TSCA (Toxic Substances Control Act)

MLTS...... Material Licensing Tracking System COAL ASH DOE...... Steam-Electric Plant Operation Data

COAL ASH EPA..... Coal Combustion Residues Surface Impoundments List

PCB TRANSFORMER...... PCB Transformer Registration Database

RADINFO...... Radiation Information Database

HIST FTTS..... FIFRA/TSCA Tracking System Administrative Case Listing

DOT OPS...... Incident and Accident Data

CONSENT..... Superfund (CERCLA) Consent Decrees

INDIAN RESERV..... Indian Reservations

FUSRAP..... Formerly Utilized Sites Remedial Action Program

UMTRA..... Uranium Mill Tailings Sites

LEAD SMELTERS..... Lead Smelter Sites

US AIRS...... Aerometric Information Retrieval System Facility Subsystem

US MINES..... Mines Master Index File

MINES MRDS..... Mineral Resources Data System

ABANDONED MINES..... Abandoned Mines

FINDS..... Facility Index System/Facility Registry System

UXO..... Unexploded Ordnance Sites

DOCKET HWC..... Hazardous Waste Compliance Docket Listing ECHO..... Enforcement & Compliance History Information

FUELS PROGRAM..... EPA Fuels Program Registered Listing

PFAS NPL.....Superfund Sites with PFAS Detections Information

PFAS FEDERAL SITES..... Federal Sites PFAS Information PFAS TRIS..... List of PFAS Added to the TRI

PFAS TSCA PFAS Manufacture and Imports Information
PFAS RCRA MANIFEST PFAS Transfers Identified In the RCRA Database Listing

PFAS ATSDR...... PFAS Contamination Site Location Listing PFAS WQP..... Ambient Environmental Sampling for PFAS

PFAS NPDES...... Clean Water Act Discharge Monitoring Information

PFAS ECHO..... Facilities in Industries that May Be Handling PFAS Listing PFAS ECHO FIRE TRAINING Facilities in Industries that May Be Handling PFAS Listing PFAS PART 139 AIRPORT \_\_\_ All Certified Part 139 Airports PFAS Information Listing

AQUEOUS FOAM NRC..... Aqueous Foam Related Incidents Listing BIOSOLIDS......ICIS-NPDES Biosolids Facility Data PFAS Contamination Site Location Listing AQUEOUS FOAM..... Former Fire Training Facility Assessments Listing

CA BOND EXP. PLAN..... Bond Expenditure Plan

CHROME PLATING..... Chrome Plating Facilities Listing

Cortese Waste & Substances Sites List

CUPA Listings...... CUPA Resources List DRYCLEANERS..... Cleaner Facilities EMI..... Emissions Inventory Data ENF..... Enforcement Action Listing

Financial Assurance Information Listing ICE......Inspection, Compliance and Enforcement

HIST CORTESE..... Hazardous Waste & Substance Site List HWP..... EnviroStor Permitted Facilities Listing HWT...... Registered Hazardous Waste Transporter Database

HWTS...... Hazardous Waste Tracking System

HAZNET..... Facility and Manifest Data MINES..... Mines Site Location Listing

MWMP..... Medical Waste Management Program Listing

NPDES Permits Listing

PEST LIC...... Pesticide Regulation Licenses Listing PROC...... Certified Processors Database

Notify 65..... Proposition 65 Records HAZMAT..... Hazardous Material Facilities

UIC Listing

UIC GEO......UIC GEO (GEOTRACKER) WASTEWATER PITS..... Oil Wastewater Pits Listing WDS\_\_\_\_\_\_ Waste Discharge System
WIP\_\_\_\_\_ Well Investigation Program Case List

MILITARY PRIV SITES..... MILITARY PRIV SITES (GEOTRACKER)

PROJECT.....PROJECT (GEOTRACKER)

WDR...... Waste Discharge Requirements Listing CIWQS...... California Integrated Water Quality System

CERS..... CERS

NON-CASE INFO...... NON-CASE INFO (GEOTRACKER) OTHER OIL GAS..... OTHER OIL & GAS (GEOTRACKER) PROD WATER PONDS...... PROD WATER PONDS (GEOTRACKER) SAMPLING POINT ..... SAMPLING POINT (GEOTRACKER) WELL STIM PROJ...... Well Stimulation Project (GEOTRACKER)

UST FINDER RELEASE..... UST Finder Releases Database

### **EDR HIGH RISK HISTORICAL RECORDS**

#### **EDR Exclusive Records**

EDR MGP..... EDR Proprietary Manufactured Gas Plants EDR Hist Cleaner EDR Exclusive Historical Cleaners

#### **EDR RECOVERED GOVERNMENT ARCHIVES**

#### **Exclusive Recovered Govt. Archives**

RGA LF..... Recovered Government Archive Solid Waste Facilities List RGA LUST...... Recovered Government Archive Leaking Underground Storage Tank

#### SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

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.

#### STANDARD ENVIRONMENTAL RECORDS

#### Lists of state and tribal registered storage tanks

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, has revealed that there are 5 UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
MOUNTAIN VIEW CHEVRO	82 E. VISTA DR.	WSW 0 - 1/8 (0.122 mi.)	C5	32
Database: UST, Data of Covernment Version: 12/04/2023				

Facility Id: 47-001-880082				
PILOT TRAVEL CENTERS  Database: UST, Date of Government Ver Facility Id: 609500	395 E VISTA DR sion: 12/04/2023	WNW 1/8 - 1/4 (0.127 mi.)	D8	35
MOUNTAIN VIEW CHEVRO Database: UST, Date of Government Ver Facility Id: 100625	85 E VISTA DR sion: 12/04/2023	W 1/8 - 1/4 (0.144 mi.)	B10	38
WOODSIDE TEXACO AKA: Database: UST, Date of Government Ver Facility Id: 47-001-880074	1976 SHASTINA DRIVE sion: 12/04/2023	W 1/8 - 1/4 (0.156 mi.)	E13	61
SOUTH WEED VALERO Database: UST, Date of Government Ver Facility Id: 100636	1976 SHASTINA DR sion: 12/04/2023	W 1/8 - 1/4 (0.168 mi.)	E15	63

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, has revealed that there is 1 AST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
PILOT TRAVEL CENTERS	395 E VISTA DR	WNW 1/8 - 1/4 (0.127 mi.)	D9	38
Database: AST, Date of Government	t Version: 07/06/2016			

#### ADDITIONAL ENVIRONMENTAL RECORDS

#### Local Lists of Hazardous waste / Contaminated Sites

CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CERS HAZ WASTE list, as provided by EDR, and dated 01/16/2024 has revealed that there are 3 CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
PILOT TRAVEL CENTERS	395 E VISTA DR	NW 0 - 1/8 (0.087 mi.)	A2	10
MOUNTAIN VIEW CHEVRO	85 E VISTA DR	W 1/8 - 1/4 (0.144 mi.)	B11	42
F.H.S. INC WOODSIDE	1976 SHASTINA DR	W 1/8 - 1/4 (0.168 mi.)	E16	66

#### Local Lists of Registered Storage Tanks

SWEEPS UST: 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 1990'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 is

1 SWEEPS UST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	<b>Direction / Distance</b>	Map ID	Page
F.H.S. INC WOODSIDE	1976 SHASTINA DR	W 1/8 - 1/4 (0.168 mi.)	E16	66
Status: A				
Tank Status: A				
Comp Number: 58620				

CERS TANKS: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

A review of the CERS TANKS list, as provided by EDR, and dated 01/16/2024 has revealed that there are 3 CERS TANKS sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page	
PILOT TRAVEL CENTERS	395 E VISTA DR	NW 0 - 1/8 (0.087 mi.)	A2	10	
MOUNTAIN VIEW CHEVRO	85 E VISTA DR	W 1/8 - 1/4 (0.144 mi.)	B11	42	
F.H.S. INC WOODSIDE	1976 SHASTINA DR	W 1/8 - 1/4 (0.168 mi.)	E16	66	

#### Other Ascertainable Records

RCRA NonGen / NLR: 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. 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). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/04/2023 has revealed that there are 5 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page	
R BARR INC DBA WEED EPA ID:: CAL000467541	268 VISTA DR	W 0 - 1/8 (0.116 mi.)	В3	27	
MT VIEW CHEVRON EPA ID:: CAL000308274	82 E VISTA DR	WSW 0 - 1/8 (0.122 mi.)	C4	30	
WALMART TRANSPORTATI EPA ID:: CAC003262745	82 E VISTA DR	WSW 0 - 1/8 (0.122 mi.)	C6	33	
SOUTH WEED SHELL EPA ID:: CAL000316893	1976 SHASTINA DR	W 1/8 - 1/4 (0.168 mi.)	E17	87	
UPS FREIGHT EPA ID:: CAC003072867	1925 SHASTINA DRIVE	W 1/8 - 1/4 (0.207 mi.)	18	89	

UST FINDER: EPA developed UST Finder, a web map application containing a comprehensive, state-sourced national map of underground storage tank (UST) and leaking UST (LUST) data. It provides the attributes and locations of active and closed USTs, UST facilities, and LUST sites from states and from Tribal lands and US territories. UST Finder contains information about proximity of UST facilities and LUST sites to: surface and groundwater public drinking water protection areas; estimated number of private domestic wells and number of people living nearby; and flooding and wildfires.

A review of the UST FINDER list, as provided by EDR, and dated 06/08/2023 has revealed that there are

3 UST FINDER sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page	
PILOT TRAVEL CENTERS	395 E VISTA DR	NW 0 - 1/8 (0.087 mi.)	A1	9	
MOUNTAIN VIEW CHEVRO	85 E VISTA DR	W 1/8 - 1/4 (0.144 mi.)	B12	59	
SOUTH WEED SHELL	1976 SHASTINA DR	W 1/8 - 1/4 (0.168 mi.)	E14	62	

#### **EDR HIGH RISK HISTORICAL RECORDS**

#### **EDR Exclusive Records**

EDR Hist Auto: 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. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

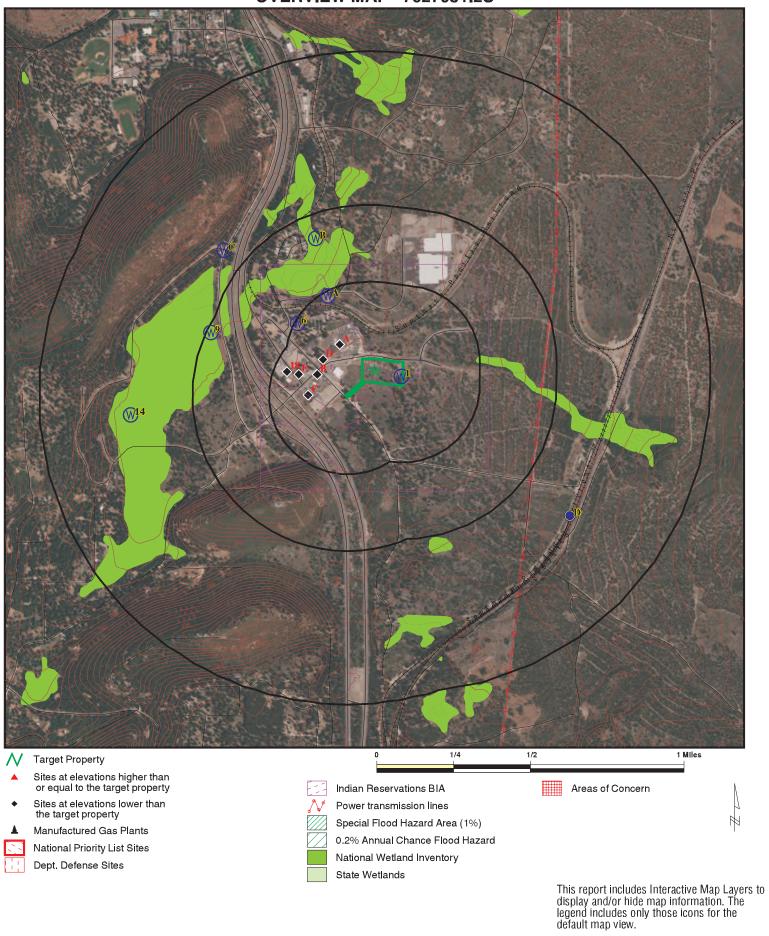
A review of the EDR Hist Auto list, as provided by EDR, has revealed that there is 1 EDR Hist Auto site within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SISKIYOU DEVELOPMENT	82 E VISTA DR STE 13	WSW 0 - 1/8 (0.122 mi.)	C7	35

Due to poor or inadequate address information, the following sites were not mapped. Count: 4 records.

Site Name	Database(s)
VISTA DRIVE EXTENSION	CIWQS
VISTA DRIVE EXTENSION S WEED INFRA	CIWQS
MT SHASTA INSPECTION FACILITY	LUST
VISTA DRIVE EXTENSION S WEED INFRA	FINDS

# **OVERVIEW MAP - 7627931.2S**



SITE NAME: E Vista Drive ADDRESS: E Vista Drive Weed CA 96094

LAT/LONG: 41.398056 / 122.374167 CLIENT: CONTACT: Vestra Resources Jennifer Williams INQUIRY#: 7627931.2s

DATE: April 18, 2024 12:18 pm

# **DETAIL MAP - 7627931.2S**



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: E Vista Drive ADDRESS: E Vista Drive Weed CA 96094 LAT/LONG:

41.398056 / 122.374167

CLIENT: CONTACT: Vestra Resources Jennifer Williams INQUIRY#: 7627931.2s

DATE: April 18, 2024 12:20 pm

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	>1	Total Plotted
STANDARD ENVIRONMENT	AL RECORDS							
Lists of Federal NPL (Su	perfund) sites	5						
NPL Proposed NPL NPL LIENS	1.000 1.000 1.000		0 0 0	0 0 0	0 0 0	0 0 0	NR NR NR	0 0 0
Lists of Federal Delisted	NPL sites							
Delisted NPL	1.000		0	0	0	0	NR	0
Lists of Federal sites sul CERCLA removals and C		rs						
FEDERAL FACILITY SEMS	0.500 0.500		0 0	0 0	0	NR NR	NR NR	0 0
Lists of Federal CERCLA	sites with N	FRAP						
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA fa undergoing Corrective A								
CORRACTS	1.000		0	0	0	0	NR	0
Lists of Federal RCRA To	SD facilities							
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA ge	enerators							
RCRA-LQG RCRA-SQG RCRA-VSQG	0.250 0.250 0.250		0 0 0	0 0 0	NR NR NR	NR NR NR	NR NR NR	0 0 0
Federal institutional con engineering controls reg								
LUCIS US ENG CONTROLS US INST CONTROLS	0.500 0.500 0.500		0 0 0	0 0 0	0 0 0	NR NR NR	NR NR NR	0 0 0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent s	ites							
RESPONSE	1.000		0	0	0	0	NR	0
Lists of state- and tribal hazardous waste facilitie	es							
ENVIROSTOR	1.000		0	0	0	0	NR	0
Lists of state and tribal la and solid waste disposal								
SWF/LF	0.500		0	0	0	NR	NR	0

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Lists of state and tribal le	eaking storaç	ge tanks						
LUST INDIAN LUST CPS-SLIC	0.500 0.500 0.500		0 0 0	0 0 0	0 0 0	NR NR NR	NR NR NR	0 0 0
Lists of state and tribal r	egistered sto	orage tanks						
FEMA UST UST AST INDIAN UST	0.250 0.250 0.250 0.250		0 1 0 0	0 4 1 0	NR NR NR NR	NR NR NR NR	NR NR NR NR	0 5 1 0
Lists of state and tribal v	oluntary clea	anup sites						
INDIAN VCP VCP	0.500 0.500		0 0	0 0	0 0	NR NR	NR NR	0 0
Lists of state and tribal k	prownfield sit	tes						
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMEN	TAL RECORD	<u>s</u>						
Local Brownfield lists	0.500		0	•	•	ND	ND	•
US BROWNFIELDS  Local Lists of Landfill / S	0.500		0	0	0	NR	NR	0
Waste Disposal Sites	oona							
WMUDS/SWAT SWRCY HAULERS INDIAN ODI ODI DEBRIS REGION 9 IHS OPEN DUMPS	0.500 0.500 0.001 0.500 0.500 0.500 0.500		0 0 0 0 0 0	0 0 NR 0 0 0	0 0 NR 0 0 0	NR NR NR NR NR NR	NR NR NR NR NR NR	0 0 0 0 0 0
Local Lists of Hazardous Contaminated Sites	s waste /							
US HIST CDL HIST Cal-Sites SCH CDL CERS HAZ WASTE Toxic Pits US CDL	0.001 1.000 0.250 0.001 0.250 1.000 0.001		0 0 0 0 1 0	NR 0 0 NR 2 0 NR	NR 0 NR NR NR 0 NR	NR 0 NR NR NR NR	NR NR NR NR NR NR	0 0 0 0 3 0
Local Lists of Registered	d Storage Tar	nks						
SWEEPS UST HIST UST CA FID UST CERS TANKS	0.250 0.250 0.250 0.250		0 0 0 1	1 0 0 2	NR NR NR NR	NR NR NR NR	NR NR NR NR	1 0 0 3
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2 DEED	0.001 0.500		0	NR 0	NR 0	NR NR	NR NR	0 0
Records of Emergency F	Release Repo	rts						
HMIRS CHMIRS LDS MCS SPILLS 90	0.001 0.001 0.001 0.001 0.001		0 0 0 0	NR NR NR NR NR	NR NR NR NR NR	NR NR NR NR NR	NR NR NR NR NR	0 0 0 0
Other Ascertainable Rec	ords							
RCRA NonGen / NLR FUDS DOD SCRD DRYCLEANERS US FIN ASSUR EPA WATCH LIST 2020 COR ACTION TSCA TRIS SSTS ROD RMP RAATS PRP PADS ICIS FTTS MLTS COAL ASH DOE COAL ASH EPA PCB TRANSFORMER RADINFO HIST FTTS DOT OPS CONSENT INDIAN RESERV FUSRAP UMTRA	0.250 1.000 1.000 0.500 0.001 0.001 0.001 0.001 1.000 0.001		3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 0 0 RR 0 RR NR 0 RR NR	NOOORR RRR ORR NRR NR ORR NRR OOOO	NR O O R R R R R R O O R R R R R R R R R	NR R R R R R R R R R R R R R R R R R R	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
LEAD SMELTERS US AIRS US MINES MINES MRDS ABANDONED MINES FINDS UXO DOCKET HWC	0.001 0.001 0.250 0.250 0.250 0.001 1.000 0.001		0 0 0 0 0 0	NR NR 0 0 0 NR 0 NR	NR NR NR NR NR NR	NR NR NR NR NR NR	NR NR NR NR NR NR NR	0 0 0 0 0
ECHO FUELS PROGRAM PFAS NPL PFAS FEDERAL SITES	0.001 0.250 0.250 0.250		0 0 0 0	NR 0 0 0	NR NR NR NR	NR NR NR NR	NR NR NR NR	0 0 0 0

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
PFAS TRIS	0.250		0	0	NR	NR	NR	0
PFAS TSCA	0.250		Ö	Ö	NR	NR	NR	ő
PFAS RCRA MANIFEST	0.250		Ö	Ö	NR	NR	NR	Ö
PFAS ATSDR	0.250		Ö	Ö	NR	NR	NR	Ö
PFAS WQP	0.250		Ö	Ö	NR	NR	NR	Ö
PFAS NPDES	0.250		0	0	NR	NR	NR	0
PFAS ECHO	0.250		0	0	NR	NR	NR	0
PFAS ECHO FIRE TRAINI	NG0.250		0	0	NR	NR	NR	0
PFAS PART 139 AIRPORT	Γ 0.250		0	0	NR	NR	NR	0
AQUEOUS FOAM NRC	0.250		0	0	NR	NR	NR	0
BIOSOLIDS	0.001		0	NR	NR	NR	NR	0
PFAS	0.250		0	0	NR	NR	NR	0
AQUEOUS FOAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
CHROME PLATING	0.500		0	0	0	NR	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	0	0	NR	NR	0
HWP HWT	1.000 0.250		0	0 0	0 NR	0 NR	NR NR	0
HWTS	0.250		0 0	NR	NR NR	NR NR	NR NR	0 0
HAZNET	0.001		0	NR	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		Ö	Ö	NR	NR	NR	Ö
NPDES	0.001		Ö	NR	NR	NR	NR	Ö
PEST LIC	0.001		Ö	NR	NR	NR	NR	Ö
PROC	0.500		Ö	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
HAZMAT	0.250		0	0	NR	NR	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
CERS NON-CASE INFO	0.001 0.001		0 0	NR NR	NR NR	NR NR	NR NR	0 0
OTHER OIL GAS	0.001		0	NR	NR NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR NR	NR NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
UST FINDER	0.001		1	2	NR	NR	NR	3
UST FINDER RELEASE	0.500		0	0	0	NR	NR	Õ

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted	
EDR HIGH RISK HISTORICAL RECORDS									
EDR Exclusive Records									
EDR MGP EDR Hist Auto	1.000 0.125		0 1	0 NR	0 NR	0 NR	NR NR	0 1	
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0	
EDR RECOVERED GOVERNMENT ARCHIVES									
Exclusive Recovered Go	vt. Archives								
RGA LUOT	0.001		0	NR	NR	NR	NR	0	
RGA LUST	0.001		0	NR	NR	NR	NR	0	
- Totals		0	8	14	0	0	0	22	

# NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID MAP FINDINGS

Direction Distance

Elevation Site Database(s) EPA ID Number

A1 PILOT TRAVEL CENTERS, LLC UST FINDER 1028190154
NW 395 E VISTA DR N/A

734385

NW 395 E VISTA DR < 1/8 WEED, CA 96094

0.087 mi.

461 ft. Site 1 of 2 in cluster A

Relative: UST FINDER:
Lower Object ID:

Actual: Facility ID: CA10407085
3738 ft. Name: PILOT TRAVEL CENTERS, LLC

Address: 395 E VISTA DR
City,State,Zip: WEED, CA 96094
Address Match Type: PointAddress

Open USTs:

Closed USTs: Not reported TOS USTs: Not reported

Population 1500ft: 9
Private Wells 1500ft: 0
Within 100yr Floodplain: No

Land Use: Developed, High Intensity

Within SPA:

SPA PWS Facility ID:

SPA Water Type:

SPA Facility Type:

SPA HUC12:

Not reported

Not reported

Not reported

Not reported

Within WHPA: Yes
WHPA PWS Facility ID: CA4700663\_17283
WHPA Water Type: GW - Ground water

WHPA Facility Type:
WHPA HUC12:
Facility Status:
Date of Last Inspection:

WL - Well
180102070102
Open UST(s)
Not reported

EPA Region: 9

 Tribe:
 Not reported

 Coordinate Source:
 Geocode

 X Coord:
 -122.376349961

 Y Coord:
 41.3993100180001

 Latitude:
 41.3993100176562

 Longitude:
 -122.376349960629

**UST FINDER:** 

 Object ID:
 2267643

 Facility ID:
 CA10407085

Tank ID: CA10407085-001\_A Stand-alone Tank\_1

Tank Status: Open

Installation Date: 2000/05/01 15:59:59+00

Removal Date: Not reported Tank Capacity: 12000

Substances: Regular Unleaded Tank Wall Type: Double Wall

 Object ID:
 2267644

 Facility ID:
 CA10407085

Tank ID: CA10407085-002\_One in a Compartmented Unit\_2

Tank Status: Open

Installation Date: 2000/05/01 15:59:59+00

Removal Date: Not reported Tank Capacity: 6000

Substances: Regular Unleaded Tank Wall Type: Double Wall

**EDR ID Number** 

MAP FINDINGS Map ID

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

#### PILOT TRAVEL CENTERS, LLC (Continued)

1028190154

**HWTS** 

**CERS** 

**HAZNET** 

Object ID: 2267645 CA10407085 Facility ID:

Tank ID: CA10407085-003\_One in a Compartmented Unit\_2

Tank Status: Open

Installation Date: 2000/05/01 15:59:59+00

Removal Date: Not reported 4000 Tank Capacity:

Substances: Premium Unleaded Tank Wall Type: Double Wall

**A2** PILOT TRAVEL CENTERS, LLC

CERS HAZ WASTE S113770449 NW 395 E VISTA DR **CERS TANKS** N/A

< 1/8 WEED, CA 96094 0.087 mi.

Site 2 of 2 in cluster A 462 ft.

**CERS HAZ WASTE:** 

Relative: PILOT TRAVEL CENTERS, LLC Lower Name:

Address: 395 E VISTA DR Actual: City,State,Zip: WEED, CA 96094 3738 ft.

Site ID: 399589 CERS ID: 10407085

**CERS** Description: Hazardous Waste Generator

**CERS TANKS:** 

PILOT TRAVEL CENTERS, LLC Name:

Address: 395 E VISTA DR City,State,Zip: WEED, CA 96094

Site ID: 399589 CERS ID: 10407085

CERS Description: Aboveground Petroleum Storage

PILOT TRAVEL CENTERS, LLC Name:

Address: 395 E VISTA DR City, State, Zip: WEED, CA 96094

Site ID: 399589 10407085 CERS ID:

**CERS** Description: Underground Storage Tank

HWTS:

INTERSTATE DISTRIBUTOR CO Name:

Address: 395 E VISTA DR Address 2: Not reported City, State, Zip: WEED, CA 96094 CAC002181374 EPA ID: 11/06/2012 Inactive Date: Create Date: 05/09/2012 Last Act Date: Not reported Mailing Name: Not reported

11707 21ST AVENUE CT S Mailing Address:

Mailing Address 2: Not reported

Mailing City, State, Zip: TACOMA, WA 984441236 Owner Name: INTERSTATE DISTRIBUTOR 11707 21ST AVENUE CT S Owner Address:

Owner Address 2: Not reported

Owner City, State, Zip: TACOMA, WA 984441236 Map ID MAP FINDINGS

Direction Distance

Elevation Site Database(s) EPA ID Number

### PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

**EDR ID Number** 

Owner Phone: Not reported Not reported Owner Fax: Contact Name: HASIB RASOUL Contact Address: PO BOX 1067 Contact Address 2: Not reported City, State, Zip: ATHENS, GA 30603 Contact Phone: Not reported Contact Fax: Not reported Facility Status: Inactive Facility Type: **TEMPORARY** Category: STATE Latitude: 41.398119 Longitude: -122.377795

HAZNET:

Name: INTERSTATE DISTRIBUTOR CO

Address: 395 E VISTA DR Address 2: Not reported

City,State,Zip: WEED, CA 960949035
Contact: HASIB RASOUL
Telephone: 7066143877
Mailing Name: Not reported

Mailing Address: 11707 21ST AVENUE CT S

Year: 2012

 Gepaid:
 CAC002181374

 TSD EPA ID:
 CAD980884183

CA Waste Code: 352 - Other organic solids

Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No

Treatment/Reovery (H010-H129) Or (H131-H135)

Tons: 0.075

Year: 2012

 Gepaid:
 CAC002181374

 TSD EPA ID:
 CAD980884183

CA Waste Code: 135 - Unspecified aqueous solution

Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)

Tons: 0.175

Additional Info:

Year: 2012

Gen EPA ID: CAC002181374

Shipment Date: 20120505

 Creation Date:
 7/26/2012 22:15:11

 Receipt Date:
 20120516

 Manifest ID:
 000260777JJK

 Trans EPA ID:
 CAR000030114

Trans Name: NRC ENVIRONMENTAL SERVICES INC

Trans 2 EPA ID:

Trans 2 Name:

TSDF EPA ID:

Not reported

Not reported

CAD980884183

Trans Name: GEM RANCHO CORDOVA LLC

TSDF Alt EPA ID: Not reported

MAP FINDINGS Map ID

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

#### PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

TSDF Alt Name: Not reported

352 - Other organic solids Waste Code Description:

RCRA Code: Not reported

Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No

Treatment/Reovery (H010-H129) Or (H131-H135)

**Quantity Tons:** 0.075 Waste Quantity: 150 Quantity Unit:

Additional Code 1: Not reported Additional Code 2: Not reported Additional Code 3: Not reported Additional Code 4: Not reported Additional Code 5: Not reported

Shipment Date: 20120505 Creation Date: 7/26/2012 22:15:11 Receipt Date: 20120516

Manifest ID: 000260777JJK Trans EPA ID: CAR000030114

NRC ENVIRONMENTAL SERVICES INC Trans Name:

Trans 2 EPA ID: Not reported Trans 2 Name: Not reported TSDF EPA ID: CAD980884183

Trans Name: GEM RANCHO CORDOVA LLC

TSDF Alt EPA ID: Not reported TSDF Alt Name: Not reported

Waste Code Description: 135 - Unspecified aqueous solution

RCRA Code:

H141 - Storage, Bulking, And/Or Transfer Off Site--No Meth Code:

Treatment/Reovery (H010-H129) Or (H131-H135)

Quantity Tons: 0.175 Waste Quantity: 350 Quantity Unit:

Additional Code 1: Not reported Additional Code 2: Not reported Additional Code 3: Not reported Additional Code 4: Not reported Additional Code 5: Not reported

CERS:

PILOT TRAVEL CENTERS, LLC Name:

Address: 395 E VISTA DR City,State,Zip: WEED, CA 96094

Site ID: 399589 CERS ID: 10407085

**CERS** Description: Chemical Storage Facilities

Violations:

Site ID: 399589

Pilot Travel Centers, LLC Site Name:

Violation Date: 01-09-2014

Citation: HSC 6.7 Multiple Sections - California Health and Safety Code, Chapter

6.7, Section(s) Multiple Sections

Violation Description: UST Program - Administration/Documentation - General

Violation Notes: Returned to compliance on 01/12/2014. reported submitted as requested.

Violation Division: Siskiyou County Community Development

Violation Program: UST

Distance

Elevation Site Database(s) EPA ID Number

#### PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

**EDR ID Number** 

Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-09-2019

Citation: 23 CCR 16 2712(b)(2) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2712(b)(2)

Violation Description: Failure to maintain monitoring records for release detection and/or

maintain records of appropriate follow-up actions.

Violation Notes: Returned to compliance on 08/14/2019.
Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-09-2019

Citation: 23 CCR 16 2636(f)(2) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2636(f)(2)

Violation Description: Failure of the functional line leak detector (LLD) monitoring

pressurized piping to meet one or more of the following requirements: Monitored at least hourly with the capability of detecting a release of 3.0 gallons per hour leak at 10 pounds per square inch and restrict or shut off the flow of product through the piping when a leak is

detected.

Violation Notes: Returned to compliance on 07/22/2021. Both Regular turbines activate

during normal operation. Regular LLDs will not pass test when both turbines are in operation. RTC observed by annual inspection.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: UST CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 10-30-2018

Citation: 23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2712(b)(1)(G)

Violation Description: Failure to comply with one or more of the following overfill

prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, 2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October 1, 2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention

Distance EDR ID Number
Elevation Site EPA ID Number

#### PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

equipment. Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment

inspection for 36 months.

Violation Notes: Returned to compliance on 11/21/2018. Overfill prevention equipment

inspection has not been completed. UST tech was unable to verify that

equipment is set to activate at the correct level.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-06-2016

Citation: HSC 6.7 Multiple - California Health and Safety Code, Chapter 6.7,

Section(s) Multiple

Violation Description: UST Program - Administration/Documentation - General - Must include

violation description, proper statute and regulation citation in the

"comment" section.

Violation Notes: Returned to compliance on 09/06/2016. An alternate DO has been added

in facility's UST records. Need to upload the updated form into CERS.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 11-30-2016

Citation: HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter

6.67, Section(s) 25270.4.5(a)

Violation Description: Failure to implement the SPCC Plan.

Violation Notes: Returned to compliance on 12/28/2016. Facility is not implementing

security measures as written in SPCC plan.

Violation Division: Siskiyou County Community Development

Violation Program: APSA Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-05-2017

Citation: 23 CCR 16 2715(f) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2715(f)

Violation Description: Failure to have at least one employee present during operating hours

that has been trained in the proper operation and maintenance of the

UST system by a designated operator (DO).

Violation Notes: Returned to compliance on 07/26/2017. Could not find documentation of

employee training

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 11-30-2016

Citation: HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter

6.67, Section(s) 25270.4.5(a)

Distance EDR ID Number
Elevation Site EPA ID Number

PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

Violation Description: "Failure to amend the SPCC Plan within 6 months: 1. When the

facility has had a change in design, construction, operation, or maintenance which affects the facility s discharge potential. AND/OR 2. To include more effective proven technology at the time of the

5-year SPCC Plan review and evaluation."

Violation Notes: Returned to compliance on 12/28/2016. 1,000 gallon e-generator diesel

tank not addressed in SPCC plan.

Violation Division: Siskiyou County Community Development

Violation Program: APSA Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-27-2022

Citation: HSC 6.7 25291(a)(2) - California Health and Safety Code, Chapter 6.7,

Section(s) 25291(a)(2)

Violation Description: Failure to maintain secondary containment (e.g., failure of secondary

containment testing).

Violation Notes: Returned to compliance on 09/14/2022. Secondary containment has not

been properly maintained as evidenced by failed secondary containment testing. Repair secondary containment as needed and retest. Notify

CUPA of testing and submit results.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-22-2021

Citation: 23 CCR 16 2716(f) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2716(f)

Violation Description: Failure to maintain on-site, or off-site at a readily available

location if approved by the UPA, copies of Designated Operator inspection records as follows: Designated operator monthly inspection records for inspections performed before October 1, 2018 must be kept for 12 months from the month of inspection. For inspections performed on or after October 1, 2018, copies of the "Designated Underground Storage Tank Operator Visual Inspection Report" must be kept for 36 months from the month of inspection.

Violation Notes: Returned to compliance on 07/22/2021. A complete and up to date DO

book should be available on-site. Submit copies of the "Designated Underground Storage Tank Operator Visual Inspection Report" and all attachments, for the last [enter #] months, and maintain copies of these monthly inspections on-site or at a readily available location,

for 36 months.

Violation Division: Siskiyou County Community Development Violation Program: UST

Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-07-2020

Citation: 23 CCR 16 2716(f) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2716(f)

Violation Description: "Failure to maintain on-site, or off-site at a readily available

location if approved by the UPA, copies of Designated Operator inspection records as follows: Designated operator monthly

Distance

Elevation Site Database(s) EPA ID Number

#### PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

**EDR ID Number** 

inspection records for inspections performed before October 1, 2018 must be kept for 12 months from the month of inspection. For inspections performed on or after October 1, 2018, copies of the ""Designated Underground Storage Tank Operator Visual Inspection Report" must be kept for 36 months from the month of inspection. "

Violation Notes: Returned to compliance on 07/21/2020. DO documents not available on

site or known to employees.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-07-2015

Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter

6.95, Section(s) 25508(a)(1)

Violation Description: Failure to complete and electronically submit hazardous material

inventory information for all reportable hazardous materials on site

at or above reportable quantities.

Violation Notes: Returned to compliance on 09/15/2015. 1,000 gallon bulk propane tank

and diesel stored in emergency generator not reported in chemical

inventory or site map.

Violation Division: Siskiyou County Community Development

Violation Program: HMRRP Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 10-30-2018

Citation: HSC 6.7 25284, 25286 - California Health and Safety Code, Chapter 6.7,

Section(s) 25284, 25286

Violation Description: Failure to submit a complete and accurate application for a permit to

operate a UST, or for renewal of the permit.

Violation Notes: Returned to compliance on 10/31/2018. Tank information incorrectly

reported for overfill prevention.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 03-05-2015

Citation: 23 CCR 16 2715(b) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2715(b)

Violation Description: Failure to submit statement of UST compliance and/or Designated

Operator current certification.

Violation Notes: Returned to compliance on 03/05/2015. DO certification form had

expired but updated during inspection

Violation Division: Siskiyou County Community Development Violation Program: UST

Violation Source: CERS,
Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-22-2021

Citation: 23 CCR 16 2636(f)(2) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2636(f)(2)

Distance EDR ID Number Elevation Site EDR ID Number Database(s) EPA ID Number

PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

Violation Description: Failure of the functional line leak detector (LLD) monitoring

pressurized piping to meet one or more of the following requirements: Monitored at least hourly with the capability of detecting a release of 3.0 gallons per hour leak at 10 pounds per square inch and restrict or shut off the flow of product through the piping when a leak is

detected.

Violation Notes: Returned to compliance on 09/30/2021. During the scheduled testing the

T1/T2 87 failed in finding the leak at 3.0gph. Repair or replace line leak detector (specify tank) so that is it is capable of monitoring at least hourly, detecting a release of 3.0 gallons per hour at 10 p.s.i.g., and restricting or shutting off the flow of product through

the piping when a leak is detected.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-11-2013

Citation: HSC 6.7 25291 - California Health and Safety Code, Chapter 6.7,

Section(s) 25291

Violation Description: Failure to maintain under-dispenser containment, sumps, and/or other

secondary containment in good condition and/or free of debris/liquid.

Violation Notes: Returned to compliance on 09/06/2013. Repairs made and system tested

and passed.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: UST CERS,

Site ID: 399589

Violation Notes:

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-22-2021

Citation: 23 CCR 16 2715(c)(2) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2715(c)(2)

Violation Description: Failure to have at least one facility employee present during

operating hours that has been trained in the proper operation and maintenance of the UST system by a designated operator (DO). Returned to compliance on 07/22/2021. Facility should have a list

available on-site of the most recent dates of training for onsite

employees for emergency response and hazwaste management. Ensure that employees receive initial and annual training in the proper operation

and maintenance of the UST system and that at least one employee is present during operating hours that has been trained in the proper operation and maintenance of the UST system by a designated operator

(DO).

Violation Division: Siskiyou County Community Development Violation Program: UST

Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 01-09-2014

Citation: HSC 6.95 25510 - California Health and Safety Code, Chapter 6.95,

Section(s) 25510

Violation Description: Failure to update hazardous material inventory within 30 days when one

of the following occurs: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a

Distance

Elevation Site Database(s) EPA ID Number

#### PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

**EDR ID Number** 

previously undisclosed hazardous materials A change of business

address, business ownership, or business name.

Violation Notes: Returned to compliance on 01/15/2014. Update CERS to include addition

of Bio Diesel

Violation Division: Siskiyou County Community Development

Violation Program: HMRRP Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-07-2020

Citation: 23 CCR 16 2712(b)(6) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2712(b)(6)

Violation Description: Failure to maintain records of repairs and upgrades on site, or off

site if approved by the UPA, for the life of the UST.

Violation Notes: Returned to compliance on 07/21/2020. Fuel leak alarm occurred and

documentation that it was resolved was not available on site or known

by employees.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-09-2019

Citation: HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7,

Section(s) 25284.2

Violation Description: "Failure to meet one or more of the following requirements:

Install or maintain a liquid-tight spill container. Have a minimum capacity of five gallons. Have a functional drain valve or other method for the removal of liquid from the spill container. Be resistant to galvanic corrosion. Perform a tightness test at installation, every 12 months thereafter, or within 30 days after a repair to the spill container. Tested using applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Tested by a certified UST service technician. Maintain records of spill containment testing

for 36 months.

Violation Notes: Returned to compliance on 09/19/2019. Spill buckets do not have a

capacity of 5 gallons.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: UST CERS,

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-06-2016

Citation: 23 CCR 6.7 25284, 25286 - California Code of Regulations, Title 23,

Chapter 6.7, Section(s) 25284, 25286

Violation Description: Failure to submit a complete and accurate application for a permit to

operate a UST, or for renewal of the permit.

Violation Notes: Returned to compliance on 09/06/2016. Need to indicate type of vent

piping transition sump for tanks 3, 4, 5 in the tank information form.

Violation Division: Siskiyou County Community Development

Violation Program: UST
Violation Source: CERS.

Map ID MAP FINDINGS

Direction Distance

Elevation Site Database(s) EPA ID Number

### PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

**EDR ID Number** 

Site ID: 399589

Site Name: Pilot Travel Centers, LLC

Violation Date: 07-22-2021

Citation: 23 CCR 16 2716(e) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2716(e)

Violation Description: For designated operator (DO) monthly inspections conducted before

October 1, 2018, failure to comply with one or more of the following requirements: Be performed by an ICC certified DO. Inspect monthly alarm history report, check that alarms are documented and responded to appropriately, and attach a copy. Inspect for the presence of liquid/debris in spill containers. Inspect for the presence of

liquid/debris in under dispenser containment (UDC) and ensure that the monitoring equipment is positioned correctly. Inspect for liquid or debris in containment sumps where an alarm occurred with no service visit. Check that all testing and maintenance has been completed and documented. Verify that all facility employees have been trained in accordance with 23 CCR 2715(c). For designated operator (DO) 30 day inspections conducted on and after October 1, 2018, failure to conduct the designated UST operator visual inspection at least once every 30

days.

Violation Notes: Returned to compliance on 07/22/2021. A complete and up to date DO

book should be available on-site. Ensure that DO is complying with all the requirements noted above. Submit copy of compliant DO inspection

record.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Evaluation:

Eval General Type: Other/Unknown Eval Date: 03-05-2015

Violations Found: No

Eval Type: Other, not routine, done by local agency

Eval Notes: CERS current.

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-06-2016

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: No violations observed.

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-22-2021 Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: DO book is missing along with employee training, unable to view the

permit to operate, DO book for 2021, need testing report within the

ext 30 days, DO book not onsite, and alarm log 2020-2021

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Distance

Elevation Site Database(s) **EPA ID Number** 

# PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

**EDR ID Number** 

Eval General Type: Other/Unknown 10-30-2018 Eval Date: Yes

Violations Found:

Other, not routine, done by local agency Eval Type:

**Eval Notes:** Overfill prevention equipment inspection

Siskiyou County Community Development **Eval Division:** 

UST Eval Program: Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 11-26-2014

Violations Found: No

Eval Type: Routine done by local agency

**Eval Notes:** No violations observed.

Eval Division: Siskiyou County Community Development

Eval Program: HW Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

11-30-2016 Eval Date:

Violations Found: No

Eval Type: Routine done by local agency

**Eval Notes:** No violations observed.

Eval Division: Siskiyou County Community Development

Eval Program: HWEval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 11-30-2016 Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Not reported

**Eval Division:** Siskiyou County Community Development

Eval Program: **APSA** CERS, **Eval Source:** 

Eval General Type: Other/Unknown Eval Date: 01-09-2014

Violations Found: Yes

Eval Type: Other, not routine, done by local agency

**Eval Notes:** 2013 annual monitoring paperwork not submitted to the CUPA.

**Eval Division:** Siskiyou County Community Development

Eval Program: UST CERS, **Eval Source:** 

Other/Unknown Eval General Type: Eval Date: 03-05-2015 Yes

Violations Found:

Eval Type: Other, not routine, done by local agency

Eval Notes: DO certification form had expired but updated during inspection

**Eval Division:** Siskiyou County Community Development

Eval Program: CERS, Eval Source:

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-05-2017

Violations Found: No

Distance

Elevation Site Database(s) EPA ID Number

# PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

**EDR ID Number** 

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Siskiyou County Community Development

Eval Program: HW Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-05-2018

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Siskiyou County Community Development

Eval Program: HW Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-06-2016

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: No violations observed.

Eval Division: Siskiyou County Community Development

Eval Program: HW Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-06-2016 Violations Found: Yes

Eval Type: Routine done by local agency
Eval Notes: Annual monitoring certification conducted.

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-10-2014

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: Annual monitoring certification performed and all passed.
Eval Division: Siskiyou County Community Development

Eval Program: UST

Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-11-2013 Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Secondary containment test this date. Several UDC were visually

failed.

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 07-27-2022
Violations Found: Yes

Eval Type: Other, not routine, done by local agency

Eval Notes: UDC 1/2 tested RV 9/10 and 11/12 - passed Sump 87 tested - failed vent

MAP FINDINGS Map ID

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

# PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

box - passed UDC failure on 5/6 and 7/8 87 ad 91 product lines failed, sectioned the lines off between each UDC Sump 91/87 failed Vapor sump

failed A notice for retesting and correcting the failed secondary's will need to be submitted to a CUPA inspector.

**Eval Division:** Siskiyou County Community Development

UST Eval Program: Eval Source: CERS,

Eval General Type: Other/Unknown Eval Date: 04-05-2018

Violations Found: Nο

Eval Type: Other, not routine, done by local agency

**Eval Notes:** Cold start inspection

**Eval Division:** Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Other/Unknown Eval General Type: Eval Date: 06-14-2016

Violations Found: No

Eval Type: Other, not routine, done by local agency

**Eval Notes:** Spill report investigation. Spill cleaned up by licensed hazardous

waste contractor. No violations observed.

Eval Division: Siskiyou County Community Development

Eval Program: HWEval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-05-2017 Violations Found: Yes

Eval Type: Routine done by local agency

**Eval Notes:** Annual test

**Eval Division:** Siskiyou County Community Development

Eval Program: UST CERS, Eval Source:

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-05-2018 Violations Found: No

Eval Type: Routine done by local agency

Not reported **Eval Notes:** 

**Eval Division:** Siskiyou County Community Development

Eval Program: **APSA Eval Source:** CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-13-2023

Violations Found:

Eval Type: Routine done by local agency Eval Notes: No violations observed during inspection.

**Eval Division:** Siskiyou County Community Development

Eval Program: CERS, Eval Source:

Eval General Type: Compliance Evaluation Inspection

07-22-2021 Eval Date: Violations Found: No

Direction Distance

Elevation Site Database(s) EPA ID Number

# PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

**EDR ID Number** 

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Siskiyou County Community Development

Eval Program: APSA Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 01-09-2014 Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Other/Unknown Eval Date: 03-05-2015

Violations Found: No

Eval Type: Other, not routine, done by local agency

Eval Notes: SPCC updated 12/2013 available on-site. AST inspection records not

reviewed this inspection.

Eval Division: Siskiyou County Community Development

Eval Program: APSA Eval Source: CERS,

Eval General Type: Other/Unknown Eval Date: 03-05-2015

Violations Found: No

Eval Type: Other, not routine, done by local agency

Eval Notes: Spill clean-up debri in eight, 55 gallon drums with labels on north

side of C-store waiting pickup.

Eval Division: Siskiyou County Community Development

Eval Program: HW Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-05-2017 Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: Annual inspection

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-05-2018

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: 2018 monitoring cert

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-05-2018

Violations Found: No

Eval Type: Routine done by local agency

Direction Distance

Elevation Site Database(s) EPA ID Number

# PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

**EDR ID Number** 

Eval Notes: Annual inspection

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-07-2015

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: Annual monitoring certification this date. No violations observed.

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-07-2015 Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Inspection conducted during UST & AST annual monitoring certification.

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-07-2020

Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Routine Inspection

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-09-2019 Violations Found: Yes

Eval Type: Routine done by local agency
Eval Notes: Monitoring certification conducted this date

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 07-22-2021

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: Accumulation start date for hazardous waste was 7/17. HMBP is

submitted and up to date with an active EPA number.

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Other/Unknown Eval Date: 11-28-2023

Violations Found: No

Eval Type: Other, not routine, done by local agency
Eval Notes: Reinspection for SB989 after repairs on the 87 and 91 line

penetrations. 87 and 91 lines passed reinspection and secondary

Direction Distance

Elevation Site Database(s) EPA ID Number

# PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

**EDR ID Number** 

containments tested. All components passed inspection.

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 12-05-2018

Violations Found: No

Eval Type: Other, not routine, done by local agency
Eval Notes: Overfill prevention equipment installation/inspection this date.
Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Coordinates:

Site ID: 399589

Facility Name: Pilot Travel Centers, LLC

Env Int Type Code: APSA
Program ID: 10407085
Coord Name: Not reported
Ref Point Type Desc: Unknown,
Latitude: 41.399311
Longitude: -122.376350

Affiliation:

Affiliation Type Desc: Parent Corporation

Entity Name: PILOT TRAVEL CENTERS, LLC

Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

Affiliation Phone:

Affiliation Type Desc: UST Property Owner Name Entity Name: PILOT TRAVEL CENTERS, LLC

Entity Title: Not reported
Affiliation Address: 5508 LONAS ROAD
Affiliation City: KNOXVILLE
Affiliation State: Not reported

Affiliation Country: LINITED STATES

Affiliation Country: UNITED STATES
Affiliation Zip: 37939-0146
Affiliation Phone: (865) 588-7488,

Affiliation Type Desc: UST Tank Owner

Entity Name: PILOT TRAVEL CENTERS, LLC

Entity Title:

Affiliation Address:

Affiliation City:

Affiliation State:

Affiliation Country:

Affiliation Country:

Affiliation Zip:

Affiliation Phone:

Not reported

UNITED STATES

37939-0146

(865) 474-2826,

Affiliation Type Desc: Property Owner

Direction Distance

Elevation Site Database(s) EPA ID Number

# PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

**EDR ID Number** 

Entity Name: PILOT TRAVEL CENTERS, LLC

Entity Title: Not reported
Affiliation Address: 5508 LONAS ROAD

Affiliation City: KNOXVILLE

Affiliation State: TN

Affiliation Country: United States
Affiliation Zip: 37939-0146
Affiliation Phone: (865) 588-7488,

Affiliation Type Desc: CUPA District

Entity Name: Siskiyou County Community Development

Entity Title: Not reported

Affiliation Address: 806 South Main Street

Affiliation City: Yreka
Affiliation State: CA

Affiliation Country: Not reported Affiliation Zip: 96097

Affiliation Phone: (530) 841-2100,

Affiliation Type Desc: Facility Mailing Address

Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 5508 LONAS ROAD
Affiliation City: KNOXVILLE

Affiliation State: TN
Affiliation Country: Not reported
Affiliation Zip: 37939-0146

Affiliation Phone:

Affiliation Type Desc: Legal Owner

Entity Name: PILOT TRAVEL CENTERS, LLC

Entity Title: Not reported
Affiliation Address: 5508 LONAS ROAD

Affiliation City: KNOXVILLE

Affiliation State: TN

Affiliation Country: United States
Affiliation Zip: 37939-0146
Affiliation Phone: (865) 588-7488,

Affiliation Type Desc: UST Tank Operator

Entity Name: PILOT TRAVEL CENTERS, LLC

Entity Title: Not reported
Affiliation Address: 5508 LONAS ROAD

Affiliation City: KNOXVILLE

Affiliation State: TN

Affiliation Country: United States
Affiliation Zip: 37939-0146
Affiliation Phone: (865) 474-2826,

Affiliation Type Desc: Document Preparer

Entity Name: Tara Velleux
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

Direction Distance

Elevation Site Database(s) EPA ID Number

# PILOT TRAVEL CENTERS, LLC (Continued)

S113770449

**EDR ID Number** 

Affiliation Phone:

Affiliation Type Desc: Environmental Contact

Entity Name: PILOT TRAVEL CENTERS, LLC

Entity Title: Not reported
Affiliation Address: 5508 LONAS ROAD

Affiliation City: KNOXVILLE

Affiliation State: TN

Affiliation Country: Not reported Affiliation Zip: 37939-0146

Affiliation Phone:

Affiliation Type Desc: Identification Signer Entity Name: JOEY CUPP

Entity Title: Director, Environmental

Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

Affiliation Phone: ,

Affiliation Type Desc: Operator JOEY CUPP Entity Name: Entity Title: Not reported Affiliation Address: Not reported Affiliation City: Not reported Affiliation State: Not reported Affiliation Country: Not reported Affiliation Zip: Not reported Affiliation Phone: (865) 474-2826,

Affiliation Type Desc: UST Permit Applicant

Entity Name: Joey Cupp

Entity Title: Seniro Environmental Manager

Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (865) 474-2826,

B3 R BARR INC DBA WEED GROCERY OUTLET RCRA NonGen / NLR 1027093970
West 268 VISTA DR CAL000467541

< 1/8 WEED, CA 96094

0.116 mi. 613 ft. Site 1 of 4 in cluster B

Relative: RCRA Listings:

Lower Date Form Received by Agency: 20211224

Actual: Handler Name: R Barr Inc Dba Weed Grocery Outlet 3737 ft. Handler Address: 268 VISTA DR

 Handler City, State, Zip:
 WEED, CA 96094

 EPA ID:
 CAL000467541

 Contact Name:
 RODNEY BARR

 Contact Address:
 268 VISTA DR

 Contact City, State, Zip:
 WEED, CA 96094

TC7627931.2s Page 27

Distance EDR ID Number
Elevation Site EDR ID Number
Database(s) EPA ID Number

# R BARR INC DBA WEED GROCERY OUTLET (Continued)

1027093970

Contact Telephone: 530-938-4778
Contact Fax: Not reported

Contact Email: RBARR@GOBMIO.COM

Contact Title: Not reported

EPA Region: 09

Land Type: Not reported

Federal Waste Generator Description: Not a generator, verified

Non-Notifier: Not reported Biennial Report Cycle: Not reported Accessibility: Not reported Active Site Indicator: Not reported State District Owner: Not reported State District: Not reported Mailing Address: 268 VISTA DR Mailing City, State, Zip: WEED, CA 96094

Owner Name: R Barr Inc Owner Type: Other Operator Name: Rodney Barr Operator Type: Other Short-Term Generator Activity: No Importer Activity: No Mixed Waste Generator: No Transporter Activity: No Transfer Facility Activity: No Recycler Activity with Storage: No Nο

Small Quantity On-Site Burner Exemption:

Smelting Melting and Refining Furnace Exemption:

No Underground Injection Control:

No Off-Site Waste Receipt:

No Universal Waste Indicator:

Universal Waste Destination Facility:

No Federal Universal Waste:

No Active Site State-Reg Handler:

Federal Facility Indicator: Not reported

Hazardous Secondary Material Indicator: N

Sub-Part K Indicator:

2018 GPRA Permit Baseline:

Not on the Baseline

2018 GPRA Renewals Baseline:

Not on the Baseline

202 GPRA Corrective Action Baseline: No Subject to Corrective Action Universe: No Non-TSDFs Where RCRA CA has Been Imposed Universe: No

Corrective Action Priority Ranking: No NCAPS ranking

**Environmental Control Indicator:** No Institutional Control Indicator: No Human Exposure Controls Indicator: N/A Groundwater Controls Indicator: N/A Significant Non-Complier Universe: No Unaddressed Significant Non-Complier Universe: No Addressed Significant Non-Complier Universe: No Significant Non-Complier With a Compliance Schedule Universe: No

Financial Assurance Required:
Handler Date of Last Change:
Recognized Trader-Importer:
No
Recognized Trader-Exporter:
No
Importer of Spent Lead Acid Batteries:
No
Recycler Activity Without Storage:
Not reported
20211227
No
No
No

Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

#### R BARR INC DBA WEED GROCERY OUTLET (Continued)

1027093970

Manifest Broker: No Sub-Part P Indicator: No

Handler - Owner Operator:

Owner/Operator Indicator: Operator

Owner/Operator Name: RODNEY BARR

Legal Status: Other Date Became Current: Not reported Date Ended Current: Not reported 268 VISTA DR Owner/Operator Address: Owner/Operator City, State, Zip: WEED, CA 96094 Owner/Operator Telephone: 530-938-4778 Owner/Operator Telephone Ext: Not reported Owner/Operator Fax: Not reported Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner

Owner/Operator Name: R BARR INC

Legal Status: Other Date Became Current: Not reported Date Ended Current: Not reported Owner/Operator Address: 268 VISTA DR Owner/Operator City, State, Zip: WEED, CA 96094 Owner/Operator Telephone: 530-938-4778 Owner/Operator Telephone Ext: Not reported Owner/Operator Fax: Not reported Owner/Operator Email: Not reported

Historic Generators:

Receive Date: 20211224 Handler Name: R BARR INC DBA WEED GROCERY OUTLET

Federal Waste Generator Description: Not a generator, verified

Not reported State District Owner:

Large Quantity Handler of Universal Waste: No Recognized Trader Importer: No Recognized Trader Exporter: No Spent Lead Acid Battery Importer: No Spent Lead Acid Battery Exporter: No Current Record: Yes Non Storage Recycler Activity: No Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:

NAICS Code: 454390

NAICS Description: OTHER DIRECT SELLING ESTABLISHMENTS

Facility Has Received Notices of Violations:

Violations: No Violations Found

**Evaluation Action Summary:** 

No Evaluations Found **Evaluations:** 

Direction Distance

Distance EDR ID Number

Elevation Site EDA ID Number

C4 MT VIEW CHEVRON RCRA NonGen / NLR 1024814255
WSW 82 E VISTA DR CAL000308274

< 1/8 WEED, CA 96094

0.122 mi.

646 ft. Site 1 of 4 in cluster C

Relative: RCRA Listings:

LowerDate Form Received by Agency:20060623Actual:Handler Name:Mt View Chevron3737 ft.Handler Address:82 E VISTA DR

 Handler City, State, Zip:
 WEED, CA 96094-9568

 EPA ID:
 CAL000308274

 Contact Name:
 NICHOLE TORSEY

 Contact Address:
 PO BOX 491687

 Contact City, State, Zip:
 REDDING, CA 96049

 Contact Telephone:
 530-226-2226

 Contact Fax:
 530-221-0116

Contact Email: COMPLIANCE@MTCOUNTIES.COM

Contact Title: Not reported EPA Region: 09

Land Type: Not reported
Federal Waste Generator Description: Not a generator, verified

Non-Notifier: Not reported

Biennial Report Cycle:

Accessibility:

Active Site Indicator:

State District Owner:

State District:

Mailing Address:

Not reported

Not reported

Not reported

Not reported

PO BOX 491687

Mailing City, State, Zip:

Owner Name:

REDDING, CA 96049-1687

Mt Counties Supply Co

Owner Type: Other

Operator Name: Nichole Torsey
Operator Type: Other

Short-Term Generator Activity: No Importer Activity: No Mixed Waste Generator: No Transporter Activity: No Transfer Facility Activity: No Recycler Activity with Storage: No Small Quantity On-Site Burner Exemption: No Smelting Melting and Refining Furnace Exemption: No **Underground Injection Control:** No Off-Site Waste Receipt: No Universal Waste Indicator: Yes Universal Waste Destination Facility: Yes Federal Universal Waste: No Active Site State-Reg Handler:

Federal Facility Indicator: Not reported

Hazardous Secondary Material Indicator:

Sub-Part K Indicator:Not reported2018 GPRA Permit Baseline:Not on the Baseline2018 GPRA Renewals Baseline:Not on the Baseline

202 GPRA Corrective Action Baseline:NoSubject to Corrective Action Universe:NoNon-TSDFs Where RCRA CA has Been Imposed Universe:No

Corrective Action Priority Ranking: No NCAPS ranking

Environmental Control Indicator:

Institutional Control Indicator:

No

Distance Elevation

Site Database(s) EPA ID Number

# MT VIEW CHEVRON (Continued)

1024814255

**EDR ID Number** 

Human Exposure Controls Indicator: N/A
Groundwater Controls Indicator: N/A
Significant Non-Complier Universe: No
Unaddressed Significant Non-Complier Universe: No
Addressed Significant Non-Complier Universe: No
Significant Non-Complier With a Compliance Schedule Universe: No

Financial Assurance Required:
Handler Date of Last Change:
Recognized Trader-Importer:
No
Recognized Trader-Exporter:
No
Importer of Spent Lead Acid Batteries:
No
Recycler Activity Without Storage:
Not reported
20180905
No
No
No

Manifest Broker: No Sub-Part P Indicator: No

Handler - Owner Operator:

Owner/Operator Indicator: Owner

Owner/Operator Name: MT COUNTIES SUPPLY CO

Legal Status:OtherDate Became Current:Not reportedDate Ended Current:Not reportedOwner/Operator Address:PO BOX 491687

Owner/Operator City, State, Zip: REDDING, CA 96049-1687

Owner/Operator Telephone: 530-226-2262
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator

Owner/Operator Name: NICHOLE TORSEY

Legal Status: Other

Date Became Current: Not reported

Date Ended Current: Not reported

Owner/Operator Address: PO BOX 491687

Owner/Operator City, State, Zip: REDDING, CA 96049

Owner/Operator Telephone: 530-226-2226
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:

Receive Date: 20060623

Handler Name: MT VIEW CHEVRON

Federal Waste Generator Description: Not a generator, verified

State District Owner: Not reported

Large Quantity Handler of Universal Waste:

Recognized Trader Importer:

No
Recognized Trader Exporter:

No
Spent Lead Acid Battery Importer:

No
Spent Lead Acid Battery Exporter:

No
Current Record:

Yes

Non Storage Recycler Activity: Not reported Electronic Manifest Broker: Not reported

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

#### MT VIEW CHEVRON (Continued)

1024814255

N/A

List of NAICS Codes and Descriptions:

NAICS Code: 44719

NAICS Description: OTHER GASOLINE STATIONS

Facility Has Received Notices of Violations:

Violations: No Violations Found

**Evaluation Action Summary:** 

Evaluations: No Evaluations Found

C5 **MOUNTAIN VIEW CHEVRON STATION** UST U003782996

wsw 82 E. VISTA DR. < 1/8 WEED, CA 96094

0.122 mi.

646 ft. Site 2 of 4 in cluster C

Relative: UST:

Lower Name: MOUNTAIN VIEW CHEVRON STATION

Address: 82 E. VISTA DR. Actual: City, State, Zip: WEED, CA 96094 3737 ft. Facility ID: 47-001-880082

Permitting Agency: SISKIYOU COUNTY CERSID: Not reported Latitude: 41.397015 Longitude: -122.378929 Not reported Owner type: Facility type: Not reported Num of inuse ust: Not reported

Num of closed ust: Not reported Num of oos ust: Not reported Not reported Epa region: Not reported Tribal lands: Not reported Tank owner name: Tank owner mailing address: Not reported Tank owner mailing city: Not reported Tank owner mailing zip: Not reported Tank owner mailing state: Not reported Not reported Tank operator name: Tank operator mailing address:Not reported Tank operator mailing city: Not reported Not reported Tank operator mailing zip: Tank operator mailing state: Not reported

Tankidnumber: Not reported Tank status: Not reported Tank configuration: Not reported Not reported Tank closure date: Tank installation date: Not reported Tank num of compartments: Not reported Tank contents: Not reported Not reported Tank capacity gallons: Tank type: Not reported Tank pc construction: Not reported Tank pwpiping construction: Not reported Tank piping type: Not reported

Not reported

Tank piping construction:

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

#### **MOUNTAIN VIEW CHEVRON STATION (Continued)**

U003782996

Tank sacrificial anode: Not reported Tank cp impressed current: Not reported Tank cp shutoff: Not reported Tank alarms: Not reported Tank ball float: Not reported Tank spill bucket: Not reported

C6 **WALMART TRANSPORTATION #7833** RCRA NonGen / NLR 1028900924 CAC003262745

**WSW** 82 E VISTA DR < 1/8 WEED, CA 96904

0.122 mi.

646 ft. Site 3 of 4 in cluster C

Relative: RCRA Listings:

Lower Date Form Received by Agency: 20231129

Handler Name: Walmart Transportation #7833 Actual: Handler Address: 82 E VISTA DR 3737 ft.

Handler City, State, Zip: WEED, CA 96904 EPA ID: CAC003262745 Contact Name: SAMUEL MAROUF Contact Address: 21101 JOHNSON RD

Contact City, State, Zip: APPLE VALLEY, CA 92307 Contact Telephone: 760-881-2003 Contact Fax: Not reported

Contact Email: MAROUF.SAMUEL@WALMART.COM

Contact Title: Not reported EPA Region: 09 Land Type: Not reported

Federal Waste Generator Description: Not a generator, verified

Non-Notifier: Not reported Biennial Report Cycle: Not reported Accessibility: Not reported Active Site Indicator: Not reported State District Owner: Not reported State District: Not reported

Mailing Address: 21101 JOHNSON RD Mailing City, State, Zip: APPLE VALLEY, CA 92307 Owner Name: Walmart Transportation# 7833

Owner Type: Other

Operator Name: Samuel Marouf

Operator Type: Other Short-Term Generator Activity: No Importer Activity: No Mixed Waste Generator: Nο Transporter Activity: No Transfer Facility Activity: No Recycler Activity with Storage: No Small Quantity On-Site Burner Exemption: No Smelting Melting and Refining Furnace Exemption: No **Underground Injection Control:** No Off-Site Waste Receipt: No Universal Waste Indicator: No Universal Waste Destination Facility: Nο Federal Universal Waste: No Active Site State-Reg Handler:

Federal Facility Indicator: Not reported

Hazardous Secondary Material Indicator:

Sub-Part K Indicator: Not reported

MAP FINDINGS Map ID

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

#### WALMART TRANSPORTATION #7833 (Continued)

1028900924

2018 GPRA Permit Baseline: Not on the Baseline 2018 GPRA Renewals Baseline: Not on the Baseline

202 GPRA Corrective Action Baseline: No Subject to Corrective Action Universe: No Non-TSDFs Where RCRA CA has Been Imposed Universe: No

Corrective Action Priority Ranking: No NCAPS ranking

Environmental Control Indicator: No Institutional Control Indicator: No Human Exposure Controls Indicator: N/A Groundwater Controls Indicator: N/A Significant Non-Complier Universe: Nο Unaddressed Significant Non-Complier Universe: No Addressed Significant Non-Complier Universe: No Significant Non-Complier With a Compliance Schedule Universe: No

Financial Assurance Required: Not reported Handler Date of Last Change: 20231129

Recognized Trader-Importer: Nο Recognized Trader-Exporter: No Importer of Spent Lead Acid Batteries: No Exporter of Spent Lead Acid Batteries: No Recycler Activity Without Storage: No Manifest Broker: No Sub-Part P Indicator: No

Handler - Owner Operator:

Owner/Operator Indicator: Operator

Owner/Operator Name: SAMUEL MAROUF

Legal Status: Other Not reported Date Became Current: Date Ended Current: Not reported

Owner/Operator Address: 21101 JOHNSON RD Owner/Operator City, State, Zip: APPLE VALLEY, CA 92307

Owner/Operator Telephone: 760-881-2003 Owner/Operator Telephone Ext: Not reported Owner/Operator Fax: Not reported Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner Owner/Operator Name: WALMART TRANSPORTATION# 7833 Legal Status: Other Date Became Current: Not reported Date Ended Current: Not reported 21101 JOHNSON RD Owner/Operator Address: Owner/Operator City, State, Zip: APPLE VALLEY, CA 92304

Owner/Operator Telephone: 760-961-6300 Owner/Operator Telephone Ext: Not reported Owner/Operator Fax: Not reported Owner/Operator Email: Not reported

Historic Generators:

20231129 Receive Date: Handler Name: WALMART TRANSPORTATION #7833

Federal Waste Generator Description: Not a generator, verified

Not reported State District Owner:

Large Quantity Handler of Universal Waste: No

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

WALMART TRANSPORTATION #7833 (Continued)

1028900924

Recognized Trader Importer: No Recognized Trader Exporter: No Spent Lead Acid Battery Importer: No Spent Lead Acid Battery Exporter: No Current Record: Yes Non Storage Recycler Activity: No Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:

NAICS Code: 493110

NAICS Description: GENERAL WAREHOUSING AND STORAGE

Facility Has Received Notices of Violations:

Violations: No Violations Found

**Evaluation Action Summary:** 

Evaluations: No Evaluations Found

**C7** SISKIYOU DEVELOPMENT COMPANY **EDR Hist Auto** 1022201197

wsw 82 E VISTA DR STE 1393 N/A

WEED, CA 96094 < 1/8

0.122 mi.

Site 4 of 4 in cluster C 646 ft. Relative: **EDR Hist Auto** 

Lower Actual:

Year: Name: Type:

2014 SISKIYOU DEVELOPMENT COMPANY Gasoline Service Stations, NEC 3737 ft.

D8 PILOT TRAVEL CENTERS, LLC UST U004262769 WNW 395 E VISTA DR N/A

1/8-1/4 WEED, CA 96094

0.127 mi.

673 ft. Site 1 of 2 in cluster D

UST: Relative: Lower Name: PILOT TRAVEL CENTERS, LLC

Address: 395 E VISTA DR Actual: City, State, Zip: WEED, CA 96094 3738 ft.

Facility ID: 609500

Permitting Agency: Siskiyou County Environmental Health

CERSID: 10407085 41.3986000 Latitude: Longitude: -122.377400 Owner type: Non-Government Facility type: Motor Vehicle Fueling

Num of inuse ust: Not reported

Num of closed ust: 0 Num of oos ust: 0 Epa region: 9 Tribal lands:

Tank owner name: Pilot Travel Centers, LLC 5508 LONAS ROAD Tank owner mailing address: Tank owner mailing city: KNOXVILLE

MAP FINDINGS Map ID

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

# PILOT TRAVEL CENTERS, LLC (Continued)

U004262769

Tank owner mailing zip: 37939-0146 Tank owner mailing state: Not reported

Pilot Travel Centers, LLC Tank operator name: Tank operator mailing address:5508 LONAS ROAD

Tank operator mailing city: **KNOXVILLE** Tank operator mailing zip: 37939-0146 TN

Tank operator mailing state: Tankidnumber: 3

Confirmed/Updated Information Tank status:

Tank configuration: Stand Alone Tank Tank closure date: Not reported

5/1/2000 12:00:00 AM Tank installation date:

Tank num of compartments:

Tank contents: Regular Unleaded

12000 Tank capacity gallons: Tank type: Double Wall Tank pc construction: Steel Tank pwpiping construction: Flexible Tank piping type: Pressure **Double Walled** Tank piping construction:

Tank sacrificial anode: No Tank cp impressed current: No Tank cp shutoff: Yes Tank alarms: No Tank ball float: No Tank spill bucket: Yes

Name: PILOT TRAVEL CENTERS, LLC

Address: 395 E VISTA DR WEED, CA 96094 City,State,Zip:

Facility ID: 609500

Permitting Agency: Siskiyou County Environmental Health

CERSID: 10407085 Latitude: 41.3986000 Longitude: -122.377400 Non-Government Owner type: Facility type: Motor Vehicle Fueling

Num of inuse ust: Not reported

Num of closed ust: 0 Num of oos ust: 0 9 Epa region: Tribal lands: No

Tank owner name: Pilot Travel Centers, LLC Tank owner mailing address: 5508 LONAS ROAD

Tank owner mailing city: **KNOXVILLE** Tank owner mailing zip: 37939-0146 Tank owner mailing state: Not reported

Tank operator name: Pilot Travel Centers, LLC Tank operator mailing address:5508 LONAS ROAD Tank operator mailing city: KNOXVILLE Tank operator mailing zip: 37939-0146

Tank operator mailing state: Tankidnumber:

Tank status: Confirmed/Updated Information Tank configuration: One in a Compartmented Unit

Not reported Tank closure date:

Tank installation date: 5/1/2000 12:00:00 AM

Direction Distance Elevation

on Site Database(s) EPA ID Number

# PILOT TRAVEL CENTERS, LLC (Continued)

U004262769

**EDR ID Number** 

Tank num of compartments: 2

Tank contents: Regular Unleaded

Tank capacity gallons: 6000
Tank type: Double Wall
Tank pc construction: Steel
Tank pwpiping construction: Flexible
Tank piping type: Pressure
Tank piping construction: Double Walled

Tank sacrificial anode: No
Tank cp impressed current: No
Tank cp shutoff: Yes
Tank alarms: No
Tank ball float: No
Tank spill bucket: Yes

Name: PILOT TRAVEL CENTERS, LLC

Address: 395 E VISTA DR City,State,Zip: WEED, CA 96094

Facility ID: 609500

Permitting Agency: Siskiyou County Environmental Health

CERSID: 10407085
Latitude: 41.3986000
Longitude: -122.377400
Owner type: Non-Government
Facility type: Motor Vehicle Fueling

Num of inuse ust: Not reported

Num of closed ust: 0
Num of oos ust: 0
Epa region: 9
Tribal lands: No

Tank owner name: Pilot Travel Centers, LLC Tank owner mailing address: 5508 LONAS ROAD

Tank owner mailing city: KNOXVILLE Tank owner mailing zip: 37939-0146 Tank owner mailing state: Not reported

Tank operator name: Pilot Travel Centers, LLC Tank operator mailing address:5508 LONAS ROAD

Tank operator mailing city: KNOXVILLE
Tank operator mailing zip: 37939-0146
Tank operator mailing state: TN

Tank operator mailing state: TN Tankidnumber: 4

Tank status: Confirmed/Updated Information Tank configuration: One in a Compartmented Unit

Tank closure date: Not reported

Tank installation date: 5/1/2000 12:00:00 AM

Tank num of compartments: 2

Tank contents: Premium Unleaded

Tank capacity gallons: 4000
Tank type: Double Wall
Tank pc construction: Steel
Tank pwpiping construction: Flexible
Tank piping type: Pressure
Tank piping construction: Double Walled

Tank sacrificial anode: No
Tank cp impressed current: No
Tank cp shutoff: Yes
Tank alarms: No

Direction Distance

Distance Elevation Site EDR ID Number Database(s) EPA ID Number

PILOT TRAVEL CENTERS, LLC (Continued)

Tank ball float: No Tank spill bucket: Yes

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D9 PILOT TRAVEL CENTERS, LLC AST A100423462 WNW 395 E VISTA DR N/A

1/8-1/4 WEED, CA 96094

0.127 mi.

673 ft. Site 2 of 2 in cluster D

Relative: AST:
Lower Name: PILOT TRAVEL CENTERS, LLC

Actual: Address: 395 E VISTA DR
3738 ft. City/Zip: WEED,96094
Certified Unified Program Agencies: Not reported

Owner: PILOT TRAVEL CENTERS, LLC

Total Gallons: Not reported CERSID: 10407085 Facility ID: 47-001-609500

Business Name: Pilot Travel Centers, LLC

 Phone:
 (530) 938-9600

 Fax:
 Not reported

 Mailing Address:
 5508 LONAS ROAD

Mailing Address City: KNOXVILLE

Mailing Address State: TN

Mailing Address Zip Code:
Operator Name:
Operator Phone:
Owner Phone:
Owner Mail Address:

Not reported
(865) 474-2826
(865) 588-7488
Owner Mail Address:
5508 LONAS ROAD

Owner State: TN

Owner Zip Code: Not reported
Owner Country: United States

Property Owner Name: PILOT TRAVEL CENTERS, LLC

Property Owner Phone: (865) 588-7488
Property Owner Mailing Address: 5508 LONAS ROAD

Property Owner City: KNOXVILLE

Property Owner Stat : TN

Property Owner Zip Code: Not reported
Property Owner Country: United States
EPAID: CAL000360346

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B10 MOUNTAIN VIEW CHEVRON UST U004261621
West 85 E VISTA DR N/A

West 85 E VISTA DR 1/8-1/4 WEED, CA 96094

0.144 mi.

759 ft. Site 2 of 4 in cluster B

Relative: UST: Lower Name

Name: MOUNTAIN VIEW CHEVRON

Actual: Address: 85 E VISTA DR 3725 ft. City,State,Zip: WEED, CA 96094

Facility ID: 100625

Permitting Agency: Siskiyou County Environmental Health

CERSID: 10357267 Latitude: 41.3969000 Longitude: -122.378500 U004262769

Direction Distance

Elevation Site Database(s) EPA ID Number

# **MOUNTAIN VIEW CHEVRON (Continued)**

U004261621

**EDR ID Number** 

Owner type: Non-Government Facility type: Motor Vehicle Fueling

Num of inuse ust: Not reported

Num of closed ust: 0
Num of oos ust: 0
Epa region: 9
Tribal lands: No

Tank owner name: PRABHJOT RANDHAWA Tank owner mailing address: 723 Woodacre Drive

Tank owner mailing city: Redding
Tank owner mailing zip: 96002
Tank owner mailing state: CA

Tank operator name: Mt. Counties Supply Co.

Tank operator mailing address:PO Box 491687
Tank operator mailing city: Redding
Tank operator mailing zip: 96049-1687

Tank operator mailing state: CA

Tankidnumber: 47-001-880882-000003
Tank status: Confirmed/Updated Information
Tank configuration: One in a Compartmented Unit

Tank closure date: Not reported

Tank installation date: 3/7/1994 12:00:00 AM

Tank num of compartments: 2

Tank contents: Premium Unleaded

Tank capacity gallons: 5000
Tank type: Double Wall
Tank pc construction: Steel
Tank pwpiping construction: Flexible
Tank piping type: Pressure
Tank piping construction: Double Walled

Tank sacrificial anode:

Tank cp impressed current:

No
Tank cp shutoff:

Yes
Tank alarms:

No
Tank ball float:

No
Tank spill bucket:

Yes

Name: MOUNTAIN VIEW CHEVRON

Address: 85 E VISTA DR City,State,Zip: WEED, CA 96094

Facility ID: 100625

Permitting Agency: Siskiyou County Environmental Health

CERSID: 10357267
Latitude: 41.3969000
Longitude: -122.378500
Owner type: Non-Government
Facility type: Motor Vehicle Fueling

Num of inuse ust: Not reported

Num of closed ust: 0
Num of oos ust: 0
Epa region: 9
Tribal lands: No

Tank owner name: PRABHJOT RANDHAWA Tank owner mailing address: 723 Woodacre Drive

Tank owner mailing city: Redding
Tank owner mailing zip: 96002
Tank owner mailing state: CA

Direction Distance

Elevation Site Database(s) EPA ID Number

# **MOUNTAIN VIEW CHEVRON (Continued)**

U004261621

**EDR ID Number** 

Tank operator name: Mt. Counties Supply Co. Tank operator mailing address:PO Box 491687

Tank operator mailing address. PO Box 49 III

Tank operator mailing city: Redding

Tank operator mailing zip: 96049-1687

Tank operator mailing state: CA

Tankidnumber: 47-001-880882-000004
Tank status: Confirmed/Updated Information
Tank configuration: One in a Compartmented Unit

Tank closure date: Not reported

Tank installation date: 3/7/1994 12:00:00 AM

Tank num of compartments: 2 Diesel Tank contents: Tank capacity gallons: 5000 Tank type: Double Wall Tank pc construction: Steel Tank pwpiping construction: Flexible Tank piping type: Pressure Tank piping construction: **Double Walled** 

Tank sacrificial anode: No
Tank cp impressed current: No
Tank cp shutoff: Yes
Tank alarms: No
Tank ball float: No
Tank spill bucket: Yes

Name: MOUNTAIN VIEW CHEVRON

Address: 85 E VISTA DR City,State,Zip: WEED, CA 96094

Facility ID: 100625

Permitting Agency: Siskiyou County Environmental Health

CERSID: 10357267
Latitude: 41.3969000
Longitude: -122.378500
Owner type: Non-Government
Facility type: Motor Vehicle Fueling

Num of inuse ust: Not reported

Num of closed ust: 0
Num of oos ust: 0
Epa region: 9
Tribal lands: No

Tank owner name: PRABHJOT RANDHAWA Tank owner mailing address: 723 Woodacre Drive

Tank owner mailing city: Redding
Tank owner mailing zip: 96002
Tank owner mailing state: CA

Tank operator name: Mt. Counties Supply Co.

Tank operator mailing address:PO Box 491687
Tank operator mailing city: Redding
Tank operator mailing zip: 96049-1687
Tank operator mailing state: CA

Tankidnumber: 47-001-880882-000002
Tank status: Confirmed/Updated Information

Tank configuration: Stand Alone Tank
Tank closure date: Not reported
Tank installation date: 3/7/1994 12:00:00 AM

Tank num of compartments: 1
Tank contents: Diesel

Direction Distance

Elevation Site Database(s) EPA ID Number

# **MOUNTAIN VIEW CHEVRON (Continued)**

U004261621

**EDR ID Number** 

Tank capacity gallons: 8000
Tank type: Double Wall
Tank pc construction: Steel
Tank pwpiping construction: Flexible
Tank piping type: Pressure
Tank piping construction: Double Walled

Tank sacrificial anode: No
Tank cp impressed current: No
Tank cp shutoff: Yes
Tank alarms: No
Tank ball float: No
Tank spill bucket: Yes

Name: MOUNTAIN VIEW CHEVRON

Address: 85 E VISTA DR City,State,Zip: WEED, CA 96094

Facility ID: 100625

Permitting Agency: Siskiyou County Environmental Health

CERSID: 10357267
Latitude: 41.3969000
Longitude: -122.378500
Owner type: Non-Government
Facility type: Motor Vehicle Fueling

Num of inuse ust: Not reported

Num of closed ust: 0
Num of oos ust: 0
Epa region: 9
Tribal lands: No

Tank owner name: PRABHJOT RANDHAWA Tank owner mailing address: 723 Woodacre Drive

Tank owner mailing city: Redding
Tank owner mailing zip: 96002
Tank owner mailing state: CA

Tank operator name: Mt. Counties Supply Co.

Tank operator mailing address:PO Box 491687
Tank operator mailing city: Redding
Tank operator mailing zip: 96049-1687

Tank operator mailing state: CA

Tankidnumber: 47-001-880882-000001
Tank status: Confirmed/Updated Information

Tank configuration: Stand Alone Tank
Tank closure date: Not reported
Tank installation date: 3/7/1994 12:00:00 AM

Tank num of compartments: 1

Tank contents: Regular Unleaded

Tank capacity gallons: 12000
Tank type: Double Wall
Tank pc construction: Steel
Tank pwpiping construction: Flexible
Tank piping type: Pressure
Tank piping construction: Double Walled

Tank sacrificial anode:

No
Tank cp impressed current:

No
Tank cp shutoff:

Yes
Tank alarms:

No
Tank ball float:

No
Tank spill bucket:

Yes

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

B11 **MOUNTAIN VIEW CHEVRON** CERS HAZ WASTE \$123501049 West N/A

85 E VISTA DR **CERS TANKS** WEED, CA 96094 **CERS** 

1/8-1/4 0.144 mi.

759 ft. Site 3 of 4 in cluster B

Relative: CERS HAZ WASTE:

Lower MOUNTAIN VIEW CHEVRON Name:

85 E VISTA DR Address: Actual: City,State,Zip: WEED, CA 96094 3725 ft.

Site ID: 136611 CERS ID: 10357267

**CERS** Description: Hazardous Waste Generator

**CERS TANKS:** 

MOUNTAIN VIEW CHEVRON Name:

Address: 85 E VISTA DR City, State, Zip: WEED, CA 96094

Site ID: 136611 CERS ID: 10357267

**CERS** Description: Underground Storage Tank

CERS:

MOUNTAIN VIEW CHEVRON Name:

Address: 85 E VISTA DR City,State,Zip: WEED, CA 96094

136611 Site ID: 10357267 CERS ID:

CERS Description: Chemical Storage Facilities

Violations:

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 10-06-2023

Citation: HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter

6.95, Section(s) 25508(a)(3)

Failure to establish and electronically submit an adequate emergency Violation Description:

response plan and procedures for a release or threatened release of a

hazardous material.

Violation Notes: Current emergency response contingency plan is outdated. Use the 2022

Emergency Response Contingency Plan template provided with the

inspection report. Upload the revised plan to CERS

Violation Division: Siskiyou County Community Development

Violation Program: **HMRRP** Violation Source: CERS,

Site ID: 136611

Mountain View Chevron Site Name:

Violation Date: 08-17-2018

23 CCR 16 2637 - California Code of Regulations, Title 23, Chapter 16, Citation:

Section(s) 2637

Violation Description: Failure to conduct secondary containment testing, or one or more of

the following requirements: Perform the test within six months of installation and every 36 months thereafter. Use a procedure that demonstrates the system works as well as at installation. Use applicable manufacturer guidelines, industry codes, engineering standard, or professional engineer approval. Performed by a certified

service technician or a licensed tank tester.

Violation Notes: Returned to compliance on 08/17/2018.

Direction Distance

Elevation Site Database(s) EPA ID Number

# **MOUNTAIN VIEW CHEVRON (Continued)**

S123501049

**EDR ID Number** 

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-21-2019

Citation: 23 CCR 16 2638(d) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2638(d)

Violation Description: Failure to submit the Monitoring System Certification Form to

the UPA within 30 days of completion of the test.

Violation Notes: Returned to compliance on 08/21/2019.
Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-17-2018

Citation: 23 CCR 16 2665 - California Code of Regulations, Title 23, Chapter 16,

Section(s) 2665

Violation Description: Failure to comply with one or more of the following: Failure to

install or maintain a liquid-tight spill bucket. Have a minimum capacity of five gallons. Have a functional drain valve or other method for the removal of liquid from the spill bucket/spill

container. Be resistant to galvanic corrosion.

Violation Notes: Returned to compliance on 08/17/2018. Spill bucket capacity less than

5 gallons due to 2" of liquid in bucket. Siskiyou County Community Development

Violation Division: Siskiyou County Cor

Violation Program: UST Violation Source: UST CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-21-2019

Citation: 23 CCR 16 2716(e) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2716(e)

Violation Description: For designated operator (DO) monthly inspections conducted before

October 1, 2018, failure to comply with one or more of the following requirements: Be performed by an ICC certified DO. Inspect monthly alarm history report, check that alarms are documented and responded to appropriately, and attach a copy. Inspect for the presence of

liquid/debris in spill containers. Inspect for the presence of

liquid/debris in under dispenser containment (UDC) and ensure that the monitoring equipment is positioned correctly. Inspect for liquid or debris in containment sumps where an alarm occurred with no service visit. Check that all testing and maintenance has been completed and documented. Verify that all facility employees have been trained in accordance with 23 CCR 2715(c). For designated operator (DO) 30 day inspections conducted on and after October 1, 2018, failure to conduct the designated UST operator visual inspection at least once every 30

days.

Violation Notes: Returned to compliance on 08/21/2019.
Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS.

Direction Distance

Elevation Site Database(s) EPA ID Number

# **MOUNTAIN VIEW CHEVRON (Continued)**

S123501049

**EDR ID Number** 

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-22-2017

Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter

6.95, Section(s) 25508(a)(1)

Violation Description: Failure to complete and electronically submit a site map with all

required content.

Violation Notes: Returned to compliance on 08/31/2017.
Violation Division: Siskiyou County Community Development

Violation Program: HMRRP Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 10-06-2023

Citation: HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter

6.95, Section(s) 25508(a)(3)

Violation Description: Failure to complete and electronically submit hazardous material

inventory information for all reportable hazardous materials on site

at or above reportable quantities.

Violation Notes: Current hazardous materials inventory did not include the backup

diesel generate day tank and 500 gallon diesel aboveground tank. Update the CERS hazardous materials inventory to include the backup diesel generate day tank and 500 gallon diesel aboveground tank.

Violation Division: Siskiyou County Community Development

Violation Program: HMRRP Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-22-2017

Citation: 23 CCR 16 2638(d) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2638(d)

Violation Description: Failure to submit the Annual Monitoring System Certification Form to

the CUPA within 30 days of completion of the test.

Violation Notes: Returned to compliance on 08/31/2017.
Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-17-2018

Citation: 23 CCR 16 2641(a) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2641(a)

Violation Description: Failure to maintain secondarily contained piping to allow liquid to

flow into the sump in the event of a leak (i.e., failure to remove

test boot

Violation Notes: Returned to compliance on 08/17/2018.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: UST CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-22-2017

Citation: 23 CCR 16 2632, 2634, 2712(b) - California Code of Regulations, Title

Distance EDR ID Number
Elevation Site EPA ID Number

**MOUNTAIN VIEW CHEVRON (Continued)** 

S123501049

23, Chapter 16, Section(s) 2632, 2634, 2712(b)

Violation Description: Failure to maintain monitoring and maintenance records (e.g., alarm

logs) and/or maintain records of appropriate follow-up actions.

Violation Notes: Returned to compliance on 08/22/2017. Follow-up actions for alarms

were not consistently documented on alarm logs. All alarms documented

in D.O. reports.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-17-2018

Citation: 23 CCR 16 2636(f)(2) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2636(f)(2)

Violation Description: Failure of the functional line leak detector (LLD) monitoring

pressurized piping to meet one or more of the following requirements: Monitored at least hourly with the capability of detecting a release of 3.0 gallons per hour leak at 10 p.s.i.g. and restrict or shut off the flow of product through the piping when a leak is detected.

Violation Notes: Returned to compliance on 08/17/2018. Three out of four LLDs failed

test. Adjusted or replaced onsite and all passed.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-17-2018

Citation: 23 CCR 16 2641(a) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2641(a)

Violation Description: Failure of leak detection equipment to be located such that equipment

is capable of detecting a leak at the earliest possible opportunity.

Violation Notes: Returned to compliance on 08/17/2018. Sensor in UDC 5/6 not placed at

bottom of sump.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: UST CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 01-06-2015

Citation: HSC 6.7 25292(e) - California Health and Safety Code, Chapter 6.7,

Section(s) 25292(e)

Violation Description: Failure to maintain secondary containment, as evidenced by failure of

secondary containment testing.

Violation Notes: Returned to compliance on 03/26/2015. Piping secondary failure in 87

product line to 1/2 dispenser. No release of product to environment. Station scheduled for re-piping & new dispensers the end of March or

first part of April..

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: UST CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-17-2018

Direction Distance Elevation

**EPA ID Number** Site Database(s)

# **MOUNTAIN VIEW CHEVRON (Continued)**

S123501049

**EDR ID Number** 

Citation: 23 CCR 16 2711(a)(8) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2711(a)(8)

Failure to submit or maintain a current facility plot plan.

Violation Description: Violation Notes: Returned to compliance on 04/05/2019. The piping layout on submitted

plot plan is not accurate.

Siskiyou County Community Development Violation Division:

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 03-19-2019

Citation: 23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2712(b)(1)(G)

Violation Description: Failure to comply with one or more of the following overfill

prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, 2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October 1, 2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention

equipment. Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment

inspection for 36 months.

Returned to compliance on 08/10/2021. Inspection is incomplete. RTC Violation Notes:

observed at annual inspection.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-22-2017

Citation: HSC 6.5 Multiple - California Health and Safety Code, Chapter 6.5,

Section(s) Multiple

Violation Description: Hazardous Waste Generator Program - Administration/Documentation -

Returned to compliance on 08/31/2017. Facility did not electronically Violation Notes:

report that it is a hazardous waste generator.

Violation Division: Siskiyou County Community Development

HW Violation Program: Violation Source: CERS,

Direction Distance

**EDR ID Number** Elevation Site **EPA ID Number** Database(s)

#### **MOUNTAIN VIEW CHEVRON (Continued)**

S123501049

Site ID: 136611

Site Name: Mountain View Chevron

08-21-2019 Violation Date:

23 CCR 16 2641(a) - California Code of Regulations, Title 23, Chapter Citation:

16, Section(s) 2641(a)

Violation Description: Failure of leak detection equipment to be located such that equipment

is capable of detecting a leak at the earliest possible opportunity.

Violation Notes: Returned to compliance on 08/21/2019. Siskiyou County Community Development Violation Division:

Violation Program: UST CERS, Violation Source:

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-22-2017

Citation: 23 CCR 16 2637 - California Code of Regulations, Title 23, Chapter 16,

Section(s) 2637

Violation Description: Failure to conduct secondary containment testing, or one or more of

> the following requirements: Perform the test within six months of installation and every 36 months thereafter. Use a procedure that demonstrates the system works as well as at installation. Use applicable manufacturer guidelines, industry codes, engineering standard, or professional engineer approval. Performed by a certified

service technician or a licensed tank tester.

Violation Notes: Returned to compliance on 10/10/2017. No documentation that a

secondary containment test was conducted 6 months after new piping

installation. Need to submit report or conduct test.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 01-06-2015

23 CCR 16 2666 - California Code of Regulations, Title 23, Chapter 16, Citation:

Section(s) 2666

Violation Description: Failure of the leak detection equipment to have an audible and visual

alarm as required.

Violation Notes: Returned to compliance on 01/06/2015. Power light replaced in panel at

time of inspection.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 01-08-2014

Citation: 23 CCR 16 2715 - California Code of Regulations, Title 23, Chapter 16,

Section(s) 2715

Violation Description: Failure of service technician, installer, and/ or employee to obtain

and maintain proper license.

Violation Notes: Returned to compliance on 01/15/2014. DO certification expired.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS.

Site ID: 136611

Distance Elevation Site

**EDR ID Number EPA ID Number** Database(s)

# **MOUNTAIN VIEW CHEVRON (Continued)**

S123501049

Site Name: Mountain View Chevron

Violation Date: 08-17-2018

23 CCR 16 2641(h) - California Code of Regulations, Title 23, Chapter Citation:

16, Section(s) 2641(h)

Violation Description: Failure to have an approved UST Monitoring Plan.

Violation Notes: Returned to compliance on 09/28/2018. Make and models of leak

detection equipment are inaccurately reported in monitoring plan.

Violation Division: Siskiyou County Community Development

UST Violation Program: Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-21-2019

Citation: HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7,

Section(s) 25284.2

Violation Description: "Failure to meet one or more of the following requirements:

> Install or maintain a liquid-tight spill container. Have a minimum capacity of five gallons. Have a functional drain valve or other method for the removal of liquid from the spill container. Be resistant to galvanic corrosion. Perform a tightness test at installation, every 12 months thereafter, or within 30 days after a repair to the spill container. Tested using applicable manufacturer guidelines, industry codes, engineering standards, or a method service technician. Maintain records of spill containment testing

for 36 months.

Violation Notes: Returned to compliance on 09/04/2019, premium and split diesel spill

buckets failed due to bad drain valves.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS.

Site ID: 136611

Mountain View Chevron Site Name:

Violation Date: 08-21-2019

Citation: HSC 6.7 25299(a)(9) - California Health and Safety Code, Chapter 6.7,

Section(s) 25299(a)(9)

Violation Description: Leak detection equipment disabled or tampered with in a manner that

would prevent the monitoring system from detecting and/or alerting the

owner/operator of a leak.

Violation Notes: Returned to compliance on 08/21/2019. Violation Division: Siskiyou County Community Development

UST Violation Program: CERS, Violation Source:

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-22-2017

HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter Citation:

6.95, Section(s) 25508(a)(1)

Violation Description: Failure to complete and electronically submit hazardous material

inventory information for all reportable hazardous materials on site

at or above reportable quantities.

Violation Notes: Returned to compliance on 08/31/2017. 8,000 gall diesel UST missing

from chemical inventory.

Violation Division: Siskiyou County Community Development

Distance

Elevation Site Database(s) EPA ID Number

# **MOUNTAIN VIEW CHEVRON (Continued)**

S123501049

**EDR ID Number** 

Violation Program: HMRRP Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 10-06-2023

Citation: 23 CCR 16 2715(a)(1)(B) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2715(a)(1)(B)

Violation Description: Failure to submit the Designated Underground Storage Tank Operator

Identification Form within 30 days of installing a UST system or

within 30 days of a change in DO.

Violation Notes: Owner/Operator did not submit the "Designated Underground Storage Tank

Operator Identification Form" to the UPA within 30 days of obtaining or changing the DO. Current form does not include DO Denise Lancelot Update the Designated UST Operator Identification Form to include Denise Lancelot. Upload updated form into CERS UST section.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-22-2017

Citation: 40 CFR 1 265.173 - U.S. Code of Federal Regulations, Title 40, Chapter

1, Section(s) 265.173

Violation Description: Failure to meet the following container management requirements:

(a) A container holding hazardous waste must

always be closed during storage, except when it is necessary to add or remove waste. (b) A container holding hazardous waste must not be opened, handled, or stored in a manner which may rupture the container

or cause it to leak.

Violation Notes: Returned to compliance on 10/18/2017. Used absorbent is not stored

properly.

Violation Division: Siskiyou County Community Development

Violation Program: HW
Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 10-06-2023

Citation: 23 CCR 16 2641(h) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2641(h)

Violation Description: Failure to have an approved UST Monitoring Plan.

Violation Notes: Facility failed to submit a complete and accurate UST Monitoring Plan.

The plan is inaccurate. The tank and piping sump sensors are not GILBARCO Leak Sensor ModelPAO2592000010 Check with your Annual

Monitoring Certification technician and revise the UST System Monitoring Plans to show the correct Leak Sensor Manufacturer and

Model #.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 10-06-2023

Citation: 23 CCR 16 2641(a) - California Code of Regulations, Title 23, Chapter

Distance EDR ID Number
Elevation Site EPA ID Number

**MOUNTAIN VIEW CHEVRON (Continued)** 

Violation Notes:

Violation Notes:

S123501049

16, Section(s) 2641(a)

Violation Description: Failure of leak detection equipment to be located such that equipment

is capable of detecting a leak at the earliest possible opportunity.

Owner/Operator failed to install, maintain, or position leak detection equipment so that it is capable of detecting a leak at the earliest

possible opportunity. The diesel (8,000 gallon) and premium unleaded gasoline piping sump sensors had the sensors place on the wrong part of the sump. The sensors were properly place on the side of product

piping entry.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 10-06-2023

Citation: HSC 6.7 25292.2(a) - California Health and Safety Code, Chapter 6.7,

Section(s) 25292.2(a)

Violation Description: Failure to submit and maintain complete and current Certification of

Financial responsibility documents have not been submitted to the CUPA. Current financial responsibility documents are required to be submitted annually. Chief Financial letter has not been submitted for

Financial Responsibility or other mechanism of financial assurance.

submitted annually. Chief Financial letter has not been submitted for 2022 and 2023. Update the Chief Financial Letter and upload into CERS.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 01-08-2014

Citation: HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95,

Section(s) Multiple

Violation Description: Business Plan Program - Operations/Maintenance - General

Violation Notes: Returned to compliance on 01/08/2014. Need to secure all compressed

gas cylinders. Corrected on site.

Violation Division: Siskiyou County Community Development

Violation Program: HMRRP Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-17-2018

Citation: 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22,

Chapter 12, Section(s) 66262.34(f)

Violation Description: Failure to properly label hazardous waste accumulation containers and

portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation

date.

Violation Notes: Returned to compliance on 08/17/2018. Labels are faded, deteriorating,

and illegible.

Violation Division: Siskiyou County Community Development

Violation Program: HW
Violation Source: CERS,

Site ID: 136611

Distance
Elevation Site Database(s)

MOUNTAIN VIEW CHEVRON (Continued)

S123501049

**EDR ID Number** 

**EPA ID Number** 

Site Name: Mountain View Chevron

Violation Date: 08-22-2017

Citation: 23 CCR 16 2636(f)(2) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2636(f)(2)

Violation Description: Failure of the line leak detector (LLD) monitoring pressurized piping

to meet one or more of the following requirements:Monitor at least hourly.Be capable of detecting a release of 3.0 gallons per hour at 10 p.s.i.g. Restrict or shut off the flow of product through the piping

when a leak is detected.

Violation Notes: Returned to compliance on 10/10/2017. Premium LLD failed test.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 10-06-2023

Citation: HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter

6.95, Section(s) 25508(a)(3)

Violation Description: Failure to complete and electronically submit a site map with all

required content.

Violation Notes: The business failed to electronically submit a site map with all

required content including: north orientation, loading area, internal roads, adjacent streets, storm and sewer drains, access and exit points, emergency shut offs, evacuation staging area, hazardous materials/waste storage areas and emergency response equipment. Site map did not include the diesel generator and supply tank. Revise the site map to include the diesel generator and supply tank. After

revising upload into CERS.

Violation Division: Siskiyou County Community Development

Violation Program: HMRRP Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-22-2017

Citation: HSC 6.7 Multiple - California Health and Safety Code, Chapter 6.7,

Section(s) Multiple

Violation Description: UST Program - Administration/Documentation - General - Must include

violation description, proper statute and regulation citation in the

"comment" section.

Violation Notes: Returned to compliance on 10/04/2017. Failure to certify the

installation of piping using the UST Certification of Installation/Modification form. CCR 2635(d)

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-17-2018

Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter

6.95, Section(s) 25508(a)(1)

Violation Description: Failure to complete and electronically submit a site map with all

required content.

Violation Notes: Returned to compliance on 09/28/2018.
Violation Division: Siskiyou County Community Development

Distance

Elevation Site Database(s) EPA ID Number

# **MOUNTAIN VIEW CHEVRON (Continued)**

S123501049

**EDR ID Number** 

Violation Program: HMRRP Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 09-24-2020

Citation: HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7,

Section(s) 25284.2

Violation Description: "Failure to meet one or more of the following requirements:

Install or maintain a liquid-tight spill container. Have a minimum capacity of five gallons. Have a functional drain valve or other method for the removal of liquid from the spill container. Be resistant to galvanic corrosion. Perform a tightness test at installation, every 12 months thereafter, or within 30 days after a repair to the spill container. Tested using applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Tested by a certified UST service technician. Maintain records of spill containment testing

for 36 months.

Violation Notes: Returned to compliance on 08/10/2021. premium spill bucket failed.

RTC documented at annual inspection.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 136611

Site Name: Mountain View Chevron

Violation Date: 08-17-2022

Citation: 22 CCR 12 66262.40(a) - California Code of Regulations, Title 22,

Chapter 12, Section(s) 66262.40(a)

Violation Description: Failure to keep a copy of each properly signed manifest for at least

three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the

designated facility which received the waste.

Violation Notes: Returned to compliance on 08/17/2022. Uniform Hazardous Waste

Manifests for materials in the 55 gallon drums were not available at the time of inspection. Locate a copy of all manifests for the 55

gallon drums and submit copies to the CUPA.

Violation Division: Siskiyou County Community Development

Violation Program: HW Violation Source: CERS,

Evaluation:

Eval General Type: Compliance Evaluation Inspection

Eval Date: 01-06-2015 Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Routine annual inspection and partial secondary containment testing.

Power light out in panel and piping secondary failure in 87 product line to 1/2 dispenser. No release of product to environment.

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Other/Unknown Eval Date: 01-08-2014

Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

# **MOUNTAIN VIEW CHEVRON (Continued)**

S123501049

Violations Found: Yes

Eval Type: Other, not routine, done by local agency

**Eval Notes:** Review of admin/documentation records. DO monthly reports complete. DO

training records kept. Permit exp 11/25/14. DO cert expired. Secondary

test 12/12/11. Annual test 9/11/13. CERS current.

**Eval Division:** Siskiyou County Community Development

UST Eval Program: Eval Source: CERS,

Eval General Type: Other/Unknown Eval Date: 03-19-2019 Yes

Violations Found:

Eval Type: Other, not routine, done by local agency **Eval Notes:** Overfill prevention equipment inspection conducted this date. **Eval Division:** 

Siskiyou County Community Development

Eval Program: UST Eval Source: CERS.

Eval General Type: Compliance Evaluation Inspection

Eval Date: 08-10-2016

Violations Found: No

Eval Type: Routine done by local agency

**Eval Notes:** Routine inspection, annual monitoring cert testing **Eval Division:** Siskiyou County Community Development

Eval Program: UST

**Eval Source:** CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 08-17-2018 Violations Found: Yes

Eval Type: Routine done by local agency

**Eval Notes:** Not reported

**Eval Division:** Siskiyou County Community Development

Eval Program: **HMRRP Eval Source:** CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 08-17-2018 Violations Found: Yes

Eval Type: Routine done by local agency **Eval Notes:** Monitoring certification conducted this date

**Eval Division:** Siskiyou County Community Development

Eval Program: UST **Eval Source:** CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 08-17-2022 Violations Found:

Eval Type: Routine done by local agency

**Eval Notes:** Not reported

**Eval Division:** Siskiyou County Community Development

Eval Program: CERS, Eval Source:

Eval General Type: Other/Unknown Eval Date: 08-19-2015

Violations Found: No

Distance

Elevation Site Database(s) **EPA ID Number** 

# **MOUNTAIN VIEW CHEVRON (Continued)**

S123501049

**EDR ID Number** 

Other, not routine, done by local agency Eval Type:

**Eval Notes:** No violations observed.

**Eval Division:** Siskiyou County Community Development

Eval Program: UST **Eval Source:** CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 08-22-2017 Violations Found: Yes

Eval Type: Routine done by local agency

**Eval Notes:** Not reported

**Eval Division:** Siskiyou County Community Development

Eval Program: **HMRRP Eval Source:** CERS,

**Eval General Type:** Compliance Evaluation Inspection

08-22-2017 Eval Date: Violations Found: Yes

Eval Type: Routine done by local agency

**Eval Notes:** Not reported

Eval Division: Siskiyou County Community Development

Eval Program: HW **Eval Source:** CERS.

Other/Unknown Eval General Type: Eval Date: 03-25-2021 Violations Found:

Eval Type: Other, not routine, done by local agency

**Eval Notes:** SB 989 Testing

Eval Division: Siskiyou County Community Development

Eval Program: UST **Eval Source:** CERS.

**Eval General Type:** Compliance Evaluation Inspection

08-10-2016 Eval Date:

Violations Found: No

Eval Type: Routine done by local agency

**Eval Notes:** Routine inspection

Siskiyou County Community Development **Eval Division:** 

Eval Program: **HMRRP** Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 08-10-2016

Violations Found: No

Eval Type: Routine done by local agency

**Eval Notes:** Routine inspection

Eval Division: Siskiyou County Community Development

Eval Program: HW Eval Source: CERS.

Eval General Type: Compliance Evaluation Inspection

Eval Date: 08-10-2021 Violations Found: No

Routine done by local agency Eval Type:

Eval Notes: Update site address from 85 to 82 E Vista Drive on CERS Employee

training is due 9/2021

Distance

Elevation Site Database(s) **EPA ID Number** 

# **MOUNTAIN VIEW CHEVRON (Continued)**

S123501049

**EDR ID Number** 

**Eval Division:** Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

08-22-2017 Eval Date: Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Siskiyou County Community Development

**Eval Program:** UST **Eval Source:** CERS.

Eval General Type: Other/Unknown Eval Date: 09-24-2020 Violations Found: Yes

Eval Type: Other, not routine, done by local agency

**Eval Notes:** Annual test conducted

Eval Division: Siskiyou County Community Development

UST Eval Program: Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 01-06-2015

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: No violations observed.

**Eval Division:** Siskiyou County Community Development

**Eval Program: HMRRP** Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 08-13-2014 No

Violations Found:

Eval Type: Routine done by local agency

Annual monitoring certification performed this date. All LLDs passed. **Eval Notes:** All spill buckets passed. All liquid sensors passed. Sensor out and

fail safe passed.

Siskiyou County Community Development Eval Division:

UST Eval Program: Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

08-17-2018 Eval Date: Violations Found: Yes

Eval Type: Routine done by local agency

**Eval Notes:** Not reported

Eval Division: Siskiyou County Community Development

 $\mathsf{HW}$ Eval Program: Eval Source: CERS.

Eval General Type: Compliance Evaluation Inspection

08-17-2022 Eval Date: Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Manifests should be kept onsite for 3 years. A manifest will need to

be provided to the CUPA by the owner or operator. A current manifest

Distance EDR ID Number
Elevation Site EDR ID Number
Database(s) EPA ID Number

**MOUNTAIN VIEW CHEVRON (Continued)** 

S123501049

was provided and approximately 55 gallons of hazwaste was picked up.

Eval Division: Siskiyou County Community Development

Eval Program: HW Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 08-21-2019 Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Monitoring system certification & spill container testing conducted

this date.

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 09-28-2020

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: Annual inspection conducted

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 10-10-2017

Violations Found: No

Eval Type: Other, not routine, done by local agency
Eval Notes: Secondary piping test & re-test of monitoring cert failure.
Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 01-08-2014
Violations Found: Yes

Eval Type: Other, not routine, done by local agency

Eval Notes: Not reported

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 08-17-2022 Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 10-06-2023 Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Conducted annual UST routine inspection. Witnessed passing Annual UST

Monitoring Certification. CERS UST information must be reviewed and

Direction Distance

Elevation Site Database(s) EPA ID Number

### **MOUNTAIN VIEW CHEVRON (Continued)**

S123501049

**EDR ID Number** 

submitted to CERS annually.

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 10-06-2023 Violations Found: Yes

Eval Type: Routine done by local agency Eval Notes: Conducted HMBP routine inspection.

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Coordinates:

Site ID: 136611

Facility Name: Mountain View Chevron

Env Int Type Code: HWG
Program ID: 10357267
Coord Name: Not reported
Ref Point Type Desc: Unknown,
Latitude: 41.397174
Longitude: -122.379097

Affiliation:

Affiliation Zip:

Affiliation Type Desc:
Entity Name:
Prabhjot Randhawa
Entity Title:
Not reported
Affiliation Address:
Affiliation City:
Affiliation State:
Affiliation Country:
Not reported
Not reported
Not reported

Affiliation Phone: ,

Affiliation Type Desc: Identification Signer
Entity Name: PRABHJOT RANDHAWA

Not reported

Entity Title: President
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

Affiliation Phone: ,

Affiliation Type Desc: Operator

Entity Name: Mountain Counties Supply Company

Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (530) 226-9748,

Affiliation Type Desc: UST Permit Applicant

Distance Elevation

vation Site Database(s) EPA ID Number

### **MOUNTAIN VIEW CHEVRON (Continued)**

S123501049

**EDR ID Number** 

**Entity Name:** Nichole Torsey President **Entity Title:** Affiliation Address: Not reported Affiliation City: Not reported Affiliation State: Not reported Affiliation Country: Not reported Not reported Affiliation Zip: Affiliation Phone: (530) 226-9748,

Affiliation Type Desc:

Entity Name:

Entity Title:

Affiliation Address:

UST Tank Owner

Prabhjot Randhawa

Not reported

723 Woodacre Drive

Affiliation City: Redding

Affiliation City: Redding Affiliation State: CA

Affiliation Country: United States
Affiliation Zip: 96002

Affiliation Phone: (530) 864-9999,

Affiliation Type Desc: Parent Corporation

Entity Name: Mountain Counties Supply Company

Entity Title:

Affiliation Address:

Affiliation City:

Affiliation State:

Affiliation Country:

Affiliation Country:

Affiliation Zip:

Not reported

Not reported

Not reported

Affiliation Phone: ,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: PO Box 491687
Affiliation City: Redding
Affiliation State: CA

Affiliation Country: Not reported Affiliation Zip: 96049-1687

Affiliation Phone: ,

Affiliation Type Desc:

Entity Name:
Entity Title:
Affiliation Address:

Legal Owner
Prabhjot Randhawa
Not reported
723 wood acre dr

Affiliation City: Redding
Affiliation State: CA

Affiliation Country: United States
Affiliation Zip: 96002

Affiliation Phone: (530) 864-9999,

Affiliation Type Desc: CUPA District

Entity Name: Siskiyou County Community Development

Entity Title: Not reported
Affiliation Address: 806 South Main Street

Affiliation City: Yreka
Affiliation State: CA

Affiliation Country: Not reported Affiliation Zip: 96097

Direction Distance

Elevation Site Database(s) EPA ID Number

### **MOUNTAIN VIEW CHEVRON (Continued)**

S123501049

**EDR ID Number** 

Affiliation Phone: (530) 841-2100,

Affiliation Type Desc: Environmental Contact
Entity Name: Prabhjot Station Randhawa

Entity Title: Not reported Affiliation Address: 723 Woodacre Drive

Affiliation City: Redding
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 96002
Affiliation Phone:

Affiliation Type Desc: Property Owner
Entity Name: Prabhjot Randhawa
Entity Title: Not reported

Affiliation Address: 722 Woodpass Priva

Affiliation Address: 723 Woodacre Drive

Affiliation City: Redding Affiliation State: CA

Affiliation Country: United States
Affiliation Zip: 96002

Affiliation Phone: (530) 864-9999,

Affiliation Type Desc: UST Property Owner Name

Entity Name: Prabhjot Randhawa
Entity Title: Not reported
Affiliation Address: 723 Woodacre Drive

Affiliation City: Redding
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 96002

Affiliation Phone: (530) 864-9999,

Affiliation Type Desc: UST Tank Operator Entity Name: UST Counties Supply Co.

Entity Title: Not reported
Affiliation Address: PO Box 491687
Affiliation City: Redding
Affiliation State: CA

Affiliation Country: United States
Affiliation Zip: 96049-1687
Affiliation Phone: (530) 226-9748,

B12 MOUNTAIN VIEW CHEVRON

UST FINDER 1028188917 N/A

West 85 E VISTA DR 1/8-1/4 WEED, CA 96094 0.144 mi.

759 ft. Site 4 of 4 in cluster B

Relative: UST FINDER: Lower Object ID:

 Lower
 Object ID:
 733148

 Actual:
 Facility ID:
 CA10357267

 3725 ft.
 Name:
 MOUNTAIN VIEW

Name: MOUNTAIN VIEW CHEVRON Address: 85 E VISTA DR

Address: 85 E VISTA DR
City, State, Zip: WEED, CA 96094
Address Match Type: StreetAddress

Open USTs:

Closed USTs: Not reported

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

#### **MOUNTAIN VIEW CHEVRON (Continued)**

1028188917

TOS USTs: Not reported

Population 1500ft: 23 Private Wells 1500ft: 1 Within 100yr Floodplain: No

Land Use: Developed, Medium Intensity

Within SPA: Not reported Not reported SPA PWS Facility ID: Not reported SPA Water Type: SPA Facility Type: Not reported SPA HUC12: Not reported

Within WHPA: Yes

WHPA PWS Facility ID: CA4700663\_17283 GW - Ground water WHPA Water Type:

WHPA Facility Type: WL - Well 180102070102 WHPA HUC12: Facility Status: Open UST(s) Date of Last Inspection: Not reported

EPA Region:

Tribe: Not reported Coordinate Source: Geocode X Coord: -122.379142773 Y Coord: 41.3971790030001 Latitude: 41.3971790030399 Longitude: -122.379142772951

**UST FINDER:** 

Object ID: 2264052 Facility ID: CA10357267

Tank ID: CA10357267-001\_One in a Compartmented Unit\_2

Tank Status: Open

Installation Date: 1994/03/07 15:59:59+00

Removal Date: Not reported Tank Capacity: 5000

Premium Unleaded Substances: Tank Wall Type: Double Wall

Object ID: 2264053 Facility ID: CA10357267

Tank ID: CA10357267-002\_A Stand-alone Tank\_1

Tank Status: Open

1994/03/07 15:59:59+00 Installation Date:

Removal Date: Not reported Tank Capacity: 12000

Substances: Regular Unleaded Double Wall Tank Wall Type:

Object ID: 2264054 Facility ID: CA10357267

Tank ID: CA10357267-003\_A Stand-alone Tank\_1

Tank Status: Open

1994/03/07 15:59:59+00 Installation Date:

Removal Date: Not reported Tank Capacity: 8000 Substances: Diesel Tank Wall Type: Double Wall

Object ID: 2264055 Facility ID: CA10357267

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

#### **MOUNTAIN VIEW CHEVRON (Continued)**

1028188917

Tank ID: CA10357267-004\_One in a Compartmented Unit\_2

Tank Status: Open

Installation Date: 1994/03/07 15:59:59+00

Removal Date: Not reported Tank Capacity: 5000 Substances: Diesel Double Wall Tank Wall Type:

**WOODSIDE TEXACO AKA: SOUTH WEED 76** E13

UST U003782991 N/A

West **1976 SHASTINA DRIVE** 1/8-1/4 SISKIYOU (County), CA

0.156 mi.

823 ft. Site 1 of 5 in cluster E

UST: Relative: Lower

Name: WOODSIDE TEXACO AKA: SOUTH WEED 76 1976 SHASTINA DRIVE

Address: Actual:

3723 ft. City,State,Zip: CA

> Tank cp shutoff: Tank alarms:

47-001-880074 Facility ID: SISKIYOU COUNTY Permitting Agency:

CERSID: Not reported

Latitude: Longitude: 0

Owner type: Not reported Facility type: Not reported Num of inuse ust: Not reported Num of closed ust: Not reported Not reported Num of oos ust: Not reported Epa region: Tribal lands: Not reported Tank owner name: Not reported Tank owner mailing address: Not reported Tank owner mailing city: Not reported Tank owner mailing zip: Not reported Tank owner mailing state: Not reported Tank operator name: Not reported Tank operator mailing address:Not reported Not reported Tank operator mailing city: Tank operator mailing zip: Not reported Tank operator mailing state: Not reported Tankidnumber: Not reported Tank status: Not reported Tank configuration: Not reported Tank closure date: Not reported Tank installation date: Not reported Tank num of compartments: Not reported Tank contents: Not reported Tank capacity gallons: Not reported Not reported Tank type: Tank pc construction: Not reported Tank pwpiping construction: Not reported Not reported Tank piping type: Tank piping construction: Not reported Tank sacrificial anode: Not reported Tank cp impressed current: Not reported

Not reported

Not reported

Direction Distance

Elevation Site Database(s) EPA ID Number

WOODSIDE TEXACO AKA: SOUTH WEED 76 (Continued)

Tank ball float: Not reported Tank spill bucket: Not reported

\_\_\_\_

E14 SOUTH WEED SHELL UST FINDER 1028188589
West 1976 SHASTINA DR N/A

1/8-1/4 WEED, CA 96094

0.168 mi.

886 ft. Site 2 of 5 in cluster E

Relative: UST FINDER: Lower Object ID:

 Lower
 Object ID:
 732820

 Actual:
 Facility ID:
 CA10339630

 3722 ft.
 Name:
 SOUTH WEED SHELL

 Address:
 1976 SHASTINA DR

 City,State,Zip:
 WEED, CA 96094

 Address Match Type:
 PointAddress

Open USTs:

Closed USTs: Not reported TOS USTs: Not reported

Population 1500ft: 24
Private Wells 1500ft: 1
Within 100yr Floodplain: No

Land Use: Developed, High Intensity

Within SPA:

SPA PWS Facility ID:

SPA Water Type:

SPA Facility Type:

SPA HUC12:

Not reported

Not reported

Not reported

Not reported

Within WHPA: Yes

WHPA PWS Facility ID: CA4700663\_17283
WHPA Water Type: GW - Ground water

WHPA Facility Type: WL - Well
WHPA HUC12: 180102070102
Facility Status: Open UST(s)
Date of Last Inspection: Not reported

 EPA Region:
 9

 Tribe:
 Not reported

 Coordinate Source:
 Geocode

 X Coord:
 -122.378699995

 Y Coord:
 41.3979899940001

 Latitude:
 41.3979899936346

 Longitude:
 -122.378699994822

UST FINDER:

Object ID: 2263686
Facility ID: CA10339630

Tank ID: CA10339630-004\_A Stand-alone Tank\_1

Tank Status: Open

Installation Date: 1990/11/02 15:59:59+00

Removal Date: Not reported
Tank Capacity: 12000
Substances: Diesel
Tank Wall Type: Double Wall

 Object ID:
 2263687

 Facility ID:
 CA1033963

Tank ID: CA10339630-003\_One in a Compartmented Unit\_2

Tank Status: Open

**EDR ID Number** 

U003782991

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

**SOUTH WEED SHELL (Continued)** 

1028188589

Installation Date: 1990/11/02 15:59:59+00

Removal Date: Not reported 6000 Tank Capacity: Diesel Substances: Tank Wall Type: Double Wall

2263135 Object ID: Facility ID: CA10339630

Tank ID: CA10339630-001\_A Stand-alone Tank\_1

Tank Status:

Installation Date: 1990/11/02 15:59:59+00

Removal Date: Not reported Tank Capacity: 12000

Substances: Regular Unleaded Tank Wall Type: Double Wall

2263136 Object ID: Facility ID: CA10339630

Tank ID: CA10339630-002\_One in a Compartmented Unit\_2

Tank Status:

Installation Date: 1990/11/02 15:59:59+00

Removal Date: Not reported 6000 Tank Capacity:

Substances: Premium Unleaded Tank Wall Type: Double Wall

**SOUTH WEED VALERO** UST U004261622 E15 West 1976 SHASTINA DR N/A

1/8-1/4

WEED, CA 96094 0.168 mi.

886 ft. Site 3 of 5 in cluster E Relative: UST:

Lower SOUTH WEED VALERO Name: Address: 1976 SHASTINA DR Actual: 3722 ft. City, State, Zip: WEED, CA 96094

> Facility ID: 100636

Permitting Agency: Siskiyou County Environmental Health

CERSID: 10339630 Latitude: 41.3987000 Longitude: -122.377300 Owner type: Non-Government Facility type: Motor Vehicle Fueling

Num of inuse ust: Not reported

Num of closed ust: Num of oos ust: 0 Epa region: 9 Tribal lands: No

Tank owner name: Mountain Silverado, Inc.

Tank owner mailing address: PO Box 753 Mount Shasta Tank owner mailing city: Tank owner mailing zip: 96067-0753

Tank owner mailing state: CA

Tank operator name: Dennis R. Erickson Tank operator mailing address:PO Box 753 Tank operator mailing city: Mount Shasta Tank operator mailing zip: 96067-0753

Direction Distance

Elevation Site Database(s) EPA ID Number

### **SOUTH WEED VALERO (Continued)**

U004261622

**EDR ID Number** 

Tank operator mailing state: CA
Tankidnumber: 880074-4

Tank status: Confirmed/Updated Information

Tank configuration: Stand Alone Tank
Tank closure date: Not reported

Tank installation date: 11/2/1990 12:00:00 AM

Tank num of compartments:

Tank contents:

Diesel

Tank capacity gallons:

Tank type:

Double Wall

Tank pc construction:

Tank pwpiping construction:

Tank piping type:

Tank piping construction:

Tank piping construction:

Double Walled

Tank sacrificial anode: No
Tank cp impressed current: No
Tank cp shutoff: Yes
Tank alarms: No
Tank ball float: No
Tank spill bucket: Yes

Name: SOUTH WEED VALERO
Address: 1976 SHASTINA DR
City,State,Zip: WEED, CA 96094

Facility ID: 100636

Permitting Agency: Siskiyou County Environmental Health

CERSID: 10339630
Latitude: 41.3987000
Longitude: -122.377300
Owner type: Non-Government
Facility type: Motor Vehicle Fueling

Num of inuse ust: Not reported

Num of closed ust: 0
Num of oos ust: 0
Epa region: 9
Tribal lands: No

Tank owner name: Mountain Silverado, Inc.

Tank owner mailing address: PO Box 753
Tank owner mailing city: Mount Shasta
Tank owner mailing zip: 96067-0753

Tank owner mailing state: CA

Tank operator name: Dennis R. Erickson
Tank operator mailing address:PO Box 753
Tank operator mailing city: Mount Shasta
Tank operator mailing zip: 96067-0753
Tank operator mailing state: CA
Tankidnumber: 880074-2

Tank status: Confirmed/Updated Information Tank configuration: One in a Compartmented Unit

Tank closure date: Not reported

Tank installation date: 11/2/1990 12:00:00 AM

Tank num of compartments: 2

Tank contents: Premium Unleaded

Tank capacity gallons: 6000
Tank type: Double Wall
Tank pc construction: Steel
Tank pwpiping construction: Flexible

Direction Distance

Elevation Site Database(s) EPA ID Number

#### **SOUTH WEED VALERO (Continued)**

U004261622

**EDR ID Number** 

Tank piping type: Pressure
Tank piping construction: Double Walled

Tank sacrificial anode: No
Tank cp impressed current: No
Tank cp shutoff: Yes
Tank alarms: No
Tank ball float: No
Tank spill bucket: Yes

Name: SOUTH WEED VALERO Address: 1976 SHASTINA DR City,State,Zip: WEED, CA 96094

Facility ID: 100636

Permitting Agency: Siskiyou County Environmental Health

CERSID: 10339630
Latitude: 41.3987000
Longitude: -122.377300
Owner type: Non-Government
Facility type: Motor Vehicle Fueling

Num of inuse ust: Not reported

Num of closed ust: 0
Num of oos ust: 0
Epa region: 9
Tribal lands: No

Tank owner name: Mountain Silverado, Inc.

Tank owner mailing address: PO Box 753
Tank owner mailing city: Mount Shasta
Tank owner mailing zip: 96067-0753

Tank owner mailing state: CA

Tank operator name: Dennis R. Erickson Tank operator mailing address:PO Box 753
Tank operator mailing city: Mount Shasta Tank operator mailing zip: 96067-0753
Tank operator mailing state: CA

Tank operator mailing state: CA
Tankidnumber: 880074-3

Tank status: Confirmed/Updated Information Tank configuration: One in a Compartmented Unit

Tank closure date: Not reported

Tank installation date: 11/2/1990 12:00:00 AM

Tank num of compartments: 2 Tank contents: Diesel 6000 Tank capacity gallons: Double Wall Tank type: Tank pc construction: Steel Tank pwpiping construction: Flexible Tank piping type: Pressure Tank piping construction: **Double Walled** 

Tank sacrificial anode: No
Tank cp impressed current: No
Tank cp shutoff: Yes
Tank alarms: No
Tank ball float: No
Tank spill bucket: Yes

Name: SOUTH WEED VALERO
Address: 1976 SHASTINA DR
City,State,Zip: WEED, CA 96094

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

### **SOUTH WEED VALERO (Continued)**

U004261622

Facility ID: 100636

Siskiyou County Environmental Health Permitting Agency:

CERSID: 10339630 Latitude: 41.3987000 Longitude: -122.377300 Owner type: Non-Government Facility type: Motor Vehicle Fueling

Num of inuse ust: Not reported

Num of closed ust: 0 Num of oos ust: 0 Epa region: 9 Tribal lands: No

Tank owner name: Mountain Silverado, Inc.

Tank owner mailing address: PO Box 753 Tank owner mailing city: Mount Shasta Tank owner mailing zip: 96067-0753

Tank owner mailing state: CA

Dennis R. Erickson Tank operator name: Tank operator mailing address:PO Box 753 Tank operator mailing city: Mount Shasta Tank operator mailing zip: 96067-0753 Tank operator mailing state: CA Tankidnumber: 880074-1

Tank status: Confirmed/Updated Information

Tank configuration: Stand Alone Tank Tank closure date: Not reported

Tank installation date: 11/2/1990 12:00:00 AM

Tank num of compartments:

Tank contents: Regular Unleaded

12000 Tank capacity gallons: Double Wall Tank type: Tank pc construction: Steel Tank pwpiping construction: Flexible Tank piping type: Pressure **Double Walled** Tank piping construction:

Tank sacrificial anode: No Tank cp impressed current: No Tank cp shutoff: Yes Tank alarms: No Tank ball float: No Tank spill bucket: Yes

F.H.S. INC WOODSIDE VILLAGE

E16 1976 SHASTINA DR West 1/8-1/4 WEED, CA 96094

886 ft. Site 4 of 5 in cluster E

Relative:

0.168 mi.

Lower **CERS HAZ WASTE:** 

Name: SOUTH WEED VALERO Actual: 3722 ft. Address: 1976 SHASTINA DR City,State,Zip: WEED, CA 96094

Site ID: 155003 CERS ID: 10339630

**CERS** Description: Hazardous Waste Generator

TC7627931.2s Page 66

S105654323

N/A

**CERS HAZ WASTE** 

**SWEEPS UST** 

**CERS TANKS** 

**CHMIRS** 

**HWTS CERS** 

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

SWEEPS UST:

F.H.S. INC WOODSIDE VILLAGE Name:

1976 SHASTINA DR Address:

City: WEED Status: Active 58620 Comp Number: Number:

Board Of Equalization: Not reported Referral Date: 10-25-91 Action Date: 11-05-93 04-04-91 Created Date: Owner Tank Id: L233144

SWRCB Tank Id: 47-000-058620-000001

Tank Status: Capacity: 12000 Active Date: 04-04-91 Tank Use: M.V. FUEL STG: **LEADED** 

Content: Number Of Tanks:

F.H.S. INC WOODSIDE VILLAGE Name:

Address: 1976 SHASTINA DR

WEED City: Status: Active Comp Number: 58620 Number:

Board Of Equalization: Not reported 10-25-91 Referral Date: 11-05-93 Action Date: Created Date: 04-04-91 Owner Tank Id: L233145

47-000-058620-000002 SWRCB Tank Id:

Tank Status: 6000 Capacity: Active Date: 04-04-91 Tank Use: M.V. FUEL STG: **DIESEL** Content: Number Of Tanks: Not reported

Name: F.H.S. INC WOODSIDE VILLAGE

Address: 1976 SHASTINA DR

City: WEED Status: Active Comp Number: 58620 Number:

Board Of Equalization: Not reported 10-25-91 Referral Date: 11-05-93 Action Date: Created Date: 04-04-91 Owner Tank Id: L233145

SWRCB Tank Id: 47-000-058620-000003

Tank Status: Α 6000 Capacity: Active Date: 04-04-91 M.V. FUEL Tank Use:

Direction Distance

Elevation Site Database(s) EPA ID Number

### F.H.S. INC WOODSIDE VILLAGE (Continued)

STG:

Content: REG UNLEADED Number Of Tanks: Not reported

Name: F.H.S. INC WOODSIDE VILLAGE

Address: 1976 SHASTINA DR

City: WEED Status: Active Comp Number: 58620 Number: 1

Board Of Equalization: Not reported Referral Date: 10-25-91 Action Date: 11-05-93 Created Date: 04-04-91 Owner Tank Id: L233146

SWRCB Tank ld: 47-000-058620-000004

Tank Status: A
Capacity: 12000
Active Date: 04-04-91
Tank Use: M.V. FUEL

STG: F

Content: REG UNLEADED Number Of Tanks: Not reported

CERS TANKS:

Name: SOUTH WEED VALERO
Address: 1976 SHASTINA DR
City,State,Zip: WEED, CA 96094

Site ID: 155003 CERS ID: 10339630

CERS Description: Underground Storage Tank

CHMIRS: Name:

Not reported Address: 1976 SHASTINA DR City, State, Zip: WEED, CA **OES Incident Number:** 8-4290 09/19/1998 OES notification: OES Date: Not reported **OES Time:** Not reported **Date Completed:** Not reported Property Use: Not reported Agency Id Number: Not reported Agency Incident Number: Not reported Time Notified: Not reported Time Completed: Not reported Surrounding Area: Not reported **Estimated Temperature:** Not reported Property Management: Not reported More Than Two Substances Involved?: Not reported Resp Agncy Personel # Of Decontaminated: Not reported Responding Agency Personel # Of Injuries: Not reported Responding Agency Personel # Of Fatalities: Not reported Others Number Of Decontaminated: Not reported Others Number Of Injuries: Not reported Others Number Of Fatalities: Not reported

**EDR ID Number** 

S105654323

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

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 Not reported Company Name: Reporting Officer Name/ID: Not reported Report Date: Not reported Facility Telephone: Not reported Waterway Involved: No

Waterway: Not reported Spill Site: Not reported Cleanup By: Unknown Containment: Not reported What Happened: Not reported Type: Not reported Measure: Not reported Other: Not reported Date/Time: Not reported Year: 1998 Weed PD Agency:

Incident Date: 9/19/199812:00:00 AM

Admin Agency: Siskiyou County Public Health Department

Amount: Not reported Contained: Yes Site Type: Service Station E Date: Not reported Substance: Diesel fuel Gallons: 40 Unknown:

Substance #2: Not reported Substance #3: Not reported

Evacuations: Number of Injuries: 0 0 Number of Fatalities:

#1 Pipeline: Not reported #2 Pipeline: Not reported #3 Pipeline: Not reported #1 Vessel >= 300 Tons: Not reported #2 Vessel >= 300 Tons: Not reported #3 Vessel >= 300 Tons: Not reported Evacs: Not reported Injuries: Not reported Not reported Fatals: Not reported Comments:

Description: Fuel nozzel laid down while still on at a service

station.

HWTS:

SOUTH WEED VALERO Name: Address: 1976 SHASTINA DR

Address 2: Not reported WEED, CA 96094 City,State,Zip: EPA ID: CAL000316893 Inactive Date: Not reported Create Date: 02/26/2007 Last Act Date: Not reported

Direction Distance

Elevation Site Database(s) EPA ID Number

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

**EDR ID Number** 

Mailing Name: Not reported Mailing Address: PO BOX 753 Mailing Address 2: Not reported

Mailing City, State, Zip: MOUNT SHASTA, CA 960670000

Owner Name: DENNIS ERICKSON
Owner Address: PO BOX 753
Owner Address 2: Not reported

Owner City, State, Zip: MOUNT SHASTA, CA 960670000

Owner Phone:

Owner Fax:

Contact Name:

Contact Address:

Contact Address:

Contact Address 2:

Not reported

DENNIS ERICKSON

PO BOX 753

Not reported

City, State, Zip: MOUNT SHASTA, CA 960670753

Contact Phone:

Contact Phone:

Not reported

Not reported

Not reported

Active

Facility Type:

Category:

Latitude:

Longitude:

Not reported

Not reported

Active

PERMANENT

STATE

41.39755

-122.378845

NAICS:

EPA ID: CAL000316893

Create Date: 2007-02-26 15:57:01.440

NAICS Code: 44719

NAICS Description: Other Gasoline Stations
Issued EPA ID Date: 2007-02-26 15:57:01.44000

Inactive Date: Not reported

Facility Name: SOUTH WEED SHELL Facility Address: 1976 SHASTINA DR

Facility Address 2: Not reported Facility City: WEED Facility County: Not reported

Facility State: CA

Facility Zip: 960940000

CERS:

Name: SOUTH WEED VALERO
Address: 1976 SHASTINA DR
City,State,Zip: WEED, CA 96094

 Site ID:
 155003

 CERS ID:
 10339630

CERS Description: Chemical Storage Facilities

Violations:

Site ID: 155003

Site Name: South Weed Valero Violation Date: 11-14-2018

Citation: 23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2712(b)(1)(G)

Violation Description: Failure to comply with one or more of the following overfill

prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95

Direction Distance

Elevation Site Database(s) EPA ID Number

#### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

**EDR ID Number** 

percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1, 2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October 1, 2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention equipment. Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment inspection for 36 months.

Returned to compliance on 04/02/2019. overfill protection inspection

is over due

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Violation Notes:

Site ID: 155003

Site Name: South Weed Valero Violation Date: 11-03-2022

Violation Date. 11-05-2022

Citation: 23 CCR 16 2712 - California Code of Regulations, Title 23, Chapter 16,

Section(s) 2712

Violation Description: Failure to comply with any of the applicable requirements of the

permit issued for the operation of the UST system.

Violation Notes: Returned to compliance on 11/17/2022. The satellite diesel side of

this facility did not follow through with testing due to a key missing for unlocked the UDCs. DO will contact County Inspector for when the tests are scheduled. Comply with all operating permit requirements.

Submit testing verification.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: UST CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 11-30-2020

Citation: 23 CCR 16 2636(f)(1) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2636(f)(1)

Violation Description: Failure of the leak detection equipment to have an audible and visual

alarm as required.

Violation Notes: Returned to compliance on 01/20/2022. Chain and float failed. RTC

observed in annual test.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero Violation Date: 12-06-2017

Direction Distance

Elevation Site Database(s) EPA ID Number

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

**EDR ID Number** 

Citation: HSC 6.7 25291(a)(1) - California Health and Safety Code, Chapter 6.7,

Section(s) 25291(a)(1)

Violation Description: Failure to construct, operate, and maintain primary containment as

product-tight.

Violation Notes: Returned to compliance on 02/15/2018. Tanks 3 & 4: Primary piping

leaking into secondary turbine sump.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: UST CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 12-06-2017
Citation: 23 CCR 16 2641(j) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2641(j)

Violation Description: Failure of the leak detection equipment to be installed, calibrated,

operated, and/or maintained properly.

Violation Notes: Returned to compliance on 02/15/2018. Tanks 3&4: Observed dispenser to

be operational while UDC was full of fuel from piping leak. The chain/float monitoring equipment was not set up properly. Leak

repaired on site. Need to fix chain/float.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: UST CERS,

Site ID: 155003

Site Name: South Weed Valero Violation Date: 12-07-2016

Citation: 23 CCR 16 2715(i) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2715(i)

Violation Description: Failure to have a properly qualified service technician test leak

detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD),

automatic tank gauge (ATG), etc.).

Violation Notes: Returned to compliance on 12/07/2016. Monitoring certification was due

11/10/16. Tests conducted this date.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 01-08-2014

Citation: HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95,

Section(s) Multiple

Violation Description: Business Plan Program - Operations/Maintenance - General

Violation Notes: Returned to compliance on 01/08/2014. Need to secure all compressed

gas cylinders. Corrected on site.

Violation Division: Siskiyou County Community Development

Violation Program: HMRRP Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero Violation Date: 01-20-2022

Citation: HSC 6.5 25123.3(h)(1) - California Health and Safety Code, Chapter

6.5, Section(s) 25123.3(h)(1)

Direction Distance

**EDR ID Number** Elevation **EPA ID Number** Site Database(s)

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

Violation Description: Failure to send hazardous waste offsite for treatment, storage, or

> disposal within 180 days (or 270 days if waste is transported over 200 miles) for a generator who generates less than 1000 kilogram per month

if all of the following conditions are met: (1) The quantity of hazardous waste accumulated onsite never exceeds 6,000 kilograms. (2) The generator complies with the requirements of 40 Code of Federal Regulations section 262.34(d), (e) and (f). (3) The generator does not hold acutely hazardous waste or extremely hazardous waste in an

amount greater than one kilogram for more than 90 days.

Violation Notes: Owner/Operator is a small quantity generator and failed to send

> hazardous waste offsite for treatment, storage, or disposal within 180 days (or 270 days if waste is transported over 200 miles), or has failed to comply with the conditions of CCR 66262.34(d) and has stored hazardous waste over 90 days. Dispose of hazardous waste that has been stored over the applicable time limit and provide documentation that

the violation has been corrected.

Siskiyou County Community Development Violation Division:

Violation Program: HW Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 03-09-2015

Citation: 23 CCR 16 2637(e) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2637(e)

Violation Description: Failure to submit a copy of the secondary containment test results to

the CUPA within 30 days after the test.

Violation Notes: Returned to compliance on 03/24/2015. 2014 Secondary Containment Test

Report not submitted.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS.

Site ID: 155003

South Weed Valero Site Name: 11-14-2018 Violation Date:

Citation: HSC 6.7 25291(a)(2) - California Health and Safety Code, Chapter 6.7,

Section(s) 25291(a)(2)

Violation Description: Failure to maintain secondary containment (e.g., failure of secondary

containment testing).

Violation Notes: Returned to compliance on 12/31/2018. 91 turbine sump failed

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 155003

South Weed Valero Site Name:

Violation Date: 11-14-2018

Citation: 23 CCR 16 2636(f)(2) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2636(f)(2)

Violation Description: Failure of the functional line leak detector (LLD) monitoring

> pressurized piping to meet one or more of the following requirements: Monitored at least hourly with the capability of detecting a release of 3.0 gallons per hour leak at 10 pounds per square inch and restrict or shut off the flow of product through the piping when a leak is

detected.

Violation Notes: Returned to compliance on 03/18/2019. 91 MLLD failed

Direction Distance

Elevation Site Database(s) EPA ID Number

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

**EDR ID Number** 

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero Violation Date: 12-07-2016

Citation: HSC 6.7 25290.1(c), 25290.2(c), 25291(a)(2), 25292(e) - California

Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c),

25290.2(c), 25291(a)(2), 25292(e)

Violation Description: Failure to maintain secondary containment (e.g. failure of secondary

containment testing).

Violation Notes: Returned to compliance on 12/21/2016. Observed water leaking into Tank

3 STP sump through boot penetration.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: UST CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 11-10-2015

Citation: 23 CCR 16 2715(c)(2) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2715(c)(2)

Violation Description: Failure to comply with one or more of the following: maintain the

spill bucket in good condition, containment free of debris/liquid, and/or to remove the contents of the spill bucket when a

release/leak/spill was observed.

Violation Notes: Returned to compliance on 11/12/2015. Tank 4 (1-compartment diesel)

spill bucket failed to hold 5 gall water during annual test. Need to

repair and retest.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 12-06-2017

Citation: 23 CCR 16 2715(f)(2) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2715(f)(2)

Violation Description: Failure to have at least one facility employee present during

operating hours that has been trained in the proper operation and maintenance of the UST system by a designated operator (DO).

Violation Notes: Returned to compliance on 02/15/2018. No record of employee training

by DO since December 2015.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 11-14-2018

Citation: 23 CCR 16 2636(f)(1) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2636(f)(1)

Violation Description: Failure of the double-walled pressurized piping to be continuously

monitored with a system that activates an audible and visual alarm or

stops flow at the dispenser when a leak is detected.

Violation Notes: Returned to compliance on 01/20/2022. chain/float not functional in 13

Map ID MAP FINDINGS
Direction

Distance Flevation Site

Elevation Site Database(s) EPA ID Number

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

**EDR ID Number** 

satellite UDC. RTC observed by annual inspection.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero Violation Date: 11-30-2020

Citation: 23 CCR 16 2641(a) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2641(a)

Violation Description: Failure of leak detection equipment to be located such that equipment

is capable of detecting a leak at the earliest possible opportunity.

Violation Notes: Returned to compliance on 11/30/2020. sensor out of position

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: UST CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 04-09-2014

Citation: HSC 6.95 Multiple - California Health and Safety Code, Chapter 6.95,

Section(s) Multiple

Violation Description:

Business Plan Program - Operations/Maintenance - General
Violation Notes:

Returned to compliance on 04/14/2014. Need to provide NFPA 704

placards on DEF containment.

Violation Division: Siskiyou County Community Development

Violation Program: HMRRP Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 12-06-2017

Citation: 23 CCR 16 2636(f)(5) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2636(f)(5)

Violation Description: "Failure to meet one or more of the following monitoring requirements

in lieu of the requirement to be tightness tested annually: The monitoring system maintains all product piping outside the dispenser to be fail-safe and shut down the pump when a leak is detected. The monitoring system shuts down the pump or stops flow when a leak is

detected in the under dispenser containment (UDC)."

Violation Notes: Returned to compliance on 02/15/2018. Tanks 3 & 4: Chain/floats in UDC

13S, UDC 14S, & UDC 15S do not stop flow to dispenser. Chain/floats in

UDC 13M & 15M stop flow after repair.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 01-08-2014

Citation: 19 CCR 4 2729.5 - California Code of Regulations, Title 19, Chapter 4,

Section(s) 2729.5

Violation Description: Failure to submit inventory reports (Activities, Owner/Operator,

Hazardous Materials Descriptions and Map pages, if required.

Documentation must be resubmitted (for facilities which exceed EPCRA thresholds) or re-certified (for facilities which do not exceed EPCRA

thresholds) by March 1.

Map ID MAP FINDINGS
Direction

Distance

Elevation Site Database(s) EPA ID Number

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

**EDR ID Number** 

Violation Notes: Returned to compliance on 01/30/2014. HMBP re-certification not

completed in CERS by March 1, 2013.

Violation Division: Siskiyou County Community Development

Violation Program: HMRRP Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 12-06-2017

Citation: HSC 6.7 25284 - California Health and Safety Code, Chapter 6.7,

Section(s) 25284

Violation Description: Failure to obtain a valid permit to operate from the UPA including but

not limited to unpaid permit fees.

Violation Notes: Returned to compliance on 03/06/2018, permit expired 2 days ago.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 12-07-2016

Citation: 23 CCR 16 2641(j) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2641(j)

Violation Description: Failure of the leak detection equipment to be installed, calibrated,

operated, and/or maintained properly.

Violation Notes: Returned to compliance on 12/07/2016. Chains & floats did not stop

flow to dispensers 13M & 15M with 1-2" of liquid in UDC. Chains &

floats adjusted & functional at time of inspection.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: UST CERS,

Site ID: 155003

Site Name: South Weed Valero Violation Date: 04-09-2014

Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter

6.95, Section(s) 25508(a)(1)

Violation Description: Failure to complete and electronically submit hazardous material

inventory information for all reportable hazardous materials on site

at or above reportable quantities.

Violation Notes: Returned to compliance on 04/09/2014. Need to update CERS to reflect

2,000 gallons DEF storage. Corrected on site.

Violation Division: Siskiyou County Community Development

Violation Program: HMRRP Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 02-15-2018

Citation: HSC 6.7 25284 - California Health and Safety Code, Chapter 6.7,

Section(s) 25284

Violation Description: Failure to obtain a valid permit to operate from the UPA including but

not limited to unpaid permit fees.

Violation Notes: Returned to compliance on 03/06/2018. Violation elevated from 12/6/17

inspection.

Violation Division: Siskiyou County Community Development

Violation Program: UST

Map ID MAP FINDINGS
Direction

Distance

Elevation Site Database(s) EPA ID Number

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

**EDR ID Number** 

Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero Violation Date: 11-10-2015

Citation: 23 CCR 16 2636(f)(5) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2636(f)(5)

Violation Description: Failure to maintain all product piping outside the dispenser to be

fail-safe and shut down the pump when a leak is detected and the monitoring system shuts down the pump or flow restriction occurs when

a leak is detected in the under dispenser containment.

Violation Notes: Returned to compliance on 05/06/2016. Tanks 1-4 did not have positive

shut-down during power failure test. Need to repair and retest.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 11-14-2018

Citation: HSC 6.7 25284.2 - California Health and Safety Code, Chapter 6.7,

Section(s) 25284.2

Violation Description: "Failure to meet one or more of the following requirements:

Install or maintain a liquid-tight spill container. Have a minimum capacity of five gallons. Have a functional drain valve or other method for the removal of liquid from the spill container. Be resistant to galvanic corrosion. Perform a tightness test at installation, every 12 months thereafter, or within 30 days after a repair to the spill container. Tested using applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Tested by a certified UST service technician. Maintain records of spill containment testing

for 36 months.

Violation Notes: Returned to compliance on 03/18/2019. 91 spill bucket failed

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 11-19-2019

Citation: 23 CCR 16 2636(f)(2) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2636(f)(2)

Violation Description: Failure of the functional line leak detector (LLD) monitoring

pressurized piping to meet one or more of the following requirements: Monitored at least hourly with the capability of detecting a release of 3.0 gallons per hour leak at 10 pounds per square inch and restrict or shut off the flow of product through the piping when a leak is

detected.

Violation Notes: Returned to compliance on 11/19/2019. Replaced MLLD

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: UST CERS,

Site ID: 155003

Site Name: South Weed Valero Violation Date: 08-05-2015

Map ID MAP FINDINGS Direction

Distance Elevation

**EPA ID Number** Site Database(s)

# F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

**EDR ID Number** 

Citation: HSC 6.7 25292(e) - California Health and Safety Code, Chapter 6.7,

Section(s) 25292(e)

Failure to maintain secondary containment, as evidenced by failure of Violation Description:

secondary containment testing.

Violation Notes: Returned to compliance on 08/14/2015. The following components failed

> during secondary containment test: For tanks 1 & 2: UDC 1&2 failed, UDC 11&12 failed; For tank 4: UDC 3 failed, UDC 14M failed. Repairs and re-test on 8/14/15. All tests passed. Additional repairs made to UDC 6&7 and UDC 8, which were not marked as failed on original

secondary containment testing form. UDC 6&7, 8 passed.

Violation Division: Siskiyou County Community Development

UST Violation Program: Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 11-10-2015

Citation: 23 CCR 16 2636(f)(2) - California Code of Regulations, Title 23,

Chapter 16, Section(s) 2636(f)(2)

Violation Description: Failure of the pressurized piping to meet one or more of the following

> requirements: monitored at least hourly with the capability of detecting a release of 3.0 gallons per hour, and will restrict the flow of product through the piping or trigger an alarm when a release

occurs.

Violation Notes: Returned to compliance on 11/12/2015. Tank 2 (premium) mechanical line

leak detector failed test during annual monitoring. Need to

repair/replace and retest.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 155003

South Weed Valero Site Name: Violation Date: 12-07-2016

23 CCR 16 2632, 2634, 2712(b) - California Code of Regulations, Title Citation:

23, Chapter 16, Section(s) 2632, 2634, 2712(b)

Violation Description: Failure to maintain monitoring and maintenance records (e.g., alarm

logs) and/or maintain records of appropriate follow-up actions.

Violation Notes: Returned to compliance on 12/27/2016. No follow-up action for L10 fuel

alarm on 11/19/16. No documentation of L6 sensor out alarm on

11/12/15.

Violation Division: Siskiyou County Community Development

Violation Program: UST Violation Source: CERS,

Site ID: 155003

Site Name: South Weed Valero

Violation Date: 12-07-2016

Citation: 23 CCR 16 2641(a) - California Code of Regulations, Title 23, Chapter

16, Section(s) 2641(a)

Violation Description: Failure of leak detection equipment to be located such that equipment

is capable of detecting a leak at the earliest possible opportunity. Returned to compliance on 12/07/2016. Observed liquid in UDCs 3, 4/5,

8, 9/10 with sensors placed approx. 1" above liquid. Liquid removed &

sensors properly placed this date.

Siskiyou County Community Development Violation Division:

Violation Program: UST

Violation Notes:

MAP FINDINGS Map ID Direction

Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

### F.H.S. INC WOODSIDE VILLAGE (Continued)

Violation Source: CERS.

Evaluation:

Eval General Type: Compliance Evaluation Inspection

**Eval Date:** 11-03-2022

Violations Found: No

Eval Type: Routine done by local agency

**Eval Notes:** No violations observed.

Eval Division: Siskiyou County Community Development

Eval Program: **HMRRP** CERS, Eval Source:

Eval General Type: Compliance Evaluation Inspection

Eval Date: 11-14-2018

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: Not reported

**Eval Division:** Siskiyou County Community Development

Eval Program: HWCERS, Eval Source:

Eval General Type: Compliance Evaluation Inspection

Eval Date: 11-14-2018 Violations Found: Yes

Eval Type: Routine done by local agency

annual test and SB989 test **Eval Notes:** 

Siskiyou County Community Development **Eval Division:** 

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 11-30-2020

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: annual inspection

**Eval Division:** Siskiyou County Community Development

**HMRRP** Eval Program: Eval Source: CERS,

Eval General Type: Other/Unknown 11-30-2020 Eval Date: Violations Found:

Eval Type: Other, not routine, done by local agency

**Eval Notes:** annual test

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

12-07-2016 Eval Date:

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: No violations observed.

**Eval Division:** Siskiyou County Community Development

Eval Program: **HMRRP** Eval Source: CERS.

S105654323

Direction Distance

Elevation Site Database(s) EPA ID Number

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

**EDR ID Number** 

Eval General Type: Compliance Evaluation Inspection

Eval Date: 12-07-2016

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: No violations observed.

Eval Division: Siskiyou County Community Development

Eval Program: HW Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 01-20-2022

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: All documentation in order, passed certification testing. No

violations observed.

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Other/Unknown Eval Date: 03-09-2015

Violations Found: Yes

Eval Type: Other, not routine, done by local agency

Eval Notes: Secondary containment test was not conducted by November 2014; test

was conducted on March 24, 2015.

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 11-14-2018

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: annual inspection

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 12-06-2017 Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Siskiyou County Community Development

Eval Program: HW Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 01-08-2014
Violations Found: No

Eval Type: Other, not routine, done by local agency

Eval Notes: Reviewed admin/documentation records. All alarms accounted for. DO monthly reports complete. DO training current. Alarm logs maintained.

Permit expires 12/4/17. DO cert current. Secondary test 11/16/11.

Annual test 11/12/13. CERS 12/4/12.

Eval Division: Siskiyou County Community Development

Eval Program: UST

Distance

Elevation Site Database(s) EPA ID Number

## F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

**EDR ID Number** 

Eval Source: CERS,

Eval General Type: Other/Unknown Eval Date: 03-09-2015

Violations Found: No

Eval Type: Other, not routine, done by local agency

Eval Notes: No violations observed.

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Other/Unknown Eval Date: 06-02-2023

Violations Found: No

Eval Type: Other, not routine, done by local agency

Eval Notes: Witnessed passing final inspection for new diesel piping and UCD

installation. Inspections conducted during this project: diesel

piping and UCD removal and soil sampling (Non detectable results under

UDCs); passing primary piping pressure test at 55 psi; passing secondary piping pressure test at 10 psi; passing secondary

containment testing of UDC at final inspection; passing sensor testing

certification of new diesel UCDs; and receipt of As-built plans.

Station approved to open new diesel dispensers.

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 11-03-2022

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: Last hazwaste pick up was done on 11/1/22 and 5/18/22
Eval Division: Siskiyou County Community Development

Eval Program: HW Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 11-03-2022 Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Annual employee training is due in December 2022. Retesting will be

scheduled for the floats and CFN portion of the south weed valero is

to be scheduled and tested

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 11-10-2015 Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Annual monitoring certification performed this date.

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Distance

Elevation Site Database(s) EPA ID Number

### F.H.S. INC WOODSIDE VILLAGE (Continued)

Eval Date: 11-19-2019

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 11-19-2019

Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 12-06-2017

Violations Found: No

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 12-06-2017 Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 12-07-2016 Violations Found: Yes

Eval Type: Routine done by local agency

Eval Notes: Annual monitoring certification conducted this date.

Eval Division: Siskiyou County Community Development

Eval Program: UST Eval Source: CERS,

Eval General Type: Other/Unknown Eval Date: 01-08-2014

Violations Found: Yes

Eval Type: Other, not routine, done by local agency

Eval Notes: Not reported

Eval Division: Siskiyou County Community Development

Eval Program: HMRRP Eval Source: CERS,

Eval General Type: Other/Unknown
Eval Date: 02-15-2018

Violations Found: Yes

Eval Type: Other, not routine, done by local agency

**EDR ID Number** 

S105654323

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

**Eval Notes:** Follow-up inspection & re-test of monitoring cert failures Siskiyou County Community Development Eval Division:

Eval Program: UST Eval Source: CERS.

Eval General Type: Other/Unknown Eval Date: 03-09-2015

Violations Found: No

Other, not routine, done by local agency Eval Type:

**Eval Notes:** No violations observed.

**Eval Division:** Siskiyou County Community Development

Eval Program: HW Eval Source: CERS,

Eval General Type: Other/Unknown **Eval Date:** 04-26-2023 No

Violations Found:

Eval Type: Other, not routine, done by local agency

**Eval Notes:** Witnessed soil samples taken under 7 UDCs and one sample under product

piping connection point.

**Eval Division:** Siskiyou County Community Development

UST Eval Program: **Eval Source:** CERS.

Eval General Type: Other/Unknown Eval Date: 08-05-2015 Violations Found: Yes

Eval Type: Other, not routine, done by local agency

**Eval Notes:** Non inspection related violation: failure to make repairs and retest

after initial failure of secondary containment test. Beverly Shaw

**Eval Division:** Siskiyou County Community Development

Eval Program: UST **Eval Source:** CERS.

Eval General Type: Compliance Evaluation Inspection

11-19-2019 Eval Date: Violations Found: No

Eval Type: Routine done by local agency

**Eval Notes:** Not reported

**Eval Division:** Siskiyou County Community Development

Eval Program: HW Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 01-20-2022 Violations Found: Yes

Eval Type: Routine done by local agency

**Eval Notes:** Hazardous waste needs to be disposed of in a timely manner. See

violation noted above.

**Eval Division:** Siskiyou County Community Development

Eval Program: HW Eval Source: CERS,

Eval General Type: Other/Unknown Eval Date: 03-24-2015

Violations Found: No

Eval Type: Other, not routine, done by local agency

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

**Eval Notes:** Secondary containment test conducted this date by SW Maintenance. Not

all systems were tested; remaining tests will be completed by March

26, 2015. No violations observed.

**Eval Division:** Siskiyou County Community Development

**Eval Program:** UST Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 04-09-2014

Violations Found:

Eval Type: Routine done by local agency

Eval Notes: Not reported

Eval Division: Siskiyou County Community Development

Eval Program: Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection

Eval Date: 04-09-2014

Violations Found:

Eval Type: Routine done by local agency

**Eval Notes:** Not reported

**Eval Division:** Siskiyou County Community Development

Eval Program: **HMRRP** Eval Source: CERS,

Eval General Type: Other/Unknown Eval Date: 08-24-2015 Violations Found:

Eval Type:

Other, not routine, done by local agency **Eval Notes:** 

Not reported

Eval Division: Siskiyou County Community Development

Eval Program: UST **Eval Source:** CERS.

Enforcement Action:

155003 Site ID:

Site Name: South Weed Valero Site Address: 1976 SHASTINA DR

Site City: WEED Site Zip: 96094 Enf Action Date: 02-16-2018

Enf Action Type: Notice of Violation (Unified Program)

Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection Enf Action Notes: Notice of significant violation. Facility obtained permit and no

further enforcement taken.

Enf Action Division: Siskiyou County Community Development

Enf Action Program: UST Enf Action Source: CERS,

Coordinates:

Site ID: 155003

Facility Name: South Weed Valero

Env Int Type Code: **HWG** Program ID: 10339630 Coord Name: Not reported Ref Point Type Desc: Unknown,

Distance

Elevation Site Database(s) EPA ID Number

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

**EDR ID Number** 

Latitude: 41.397991 Longitude: -122.378708

Affiliation:

Affiliation Type Desc: Facility Mailing Address

Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: PO Box 753
Affiliation City: Mount Shasta

Affiliation State: CA

Affiliation Country: Not reported Affiliation Zip: 96067-0753

Affiliation Phone: ,

Affiliation Type Desc: Property Owner

Entity Name: Mountain Silverado Properties, LLC

Entity Title: Not reported
Affiliation Address: PO Box 5
Affiliation City: Mount Shasta

Affiliation State: CA

Affiliation Country: United States
Affiliation Zip: 96067

Affiliation Phone: (530) 926-2675,

Affiliation Type Desc: UST Permit Applicant Entity Name: UST Permit Applicant Dennis R. Erickson

Entity Title: President
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (530) 926-2675,

Affiliation Type Desc:
Entity Name:
Entity Title:
Affiliation Address:
Affiliation City:
Environmental Contact
Dennis R. Erickson
Not reported
PO Box 753
Mount Shasta

Affiliation State: CA

Affiliation Country: Not reported Affiliation Zip: 96067-0753

Affiliation Phone: ,

Affiliation Type Desc: Legal Owner

Entity Name: Mountain Silverado, Inc.

Entity Title: Not reported
Affiliation Address: PO Box 5
Affiliation City: Mount Shasta

Affiliation State: CA

Affiliation Country: United States
Affiliation Zip: 96067

Affiliation Phone: (530) 926-2675,

Affiliation Type Desc: UST Tank Operator Entity Name: Dennis R. Erickson Entity Title: Not reported

Direction Distance Elevation

evation Site Database(s) EPA ID Number

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

**EDR ID Number** 

Affiliation Address: PO Box 753
Affiliation City: Mount Shasta

Affiliation State: CA

Affiliation Country: United States
Affiliation Zip: 96067-0753
Affiliation Phone: (530) 926-2675,

Affiliation Type Desc: Identification Signer Entity Name: Dennis R. Erickson

Entity Title: President
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

Affiliation Phone: ,

Affiliation Type Desc: Operator

Entity Name: Dennis R. Erickson Entity Title: Not reported Affiliation Address: Not reported Affiliation City: Not reported Affiliation State: Not reported Affiliation Country: Not reported Not reported Affiliation Zip: Affiliation Phone: (530) 926-2675,

Affiliation Type Desc: UST Tank Owner
Entity Name: Mountain Silverado, Inc.

Entity Title: Not reported
Affiliation Address: PO Box 753
Affiliation City: Mount Shasta

Affiliation State: CA

Affiliation Country: United States
Affiliation Zip: 96067-0753
Affiliation Phone: (530) 926-2675,

Affiliation Type Desc: CUPA District

Entity Name: Siskiyou County Community Development

Entity Title: Not reported

Affiliation Address: 806 South Main Street

Affiliation City: Yreka
Affiliation State: CA

Affiliation Country: Not reported Affiliation Zip: 96097

Affiliation Phone: (530) 841-2100,

Affiliation Type Desc: Document Preparer

Entity Name: Debbie Nelle
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

Affiliation Phone: ,

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

### F.H.S. INC WOODSIDE VILLAGE (Continued)

S105654323

1024816224

**MOUNT SHASTA, CA 96067-0753** 

CAL000316893

Affiliation Type Desc: Parent Corporation Mountain Silverado, Inc. **Entity Name:** 

Entity Title: Not reported Affiliation Address: Not reported Affiliation City: Not reported Affiliation State: Not reported Affiliation Country: Not reported Affiliation Zip: Not reported

Affiliation Phone:

Affiliation Type Desc: **UST Property Owner Name** Entity Name: Mountain Silverado Properties, LLC

Entity Title: Not reported Affiliation Address: PO Box 753 Affiliation City: Mount Shata Affiliation State: CA

Affiliation Country: **United States** Affiliation Zip: 96067-0753 Affiliation Phone: (530) 926-2675,

E17 **SOUTH WEED SHELL** RCRA NonGen / NLR

West 1976 SHASTINA DR 1/8-1/4 WEED, CA 96094

0.168 mi.

886 ft. Site 5 of 5 in cluster E

Contact City, State, Zip:

Relative: RCRA Listings:

Lower 20070226 Date Form Received by Agency: Handler Name: South Weed Shell Actual:

Handler Address: 1976 SHASTINA DR 3722 ft. Handler City, State, Zip: WEED, CA 96094-0000 EPA ID: CAL000316893

Contact Name: **DENNIS ERICKSON** Contact Address: PO BOX 753

Contact Telephone: 530-926-2675 Contact Fax: 530-926-1029

Contact Email: SHEILA@ERICKSONOIL.NET

Contact Title: Not reported EPA Region: 09

Land Type: Not reported

Federal Waste Generator Description: Not a generator, verified

Non-Notifier: Not reported Biennial Report Cycle: Not reported Accessibility: Not reported

Handler Activities Active Site Indicator: State District Owner: Not reported State District: Not reported Mailing Address: PO BOX 753

Mailing City, State, Zip: MOUNT SHASTA, CA 96067-0000

Owner Name: Dennis Erickson

Owner Type: Other

Operator Name: Dennis Erickson

Operator Type: Other Short-Term Generator Activity: No Importer Activity: No Mixed Waste Generator: No

Distance

Elevation Site Database(s) EPA ID Number

### **SOUTH WEED SHELL (Continued)**

1024816224

**EDR ID Number** 

Transporter Activity: No Transfer Facility Activity: No Recycler Activity with Storage: Nο Small Quantity On-Site Burner Exemption: No Smelting Melting and Refining Furnace Exemption: No **Underground Injection Control:** No Off-Site Waste Receipt: No Universal Waste Indicator: Yes Universal Waste Destination Facility: Yes Federal Universal Waste: No Active Site State-Reg Handler:

Federal Facility Indicator: Not reported

Hazardous Secondary Material Indicator: N

Sub-Part K Indicator:

2018 GPRA Permit Baseline:

Not on the Baseline

2018 GPRA Renewals Baseline:

Not on the Baseline

202 GPRA Corrective Action Baseline:

Subject to Corrective Action Universe:

No
Non-TSDFs Where RCRA CA has Been Imposed Universe:

No

Corrective Action Priority Ranking: No NCAPS ranking

Environmental Control Indicator:
Institutional Control Indicator:
No
Human Exposure Controls Indicator:
N/A
Groundwater Controls Indicator:
N/A
Significant Non-Complier Universe:
No
Unaddressed Significant Non-Complier Universe:
No
Addressed Significant Non-Complier Universe:
No
Significant Non-Complier With a Compliance Schedule Universe:
No

Financial Assurance Required:

Handler Date of Last Change:

Not reported
20180905

Recognized Trader-Importer:

Recognized Trader-Exporter:

No
Importer of Spent Lead Acid Batteries:

No
Exporter of Spent Lead Acid Batteries:

No
Recycler Activity Without Storage:

No
Manifest Broker:

No
Sub-Part P Indicator:

No

Handler - Owner Operator:

Owner/Operator Indicator: Owner

Owner/Operator Name: DENNIS ERICKSON

 Legal Status:
 Other

 Date Became Current:
 Not reported

 Date Ended Current:
 Not reported

Owner/Operator Address: 1030 NIXON RD PO BOX 753
Owner/Operator City,State,Zip: MOUNT SHASTA, CA 96067-0000

Owner/Operator Telephone: 530-926-2675
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator

Owner/Operator Name: DENNIS ERICKSON

Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported

MAP FINDINGS Map ID Direction

Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

**SOUTH WEED SHELL (Continued)** 1024816224

Owner/Operator Address: **PO BOX 753** 

MOUNT SHASTA, CA 96067-0753 Owner/Operator City, State, Zip:

Owner/Operator Telephone: 530-926-2675 Owner/Operator Telephone Ext: Not reported Owner/Operator Fax: Not reported Owner/Operator Email: Not reported

Historic Generators:

Receive Date: 20070226

Handler Name: SOUTH WEED SHELL

Federal Waste Generator Description: Not a generator, verified

Not reported State District Owner:

Large Quantity Handler of Universal Waste: No Recognized Trader Importer: No Recognized Trader Exporter: No Spent Lead Acid Battery Importer: No Spent Lead Acid Battery Exporter: No Current Record: Yes

Non Storage Recycler Activity: Not reported Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:

NAICS Code: 44719

NAICS Description: OTHER GASOLINE STATIONS

Facility Has Received Notices of Violations:

Violations: No Violations Found

**Evaluation Action Summary:** 

Evaluations: No Evaluations Found

18 **UPS FREIGHT RCRA NonGen / NLR** 1026467505 CAC003072867

West **1925 SHASTINA DRIVE** WEED, CA 96094 1/8-1/4

0.207 mi. 1092 ft.

Relative: **RCRA Listings:** 

Lower Date Form Received by Agency: 20200629 Handler Name: Ups Freight Actual:

Handler Address: 1925 SHASTINA DRIVE 3717 ft.

WEED, CA 96094 Handler City, State, Zip: EPA ID: CAC003072867 Contact Name: **UPS FREIGHT** Contact Address: 900 E ST

Contact City, State, Zip: WEST SACRAMENTO, CA 95966

Contact Telephone: 530-403-3234 Contact Fax: Not reported

Contact Email: LOROZCO@NRCC.COM

Contact Title: Not reported EPA Region: 09

Land Type: Not reported

Federal Waste Generator Description: Not a generator, verified

Non-Notifier: Not reported Biennial Report Cycle: Not reported

Distance Elevation Site

on Site Database(s) EPA ID Number

**UPS FREIGHT (Continued)** 

1026467505

**EDR ID Number** 

Accessibility:

Active Site Indicator:

State District Owner:

State District:

Not reported
Mailing Address:

900 E ST

Mailing City, State, Zip: WEST SACRAMENTO, CA 95605

Owner Name: Ups Freght Owner Type: Other Operator Name: Ups Freight Operator Type: Other Short-Term Generator Activity: No Importer Activity: No Mixed Waste Generator: No Transporter Activity: No Transfer Facility Activity: No Recycler Activity with Storage: No Small Quantity On-Site Burner Exemption: Nο Smelting Melting and Refining Furnace Exemption: No **Underground Injection Control:** No Off-Site Waste Receipt: No Universal Waste Indicator: No Universal Waste Destination Facility: No Federal Universal Waste: No Active Site State-Reg Handler:

Federal Facility Indicator: Not reported

Hazardous Secondary Material Indicator: N

Sub-Part K Indicator:

2018 GPRA Permit Baseline:

2018 GPRA Renewals Baseline:

Not on the Baseline

Not on the Baseline

202 GPRA Corrective Action Baseline:

Subject to Corrective Action Universe:

No
Non-TSDFs Where RCRA CA has Been Imposed Universe:

No

Corrective Action Priority Ranking: No NCAPS ranking

Environmental Control Indicator: No Institutional Control Indicator: No Human Exposure Controls Indicator: N/A Groundwater Controls Indicator: N/A Significant Non-Complier Universe: No Unaddressed Significant Non-Complier Universe: No Addressed Significant Non-Complier Universe: No Significant Non-Complier With a Compliance Schedule Universe: No

Financial Assurance Required:
Handler Date of Last Change:
Recognized Trader-Importer:
No
Recognized Trader-Exporter:
No

Recognized Trader-Exporter:

Importer of Spent Lead Acid Batteries:

No Exporter of Spent Lead Acid Batteries:

No Recycler Activity Without Storage:

No Manifest Broker:

No Sub-Part P Indicator:

No

Handler - Owner Operator:

Owner/Operator Indicator: Operator

Owner/Operator Name: UPS FREIGHT

Legal Status: Other
Date Became Current: Not reported

MAP FINDINGS Map ID Direction

Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

**UPS FREIGHT (Continued)** 1026467505

Date Ended Current: Not reported 900 E ST Owner/Operator Address:

Owner/Operator City, State, Zip: WEST SACRAMENTO, CA 95966

Owner/Operator Telephone: 530-403-3234 Owner/Operator Telephone Ext: Not reported Owner/Operator Fax: Not reported Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner

Owner/Operator Name: UPS FREGHT

Legal Status: Other Date Became Current: Not reported Date Ended Current: Not reported

Owner/Operator Address: 1925 SHASTINA DRIVE Owner/Operator City, State, Zip: WEED, CA 96094 Owner/Operator Telephone: 180-033-3740 Owner/Operator Telephone Ext: Not reported Owner/Operator Fax: Not reported Owner/Operator Email: Not reported

Historic Generators:

Receive Date: 20200629

Handler Name: **UPS FREIGHT** 

Federal Waste Generator Description: Not a generator, verified

State District Owner: Not reported

Large Quantity Handler of Universal Waste: No Recognized Trader Importer: No Recognized Trader Exporter: No Spent Lead Acid Battery Importer: No Spent Lead Acid Battery Exporter: No Current Record: Yes

Non Storage Recycler Activity: Not reported Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:

NAICS Code: 56299

NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:

No Violations Found Violations:

**Evaluation Action Summary:** 

No Evaluations Found Evaluations:

Count: 4 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
MT SHASTA WEED		MT SHASTA INSPECTION FACILITY VISTA DRIVE EXTENSION	I-5 CURRENT EASTERLY TERMINUS OF V		LUST
WEED WEED		VISTA DRIVE EXTENSION S WEED INFRA VISTA DRIVE EXTENSION S WEED INFRA	EASTERN TERMINUS OF VISTA DRIV EASTERN TERMINUS OF VISTA DR		CIWQS FINDS

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.

### STANDARD ENVIRONMENTAL RECORDS

#### Lists of Federal NPL (Superfund) sites

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: 02/29/2024 Source: EPA Date Data Arrived at EDR: 03/01/2024 Telephone: N/A

Date Made Active in Reports: 03/27/2024 Last EDR Contact: 04/02/2024

Number of Days to Update: 26 Next Scheduled EDR Contact: 07/08/2024 Data Release Frequency: Quarterly

**NPL Site Boundaries** 

EPA's Environmental Photographic Interpretation Center (EPIC)

Telephone: 202-564-7333

**EPA Region 1** EPA Region 6

Telephone 617-918-1143 Telephone: 214-655-6659

**EPA Region 3** EPA Region 7

Telephone 215-814-5418 Telephone: 913-551-7247

EPA Region 4 **EPA Region 8** 

Telephone 404-562-8033 Telephone: 303-312-6774

EPA Region 5 EPA Region 9

Telephone 312-886-6686 Telephone: 415-947-4246

**EPA Region 10** 

Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Source: EPA

Date of Government Version: 02/29/2024 Date Data Arrived at EDR: 03/01/2024

Telephone: N/A Date Made Active in Reports: 03/27/2024

Number of Days to Update: 26

Last EDR Contact: 04/02/2024

Next Scheduled EDR Contact: 07/08/2024 Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by 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 received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991 Date Data Arrived at EDR: 02/02/1994 Date Made Active in Reports: 03/30/1994

Number of Days to Update: 56

Source: EPA

Telephone: 202-564-4267 Last EDR Contact: 08/15/2011

Next Scheduled EDR Contact: 11/28/2011 Data Release Frequency: No Update Planned

#### Lists of Federal Delisted NPL sites

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: 02/29/2024 Date Data Arrived at EDR: 03/01/2024 Date Made Active in Reports: 03/27/2024

Number of Days to Update: 26

Source: EPA
Telephone: N/A

Last EDR Contact: 04/02/2024

Next Scheduled EDR Contact: 07/08/2024 Data Release Frequency: Quarterly

### Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 12/20/2023 Date Data Arrived at EDR: 12/20/2023 Date Made Active in Reports: 01/24/2024

Number of Days to Update: 35

Source: Environmental Protection Agency Telephone: 703-603-8704

Last EDR Contact: 03/26/2024

Next Scheduled EDR Contact: 07/08/2024 Data Release Frequency: Varies

### SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list 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). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 01/29/2024 Date Data Arrived at EDR: 02/01/2024 Date Made Active in Reports: 02/22/2024

Number of Days to Update: 21

Source: EPA

Telephone: 800-424-9346 Last EDR Contact: 04/02/2024

Next Scheduled EDR Contact: 07/22/2024 Data Release Frequency: Quarterly

#### Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 01/29/2024 Date Data Arrived at EDR: 02/01/2024 Date Made Active in Reports: 02/22/2024

Number of Days to Update: 21

Source: EPA

Telephone: 800-424-9346 Last EDR Contact: 04/02/2024

Next Scheduled EDR Contact: 07/22/2024 Data Release Frequency: Quarterly

#### Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/06/2023 Date Made Active in Reports: 12/12/2023

Number of Days to Update: 6

Source: EPA

Telephone: 800-424-9346 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Quarterly

#### Lists of Federal RCRA TSD facilities

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

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. 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). 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.

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/06/2023 Date Made Active in Reports: 12/12/2023

Number of Days to Update: 6

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Quarterly

### Lists of Federal RCRA generators

RCRA-LQG: RCRA - Large Quantity Generators

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. 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). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/06/2023 Date Made Active in Reports: 12/12/2023

Number of Days to Update: 6

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Quarterly

#### RCRA-SQG: RCRA - Small Quantity Generators

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. 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). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/06/2023 Date Made Active in Reports: 12/12/2023

Number of Days to Update: 6

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)
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. 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). Very small quantity generators (VSQGs) generate
less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/06/2023 Date Made Active in Reports: 12/12/2023

Number of Days to Update: 6

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Quarterly

### Federal institutional controls / engineering controls registries

#### LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 02/14/2024 Date Data Arrived at EDR: 02/16/2024 Date Made Active in Reports: 04/04/2024

Number of Days to Update: 48

Source: Department of the Navy Telephone: 843-820-7326 Last EDR Contact: 02/02/2024

Next Scheduled EDR Contact: 05/20/2024 Data Release Frequency: Varies

#### 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: 02/13/2024 Date Data Arrived at EDR: 02/21/2024 Date Made Active in Reports: 04/04/2024

Number of Days to Update: 43

Source: Environmental Protection Agency

Telephone: 703-603-0695 Last EDR Contact: 02/21/2024

Next Scheduled EDR Contact: 06/03/2024 Data Release Frequency: Varies

### US INST CONTROLS: Institutional Controls Sites List

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: 02/13/2024 Date Data Arrived at EDR: 02/21/2024 Date Made Active in Reports: 04/04/2024

Number of Days to Update: 43

Source: Environmental Protection Agency

Telephone: 703-603-0695 Last EDR Contact: 02/21/2024

Next Scheduled EDR Contact: 06/03/2024

#### Federal ERNS list

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: 12/12/2023 Date Data Arrived at EDR: 12/13/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 77

Source: National Response Center, United States Coast Guard

Telephone: 202-267-2180 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Quarterly

### Lists of state- and tribal (Superfund) equivalent sites

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity.

These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 01/22/2024 Date Data Arrived at EDR: 01/23/2024 Date Made Active in Reports: 04/08/2024

Number of Days to Update: 76

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 01/23/2024

Next Scheduled EDR Contact: 05/06/2024 Data Release Frequency: Quarterly

#### Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 01/22/2024 Date Data Arrived at EDR: 01/23/2024 Date Made Active in Reports: 04/08/2024

Number of Days to Update: 76

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 01/23/2024

Next Scheduled EDR Contact: 05/06/2024 Data Release Frequency: Quarterly

### Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/06/2023 Date Data Arrived at EDR: 11/07/2023 Date Made Active in Reports: 02/05/2024

Number of Days to Update: 90

Source: Department of Resources Recycling and Recovery

Telephone: 916-341-6320 Last EDR Contact: 02/06/2024

Next Scheduled EDR Contact: 05/20/2024 Data Release Frequency: Quarterly

### Lists of state and tribal leaking storage tanks

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/05/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: see region list Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 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: 09/09/2003 Date Data Arrived at EDR: 09/10/2003 Date Made Active in Reports: 10/07/2003

Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)

Telephone: 530-542-5572 Last EDR Contact: 09/12/2011

Next Scheduled EDR Contact: 12/26/2011 Data Release Frequency: No Update Planned

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: 03/01/2001 Date Data Arrived at EDR: 04/23/2001 Date Made Active in Reports: 05/21/2001

Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)

Telephone: 858-637-5595 Last EDR Contact: 09/26/2011

Next Scheduled EDR Contact: 01/09/2012 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: 02/14/2005 Date Data Arrived at EDR: 02/15/2005 Date Made Active in Reports: 03/28/2005

Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)

Telephone: 909-782-4496 Last EDR Contact: 08/15/2011

Next Scheduled EDR Contact: 11/28/2011 Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004 Date Data Arrived at EDR: 02/26/2004 Date Made Active in Reports: 03/24/2004

Number of Days to Update: 27

Telephone: 760-776-8943 Last EDR Contact: 08/01/2011

Next Scheduled EDR Contact: 11/14/2011 Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008 Date Data Arrived at EDR: 07/22/2008 Date Made Active in Reports: 07/31/2008

Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)

Telephone: 916-464-4834 Last EDR Contact: 07/01/2011

Next Scheduled EDR Contact: 10/17/2011 Data Release Frequency: No Update Planned

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: 09/07/2004 Date Data Arrived at EDR: 09/07/2004 Date Made Active in Reports: 10/12/2004

Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)

Telephone: 213-576-6710 Last EDR Contact: 09/06/2011

Next Scheduled EDR Contact: 12/19/2011 Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003 Date Data Arrived at EDR: 05/19/2003 Date Made Active in Reports: 06/02/2003

Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)

Telephone: 805-542-4786 Last EDR Contact: 07/18/2011

Next Scheduled EDR Contact: 10/31/2011 Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004 Date Data Arrived at EDR: 10/20/2004 Date Made Active in Reports: 11/19/2004

Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)

Telephone: 510-622-2433 Last EDR Contact: 09/19/2011

Next Scheduled EDR Contact: 01/02/2012 Data Release Frequency: No Update Planned

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: 02/01/2001 Date Data Arrived at EDR: 02/28/2001 Date Made Active in Reports: 03/29/2001

Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)

Telephone: 707-570-3769 Last EDR Contact: 08/01/2011

Next Scheduled EDR Contact: 11/14/2011 Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005 Date Data Arrived at EDR: 06/07/2005 Date Made Active in Reports: 06/29/2005

Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)

Telephone: 760-241-7365 Last EDR Contact: 09/12/2011

Next Scheduled EDR Contact: 12/26/2011 Data Release Frequency: No Update Planned

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 10/25/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: Environmental Protection Agency

Telephone: 415-972-3372 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/25/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA Region 1 Telephone: 617-918-1313 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/25/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA Region 8 Telephone: 303-312-6271 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/25/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA Region 7 Telephone: 913-551-7003 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/25/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA Region 10 Telephone: 206-553-2857 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 10/25/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA Region 6 Telephone: 214-665-6597 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/25/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA Region 4 Telephone: 404-562-8677 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land

Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/04/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA, Region 5 Telephone: 312-886-7439 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/05/2023 Date Made Active in Reports: 02/27/2024

Number of Days to Update: 84

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024

Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003 Date Data Arrived at EDR: 04/07/2003 Date Made Active in Reports: 04/25/2003

Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)

Telephone: 707-576-2220 Last EDR Contact: 08/01/2011

Next Scheduled EDR Contact: 11/14/2011 Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004 Date Data Arrived at EDR: 10/20/2004 Date Made Active in Reports: 11/19/2004

Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)

Telephone: 510-286-0457 Last EDR Contact: 09/19/2011

Next Scheduled EDR Contact: 01/02/2012 Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006 Date Data Arrived at EDR: 05/18/2006 Date Made Active in Reports: 06/15/2006

Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)

Telephone: 805-549-3147 Last EDR Contact: 07/18/2011

Next Scheduled EDR Contact: 10/31/2011 Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004 Date Data Arrived at EDR: 11/18/2004 Date Made Active in Reports: 01/04/2005

Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)

Telephone: 213-576-6600 Last EDR Contact: 07/01/2011

Next Scheduled EDR Contact: 10/17/2011 Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005 Date Data Arrived at EDR: 04/05/2005 Date Made Active in Reports: 04/21/2005

Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)

Telephone: 916-464-3291 Last EDR Contact: 09/12/2011

Next Scheduled EDR Contact: 12/26/2011 Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005 Date Data Arrived at EDR: 05/25/2005 Date Made Active in Reports: 06/16/2005

Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch

Telephone: 619-241-6583 Last EDR Contact: 08/15/2011

Next Scheduled EDR Contact: 11/28/2011 Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004 Date Data Arrived at EDR: 09/07/2004 Date Made Active in Reports: 10/12/2004

Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region

Telephone: 530-542-5574 Last EDR Contact: 08/15/2011

Next Scheduled EDR Contact: 11/28/2011 Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004 Date Data Arrived at EDR: 11/29/2004 Date Made Active in Reports: 01/04/2005

Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region

Telephone: 760-346-7491 Last EDR Contact: 08/01/2011

Next Scheduled EDR Contact: 11/14/2011 Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008 Date Data Arrived at EDR: 04/03/2008 Date Made Active in Reports: 04/14/2008

Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)

Telephone: 951-782-3298 Last EDR Contact: 09/12/2011

Next Scheduled EDR Contact: 12/26/2011 Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality

from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007 Date Data Arrived at EDR: 09/11/2007 Date Made Active in Reports: 09/28/2007

Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)

Telephone: 858-467-2980 Last EDR Contact: 08/08/2011

Next Scheduled EDR Contact: 11/21/2011 Data Release Frequency: No Update Planned

### Lists of state and tribal registered storage tanks

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 11/16/2023 Date Data Arrived at EDR: 11/16/2023 Date Made Active in Reports: 02/13/2024

Number of Days to Update: 89

Source: FEMA

Telephone: 202-646-5797 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 07/15/2024

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 11/28/2023 Date Data Arrived at EDR: 11/30/2023 Date Made Active in Reports: 02/27/2024

Number of Days to Update: 89

Source: State Water Resources Control Board

Telephone: 916-327-7844 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)

Military ust sites

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/05/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024

Data Release Frequency: Varies

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/05/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 85

Source: SWRCB Telephone: 916-341-5851 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016 Date Data Arrived at EDR: 07/12/2016 Date Made Active in Reports: 09/19/2016

Number of Days to Update: 69

Source: California Environmental Protection Agency

Telephone: 916-327-5092 Last EDR Contact: 03/08/2024

Next Scheduled EDR Contact: 06/24/2024

Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 10/24/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA Region 9 Telephone: 415-972-3368 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 10/24/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA Region 6 Telephone: 214-665-7591 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/24/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA Region 8 Telephone: 303-312-6137 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 10/24/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA Region 7 Telephone: 913-551-7003 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/24/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA, Region 1 Telephone: 617-918-1313 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 10/17/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA Region 5 Telephone: 312-886-6136 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024

Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/24/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA Region 4 Telephone: 404-562-9424 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 10/24/2023 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 56

Source: EPA Region 10 Telephone: 206-553-2857 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

### Lists of state and tribal voluntary cleanup sites

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.

Date of Government Version: 01/22/2024 Date Data Arrived at EDR: 01/23/2024 Date Made Active in Reports: 04/08/2024

Number of Days to Update: 76

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 01/23/2024

Next Scheduled EDR Contact: 05/06/2024 Data Release Frequency: Quarterly

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015 Date Data Arrived at EDR: 09/29/2015 Date Made Active in Reports: 02/18/2016

Number of Days to Update: 142

Source: EPA, Region 1 Telephone: 617-918-1102 Last EDR Contact: 03/18/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008 Date Data Arrived at EDR: 04/22/2008 Date Made Active in Reports: 05/19/2008

Number of Days to Update: 27

Source: EPA, Region 7 Telephone: 913-551-7365 Last EDR Contact: 07/08/2021

Next Scheduled EDR Contact: 07/20/2009

Data Release Frequency: Varies

#### Lists of state and tribal brownfield sites

BROWNFIELDS: Considered Brownfieds Sites Listing

A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 12/13/2023 Date Data Arrived at EDR: 12/13/2023 Date Made Active in Reports: 03/07/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: 916-323-7905 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Quarterly

### ADDITIONAL ENVIRONMENTAL RECORDS

### Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 08/15/2023 Date Data Arrived at EDR: 08/30/2023 Date Made Active in Reports: 12/01/2023

Number of Days to Update: 93

Source: Environmental Protection Agency

Telephone: 202-566-2777 Last EDR Contact: 03/12/2024

Next Scheduled EDR Contact: 06/24/2024 Data Release Frequency: Semi-Annually

### Local Lists of Landfill / Solid Waste Disposal Sites

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: 04/01/2000 Date Data Arrived at EDR: 04/10/2000 Date Made Active in Reports: 05/10/2000

Number of Days to Update: 30

Source: State Water Resources Control Board

Telephone: 916-227-4448 Last EDR Contact: 01/22/2024

Next Scheduled EDR Contact: 05/06/2024 Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 11/29/2023 Date Data Arrived at EDR: 11/29/2023 Date Made Active in Reports: 02/23/2024

Number of Days to Update: 86

Source: Department of Conservation

Telephone: 916-323-3836 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing A listing of registered waste tire haulers.

Date of Government Version: 04/04/2024 Date Data Arrived at EDR: 04/05/2024 Date Made Active in Reports: 04/15/2024

Number of Days to Update: 10

Source: Integrated Waste Management Board

Telephone: 916-341-6422 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 05/20/2024 Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998 Date Data Arrived at EDR: 12/03/2007 Date Made Active in Reports: 01/24/2008

Number of Days to Update: 52

Source: Environmental Protection Agency

Telephone: 703-308-8245 Last EDR Contact: 01/26/2024

Next Scheduled EDR Contact: 05/06/2024

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: 06/30/1985 Date Data Arrived at EDR: 08/09/2004 Date Made Active in Reports: 09/17/2004

Number of Days to Update: 39

Source: Environmental Protection Agency

Telephone: 800-424-9346 Last EDR Contact: 06/09/2004 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009 Date Data Arrived at EDR: 05/07/2009 Date Made Active in Reports: 09/21/2009

Number of Days to Update: 137

Source: EPA, Region 9 Telephone: 415-947-4219 Last EDR Contact: 04/15/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014 Date Data Arrived at EDR: 08/06/2014 Date Made Active in Reports: 01/29/2015

Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service

Telephone: 301-443-1452 Last EDR Contact: 01/17/2024

Next Scheduled EDR Contact: 05/06/2024 Data Release Frequency: Varies

#### Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 12/31/2023 Date Data Arrived at EDR: 02/21/2024 Date Made Active in Reports: 04/04/2024

Number of Days to Update: 43

Source: Drug Enforcement Administration

Telephone: 202-307-1000 Last EDR Contact: 02/21/2024

Next Scheduled EDR Contact: 06/03/2024 Data Release Frequency: No Update Planned

HIST 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. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005 Date Data Arrived at EDR: 08/03/2006 Date Made Active in Reports: 08/24/2006

Number of Days to Update: 21

Source: Department of Toxic Substance Control

Telephone: 916-323-3400 Last EDR Contact: 02/23/2009

Next Scheduled EDR Contact: 05/25/2009 Data Release Frequency: No Update Planned

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: 01/22/2024 Date Data Arrived at EDR: 01/23/2024 Date Made Active in Reports: 04/08/2024

Number of Days to Update: 76

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 01/23/2024

Next Scheduled EDR Contact: 05/06/2024 Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2021 Date Data Arrived at EDR: 09/28/2023 Date Made Active in Reports: 12/18/2023

Number of Days to Update: 81

Source: Department of Toxic Substances Control

Telephone: 916-255-6504 Last EDR Contact: 03/08/2024

Next Scheduled EDR Contact: 05/13/2024 Data Release Frequency: Varies

CERS HAZ WASTE: California Environmental Reporting System Hazardous Waste

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 01/16/2024 Date Data Arrived at EDR: 01/16/2024 Date Made Active in Reports: 04/03/2024

Number of Days to Update: 78

Source: CalEPA

Telephone: 916-323-2514 Last EDR Contact: 04/16/2024

Next Scheduled EDR Contact: 07/29/2024 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: 07/01/1995 Date Data Arrived at EDR: 08/30/1995 Date Made Active in Reports: 09/26/1995

Number of Days to Update: 27

Source: State Water Resources Control Board

Telephone: 916-227-4364 Last EDR Contact: 01/26/2009

Next Scheduled EDR Contact: 04/27/2009

Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 12/31/2023 Date Data Arrived at EDR: 02/21/2024 Date Made Active in Reports: 04/04/2024

Number of Days to Update: 43

Source: Drug Enforcement Administration

Telephone: 202-307-1000 Last EDR Contact: 02/21/2024

Next Scheduled EDR Contact: 06/03/2024 Data Release Frequency: Quarterly

### Local Lists of Registered Storage Tanks

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 1990'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: 06/01/1994 Date Data Arrived at EDR: 07/07/2005 Date Made Active in Reports: 08/11/2005

Number of Days to Update: 35

Source: State Water Resources Control Board

Telephone: N/A

Last EDR Contact: 06/03/2005 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

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: 10/15/1990 Date Data Arrived at EDR: 01/25/1991 Date Made Active in Reports: 02/12/1991

Number of Days to Update: 18

Source: State Water Resources Control Board

Telephone: 916-341-5851 Last EDR Contact: 07/26/2001 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 10/30/2023 Date Data Arrived at EDR: 11/01/2023 Date Made Active in Reports: 01/23/2024

Number of Days to Update: 83

Source: San Francisco County Department of Public Health

Telephone: 415-252-3896 Last EDR Contact: 01/29/2024

Next Scheduled EDR Contact: 05/13/2024

CERS TANKS: California Environmental Reporting System (CERS) Tanks

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 01/16/2024 Date Data Arrived at EDR: 01/16/2024 Date Made Active in Reports: 04/03/2024

Number of Days to Update: 78

Source: California Environmental Protection Agency

Telephone: 916-323-2514 Last EDR Contact: 04/16/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Quarterly

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: 10/31/1994 Date Data Arrived at EDR: 09/05/1995 Date Made Active in Reports: 09/29/1995

Number of Days to Update: 24

Source: California Environmental Protection Agency

Telephone: 916-341-5851 Last EDR Contact: 12/28/1998 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

#### Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 11/21/2023 Date Data Arrived at EDR: 11/22/2023 Date Made Active in Reports: 02/16/2024

Number of Days to Update: 86

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 02/26/2024

Next Scheduled EDR Contact: 06/10/2024

Data Release Frequency: Varies

#### LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/29/2024 Date Data Arrived at EDR: 03/01/2024 Date Made Active in Reports: 03/27/2024

Number of Days to Update: 26

Source: Environmental Protection Agency

Telephone: 202-564-6023 Last EDR Contact: 04/02/2024

Next Scheduled EDR Contact: 07/08/2024 Data Release Frequency: Semi-Annually

### 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: 11/22/2023 Date Data Arrived at EDR: 11/22/2023 Date Made Active in Reports: 02/15/2024

Number of Days to Update: 85

Source: DTSC and SWRCB Telephone: 916-323-3400 Last EDR Contact: 02/27/2024

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: Semi-Annually

#### Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/12/2023 Date Data Arrived at EDR: 12/13/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 77

Source: U.S. Department of Transportation

Telephone: 202-366-4555 Last EDR Contact: 03/20/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Quarterly

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: 12/31/2023 Date Data Arrived at EDR: 01/23/2024 Date Made Active in Reports: 04/09/2024

Number of Days to Update: 77

Source: Office of Emergency Services

Telephone: 916-845-8400 Last EDR Contact: 04/16/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/05/2023 Date Made Active in Reports: 02/27/2024

Number of Days to Update: 84

Source: State Water Quality Control Board

Telephone: 866-480-1028 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/05/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012 Date Data Arrived at EDR: 01/03/2013 Date Made Active in Reports: 02/22/2013 Number of Days to Update: 50 Source: FirstSearch Telephone: N/A

Last EDR Contact: 01/03/2013 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

### Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

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. 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). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/06/2023 Date Made Active in Reports: 12/12/2023

Number of Days to Update: 6

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Quarterly

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: 01/30/2024 Date Data Arrived at EDR: 02/13/2024 Date Made Active in Reports: 04/04/2024

Number of Days to Update: 51

Source: U.S. Army Corps of Engineers

Telephone: 202-528-4285 Last EDR Contact: 02/13/2024

Next Scheduled EDR Contact: 05/27/2024 Data Release Frequency: Varies

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: 06/07/2021 Date Data Arrived at EDR: 07/13/2021 Date Made Active in Reports: 03/09/2022

Number of Days to Update: 239

Source: USGS

Telephone: 888-275-8747 Last EDR Contact: 04/11/2024

Next Scheduled EDR Contact: 07/22/2024

Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018 Date Data Arrived at EDR: 04/11/2018 Date Made Active in Reports: 11/06/2019

Number of Days to Update: 574

Source: U.S. Geological Survey Telephone: 888-275-8747 Last EDR Contact: 04/04/2024

Next Scheduled EDR Contact: 07/15/2024

Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 07/30/2021 Date Data Arrived at EDR: 02/03/2023 Date Made Active in Reports: 02/10/2023

Number of Days to Update: 7

Source: Environmental Protection Agency

Telephone: 615-532-8599 Last EDR Contact: 02/06/2024

Next Scheduled EDR Contact: 05/20/2024 Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 12/11/2023 Date Data Arrived at EDR: 12/13/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 77

Source: Environmental Protection Agency

Telephone: 202-566-1917 Last EDR Contact: 03/13/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Quarterly

#### EPA WATCH LIST: EPA Watch List

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013 Date Data Arrived at EDR: 03/21/2014 Date Made Active in Reports: 06/17/2014

Number of Days to Update: 88

Source: Environmental Protection Agency

Telephone: 617-520-3000 Last EDR Contact: 01/29/2024

Next Scheduled EDR Contact: 05/13/2024 Data Release Frequency: No Update Planned

#### 2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017 Date Data Arrived at EDR: 05/08/2018 Date Made Active in Reports: 07/20/2018

Number of Days to Update: 73

Source: Environmental Protection Agency

Telephone: 703-308-4044 Last EDR Contact: 02/02/2024

Next Scheduled EDR Contact: 05/13/2024

Data Release Frequency: Varies

#### 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: 12/31/2020
Date Data Arrived at EDR: 06/14/2022
Date Made Active in Reports: 03/24/2023

Number of Days to Update: 283

Source: EPA

Telephone: 202-260-5521 Last EDR Contact: 03/14/2024

Next Scheduled EDR Contact: 06/24/2024 Data Release Frequency: Every 4 Years

### 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: 12/31/2022 Date Data Arrived at EDR: 11/13/2023 Date Made Active in Reports: 02/07/2024

Number of Days to Update: 86

Source: EPA

Telephone: 202-566-0250 Last EDR Contact: 02/15/2024

Next Scheduled EDR Contact: 05/27/2024 Data Release Frequency: Annually

### 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: 01/16/2024 Date Data Arrived at EDR: 01/17/2024 Date Made Active in Reports: 03/27/2024

Number of Days to Update: 70

Source: EPA

Telephone: 202-564-4203 Last EDR Contact: 04/17/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Annually

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: 02/29/2024 Date Data Arrived at EDR: 03/01/2024 Date Made Active in Reports: 03/27/2024

Number of Days to Update: 26

Source: EPA

Telephone: 703-416-0223 Last EDR Contact: 04/02/2024

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: Annually

#### RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 02/01/2024 Date Data Arrived at EDR: 02/08/2024 Date Made Active in Reports: 04/04/2024

Number of Days to Update: 56

Source: Environmental Protection Agency

Telephone: 202-564-8600 Last EDR Contact: 04/15/2024

Next Scheduled EDR Contact: 07/29/2024

Data Release Frequency: Varies

### 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: 04/17/1995 Date Data Arrived at EDR: 07/03/1995 Date Made Active in Reports: 08/07/1995

Number of Days to Update: 35

Source: EPA

Telephone: 202-564-4104 Last EDR Contact: 06/02/2008

Next Scheduled EDR Contact: 09/01/2008 Data Release Frequency: No Update Planned

### PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 09/19/2023 Date Data Arrived at EDR: 10/03/2023 Date Made Active in Reports: 10/19/2023

Number of Days to Update: 16

Source: EPA

Telephone: 202-564-6023 Last EDR Contact: 04/02/2024

Next Scheduled EDR Contact: 05/13/2024 Data Release Frequency: Quarterly

### 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: 03/20/2023 Date Data Arrived at EDR: 04/04/2023 Date Made Active in Reports: 06/09/2023

Number of Days to Update: 66

Source: EPA

Telephone: 202-566-0500 Last EDR Contact: 04/04/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016 Date Data Arrived at EDR: 11/23/2016 Date Made Active in Reports: 02/10/2017

Number of Days to Update: 79

Source: Environmental Protection Agency

Telephone: 202-564-2501 Last EDR Contact: 03/28/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Quarterly

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: 04/09/2009 Date Data Arrived at EDR: 04/16/2009 Date Made Active in Reports: 05/11/2009

Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances

Telephone: 202-566-1667 Last EDR Contact: 08/18/2017

Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009 Date Data Arrived at EDR: 04/16/2009 Date Made Active in Reports: 05/11/2009

Number of Days to Update: 25

Source: EPA

Telephone: 202-566-1667 Last EDR Contact: 08/18/2017

Next Scheduled EDR Contact: 12/04/2017 Data Release Frequency: No Update Planned

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: 01/02/2024 Date Data Arrived at EDR: 01/16/2024 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 57

Source: Nuclear Regulatory Commission

Telephone: 301-415-0717 Last EDR Contact: 04/15/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2022 Date Data Arrived at EDR: 11/27/2023 Date Made Active in Reports: 02/22/2024

Number of Days to Update: 87

Source: Department of Energy Telephone: 202-586-8719 Last EDR Contact: 02/23/2024

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017 Date Data Arrived at EDR: 03/05/2019 Date Made Active in Reports: 11/11/2019

Number of Days to Update: 251

Source: Environmental Protection Agency

Telephone: N/A

Last EDR Contact: 02/23/2024

Next Scheduled EDR Contact: 06/10/2024

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019 Date Data Arrived at EDR: 11/06/2019 Date Made Active in Reports: 02/10/2020

Number of Days to Update: 96

Source: Environmental Protection Agency

Telephone: 202-566-0517 Last EDR Contact: 02/02/2024

Next Scheduled EDR Contact: 05/13/2024 Data Release Frequency: Varies

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S.

Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019 Date Data Arrived at EDR: 07/01/2019 Date Made Active in Reports: 09/23/2019

Number of Days to Update: 84

Source: Environmental Protection Agency

Telephone: 202-343-9775 Last EDR Contact: 03/25/2024

Next Scheduled EDR Contact: 07/08/2024 Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006 Date Data Arrived at EDR: 03/01/2007 Date Made Active in Reports: 04/10/2007

Number of Days to Update: 40

Source: Environmental Protection Agency

Telephone: 202-564-2501 Last EDR Contact: 12/17/2007

Next Scheduled EDR Contact: 03/17/2008 Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006 Date Data Arrived at EDR: 03/01/2007 Date Made Active in Reports: 04/10/2007

Number of Days to Update: 40

Source: Environmental Protection Agency

Telephone: 202-564-2501 Last EDR Contact: 12/17/2008

Next Scheduled EDR Contact: 03/17/2008 Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020 Date Data Arrived at EDR: 01/28/2020 Date Made Active in Reports: 04/17/2020

Number of Days to Update: 80

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Source: Department of Transporation, Office of Pipeline Safety

Telephone: 202-366-4595 Last EDR Contact: 01/05/2024

Next Scheduled EDR Contact: 05/06/2024 Data Release Frequency: Quarterly

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: 12/31/2023 Date Data Arrived at EDR: 01/11/2024 Date Made Active in Reports: 01/16/2024

Number of Days to Update: 5

Source: Department of Justice, Consent Decree Library

Telephone: Varies

Last EDR Contact: 03/28/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Varies

#### 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: 12/31/2021 Date Data Arrived at EDR: 03/09/2023 Date Made Active in Reports: 03/20/2023

Number of Days to Update: 11

Source: EPA/NTIS Telephone: 800-424-9346 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Biennially

### 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: 12/31/2014 Date Data Arrived at EDR: 07/14/2015 Date Made Active in Reports: 01/10/2017

Number of Days to Update: 546

Source: USGS

Telephone: 202-208-3710 Last EDR Contact: 04/04/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Semi-Annually

#### FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 03/03/2023 Date Data Arrived at EDR: 03/03/2023 Date Made Active in Reports: 06/09/2023

Number of Days to Update: 98

Source: Department of Energy Telephone: 202-586-3559 Last EDR Contact: 01/29/2024

Next Scheduled EDR Contact: 05/13/2024 Data Release Frequency: Varies

### 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: 08/30/2019 Date Data Arrived at EDR: 11/15/2019 Date Made Active in Reports: 01/28/2020

Number of Days to Update: 74

Source: Department of Energy Telephone: 505-845-0011 Last EDR Contact: 02/15/2024

Next Scheduled EDR Contact: 05/27/2024 Data Release Frequency: Varies

### LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 02/29/2024 Date Data Arrived at EDR: 03/01/2024 Date Made Active in Reports: 03/27/2024

Number of Days to Update: 26

Source: Environmental Protection Agency

Telephone: 703-603-8787 Last EDR Contact: 04/02/2024

Next Scheduled EDR Contact: 07/08/2024 Data Release Frequency: Varies

### LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001 Date Data Arrived at EDR: 10/27/2010 Date Made Active in Reports: 12/02/2010

Number of Days to Update: 36

Source: American Journal of Public Health

Telephone: 703-305-6451 Last EDR Contact: 12/02/2009 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016 Date Data Arrived at EDR: 10/26/2016 Date Made Active in Reports: 02/03/2017

Number of Days to Update: 100

Source: EPA

Telephone: 202-564-2496 Last EDR Contact: 09/26/2017

Next Scheduled EDR Contact: 01/08/2018 Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data A listing of minor source facilities.

Date of Government Version: 10/12/2016 Date Data Arrived at EDR: 10/26/2016 Date Made Active in Reports: 02/03/2017

Number of Days to Update: 100

Source: EPA

Telephone: 202-564-2496 Last EDR Contact: 09/26/2017

Next Scheduled EDR Contact: 01/08/2018 Data Release Frequency: Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 01/02/2024 Date Data Arrived at EDR: 01/03/2024 Date Made Active in Reports: 01/04/2024

Number of Days to Update: 1

Source: DOL, Mine Safety & Health Admi

Telephone: 202-693-9424 Last EDR Contact: 04/04/2024

Next Scheduled EDR Contact: 05/20/2024 Data Release Frequency: Quarterly

US 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: 02/05/2024 Date Data Arrived at EDR: 02/21/2024 Date Made Active in Reports: 04/04/2024

Number of Days to Update: 43

Source: Department of Labor, Mine Safety and Health Administration

Telephone: 303-231-5959 Last EDR Contact: 02/21/2024

Next Scheduled EDR Contact: 06/03/2024 Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 01/07/2022 Date Data Arrived at EDR: 02/24/2023 Date Made Active in Reports: 05/17/2023

Number of Days to Update: 82

Source: USGS

Telephone: 703-648-7709 Last EDR Contact: 02/22/2024

Next Scheduled EDR Contact: 06/03/2024

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011 Date Data Arrived at EDR: 06/08/2011 Date Made Active in Reports: 09/13/2011

Number of Days to Update: 97

Source: USGS

Telephone: 703-648-7709 Last EDR Contact: 02/22/2024

Next Scheduled EDR Contact: 06/03/2024 Data Release Frequency: Varies

MINES MRDS: Mineral Resources Data System

Mineral Resources Data System

Date of Government Version: 08/23/2022 Date Data Arrived at EDR: 11/22/2022 Date Made Active in Reports: 02/28/2023

Number of Days to Update: 98

Source: USGS

Telephone: 703-648-6533 Last EDR Contact: 02/22/2024

Next Scheduled EDR Contact: 06/03/2024

Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 11/28/2023 Date Data Arrived at EDR: 11/29/2023 Date Made Active in Reports: 12/11/2023

Number of Days to Update: 12

Source: Department of Interior Telephone: 202-208-2609 Last EDR Contact: 03/15/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Quarterly

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: 11/03/2023 Date Data Arrived at EDR: 11/08/2023 Date Made Active in Reports: 11/20/2023

Number of Days to Update: 12

Source: EPA

Telephone: (415) 947-8000 Last EDR Contact: 02/27/2024

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/06/2023 Date Data Arrived at EDR: 09/13/2023 Date Made Active in Reports: 12/11/2023

Number of Days to Update: 89

Source: Department of Defense Telephone: 703-704-1564 Last EDR Contact: 04/08/2024

Next Scheduled EDR Contact: 07/22/2024

Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 12/17/2023 Date Data Arrived at EDR: 12/28/2023 Date Made Active in Reports: 03/04/2024

Number of Days to Update: 67

Source: Environmental Protection Agency

Telephone: 202-564-2280 Last EDR Contact: 04/04/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021 Date Data Arrived at EDR: 05/21/2021 Date Made Active in Reports: 08/11/2021

Number of Days to Update: 82

Source: Environmental Protection Agency

Telephone: 202-564-0527 Last EDR Contact: 02/20/2024

Next Scheduled EDR Contact: 06/03/2024 Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels

Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 02/12/2024 Date Data Arrived at EDR: 02/13/2024 Date Made Active in Reports: 04/04/2024

Number of Days to Update: 51

Source: EPA

Telephone: 800-385-6164 Last EDR Contact: 02/13/2024

Next Scheduled EDR Contact: 05/27/2024 Data Release Frequency: Quarterly

PFAS NPL: Superfund Sites with PFAS Detections Information

EPA's Office of Land and Emergency Management and EPA Regional Offices maintain data describing what is known about site investigations, contamination, and remedial actions under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) where PFAS is present in the environment.

Date of Government Version: 12/28/2023 Date Data Arrived at EDR: 12/28/2023 Date Made Active in Reports: 03/04/2024

Number of Days to Update: 67

Source: Environmental Protection Agency

Telephone: 703-603-8895 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Varies

PFAS FEDERAL SITES: Federal Sites PFAS Information

Several federal entities, such as the federal Superfund program, Department of Defense, National Aeronautics and Space Administration, Department of Transportation, and Department of Energy provided information for sites with known or suspected detections at federal facilities.

Date of Government Version: 12/28/2023 Date Data Arrived at EDR: 12/28/2023 Date Made Active in Reports: 03/04/2024

Number of Days to Update: 67

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 07/15/2024

Data Release Frequency: Varies

PFAS TRIS: List of PFAS Added to the TRI

Section 7321 of the National Defense Authorization Act for Fiscal Year 2020 (NDAA) immediately added certain per- and polyfluoroalkyl substances (PFAS) to the list of chemicals covered by the Toxics Release Inventory (TRI) under Section 313 of the Emergency Planning and Community Right-to-Know Act (EPCRA) and provided a framework for additional PFAS to be added to TRI on an annual basis.

Date of Government Version: 12/28/2023 Date Data Arrived at EDR: 12/28/2023 Date Made Active in Reports: 01/04/2024

Number of Days to Update: 7

Source: Environmental Protection Agency

Telephone: 202-566-0250 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 07/15/2024

#### PFAS TSCA: PFAS Manufacture and Imports Information

EPA issued the Chemical Data Reporting (CDR) Rule under the Toxic Substances Control Act (TSCA) and requires chemical manufacturers and facilities that manufacture or import chemical substances to report data to EPA. EPA publishes non-confidential business information (non-CBI) and includes descriptive information about each site. corporate parent, production volume, other manufacturing information, and processing and use information.

Date of Government Version: 12/28/2023 Date Data Arrived at EDR: 12/28/2023 Date Made Active in Reports: 01/04/2024

Number of Days to Update: 7

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Varies

### PFAS RCRA MANIFEST: PFAS Transfers Identified In the RCRA Database Listing

To work around the lack of PFAS waste codes in the RCRA database, EPA developed the PFAS Transfers dataset by mining e-Manifest records containing at least one of these common PFAS keywords: PFAS, PFOA, PFOS, PERFL, AFFF, GENX, GEN-X (plus the VT waste codes). These keywords were searched for in the following text fields: Manifest handling instructions (MANIFEST\_HANDLING\_INSTR), Non-hazardous waste description (NON\_HAZ\_WASTE\_DESCRIPTION), DOT printed information (DOT\_PRINTED\_INFORMATION), Waste line handling instructions (WASTE\_LINE\_HANDLING\_INSTR), Waste residue comments (WASTE\_RESIDUE\_COMMENTS).

Date of Government Version: 12/28/2023 Date Data Arrived at EDR: 12/28/2023 Date Made Active in Reports: 01/04/2024

Number of Days to Update: 7

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Varies

#### PFAS ATSDR: PFAS Contamination Site Location Listing

PFAS contamination site locations from the Department of Health & Human Services, Center for Disease Control & Prevention, ATSDR is involved at a number of PFAS-related sites, either directly or through assisting state and federal partners. As of now, most sites are related to drinking water contamination connected with PFAS production facilities or fire training areas where aqueous film-forming firefighting foam (AFFF) was regularly used.

Date of Government Version: 06/24/2020 Date Data Arrived at EDR: 03/17/2021 Date Made Active in Reports: 11/08/2022

Number of Days to Update: 601

Source: Department of Health & Human Services

Telephone: 202-741-5770 Last EDR Contact: 01/22/2024

Next Scheduled EDR Contact: 05/06/2024 Data Release Frequency: Varies

#### PFAS WQP: Ambient Environmental Sampling for PFAS

The Water Quality Portal (WQP) is a part of a modernized repository storing ambient sampling data for all environmental media and tissue samples. A wide range of federal, state, tribal and local governments, academic and non-governmental organizations and individuals submit project details and sampling results to this public repository. The information is commonly used for research and assessments of environmental quality.

Date of Government Version: 12/28/2023 Date Data Arrived at EDR: 12/28/2023 Date Made Active in Reports: 03/04/2024

Number of Days to Update: 67

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Varies

### PFAS NPDES: Clean Water Act Discharge Monitoring Information

Any discharger of pollutants to waters of the United States from a point source must have a National Pollutant Discharge Elimination System (NPDES) permit. The process for obtaining limits involves the regulated entity (permittee) disclosing releases in a NPDES permit application and the permitting authority (typically the state but sometimes EPA) deciding whether to require monitoring or monitoring with limits. Caveats and Limitations: Less than half of states have required PFAS monitoring for at least one of their permittees and fewer states have established PFAS effluent limits for permittees. New rulemakings have been initiated that may increase the number of facilities monitoring for PFAS in the future.

Date of Government Version: 12/28/2023 Date Data Arrived at EDR: 12/28/2023 Date Made Active in Reports: 03/04/2024

Number of Days to Update: 67

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Varies

#### PFAS ECHO: Facilities in Industries that May Be Handling PFAS Listing

Regulators and the public have expressed interest in knowing which regulated entities may be using PFAS. EPA has developed a dataset from various sources that show which industries may be handling PFAS. Approximately 120,000 facilities subject to federal environmental programs have operated or currently operate in industry sectors with processes that may involve handling and/or release of PFAS.

Date of Government Version: 12/28/2023 Date Data Arrived at EDR: 12/28/2023 Date Made Active in Reports: 03/04/2024

Number of Days to Update: 67

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 07/15/2024

Data Release Frequency: Varies

#### PFAS ECHO FIRE TRAINING: Facilities in Industries that May Be Handling PFAS Listing

A list of fire training sites was added to the Industry Sectors dataset using a keyword search on the permitted facilitys name to identify sites where fire-fighting foam may have been used in training exercises. Additionally, you may view an example spreadsheet of the subset of fire training facility data, as well as the keywords used in selecting or deselecting a facility for the subset. as well as the keywords used in selecting or deselecting a facility for the subset. These keywords were tested to maximize accuracy in selecting facilities that may use fire-fighting foam in training exercises, however, due to the lack of a required reporting field in the data systems for designating fire training sites, this methodology may not identify all fire training sites or may potentially misidentify them.

Date of Government Version: 12/28/2023 Date Data Arrived at EDR: 12/28/2023 Date Made Active in Reports: 03/04/2024

Number of Days to Update: 67

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 07/15/2024

Data Release Frequency: Varies

### PFAS PART 139 AIRPORT: All Certified Part 139 Airports PFAS Information Listing

Since July 1, 2006, all certified part 139 airports are required to have fire-fighting foam onsite that meet military specifications (MIL-F-24385) (14 CFR 139.317). To date, these military specification fire-fighting foams are fluorinated and have been historically used for training and extinguishing. The 2018 FAA Reauthorization Act has a provision stating that no later than October 2021, FAA shall not require the use of fluorinated AFFF. This provision does not prohibit the use of fluorinated AFFF at Part 139 civilian airports; it only prohibits FAA from mandating its use. The Federal Aviation Administration?s document AC 150/5210-6D - Aircraft Fire Extinguishing Agents provides guidance on Aircraft Fire Extinguishing Agents, which includes Aqueous Film Forming Foam (AFFF).

Date of Government Version: 12/28/2023 Date Data Arrived at EDR: 12/28/2023 Date Made Active in Reports: 03/04/2024

Number of Days to Update: 67

Source: Environmental Protection Agency

Telephone: 202-272-0167 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Varies

### AQUEOUS FOAM NRC: Aqueous Foam Related Incidents Listing

The National Response Center (NRC) serves as an emergency call center that fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. The spreadsheets posted to the NRC website contain initial incident data that has not been validated or investigated by a federal/state response agency. Response center calls from 1990 to the most recent complete calendar year where there was indication of Aqueous Film Forming Foam (AFFF) usage are included in this dataset. NRC calls may reference AFFF usage in the ?Material Involved? or ?Incident Description? fields.

Date of Government Version: 12/28/2023 Date Data Arrived at EDR: 12/28/2023 Date Made Active in Reports: 03/04/2024

Number of Days to Update: 67

Source: Environmental Protection Agency

Telephone: 202-267-2675 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Varies

PCS ENF: Enforcement data

No description is available for this data

Date of Government Version: 12/31/2014 Date Data Arrived at EDR: 02/05/2015 Date Made Active in Reports: 03/06/2015

Number of Days to Update: 29

Source: EPA

Telephone: 202-564-2497 Last EDR Contact: 03/29/2024

Next Scheduled EDR Contact: 07/15/2024

Data Release Frequency: Varies

PCS: Permit Compliance System

PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES

facilities.

Date of Government Version: 12/16/2016 Date Data Arrived at EDR: 01/06/2017 Date Made Active in Reports: 03/10/2017

Number of Days to Update: 63

Source: EPA, Office of Water Telephone: 202-564-2496 Last EDR Contact: 03/29/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: No Update Planned

BIOSOLIDS: ICIS-NPDES Biosolids Facility Data

The data reflects compliance information about facilities in the biosolids program.

Date of Government Version: 12/31/2023 Date Data Arrived at EDR: 01/03/2024 Date Made Active in Reports: 01/16/2024

Number of Days to Update: 13

Source: Environmental Protection Agency

Telephone: 202-564-4700 Last EDR Contact: 04/16/2024

Next Scheduled EDR Contact: 07/29/2024

Data Release Frequency: Varies

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 11/30/2023 Date Data Arrived at EDR: 11/30/2023 Date Made Active in Reports: 02/26/2024

Number of Days to Update: 88

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 03/06/2024

Next Scheduled EDR Contact: 06/17/2024

Data Release Frequency: Varies

AQUEOUS FOAM: Former Fire Training Facility Assessments Listing

Airports shown on this list are those believed to use Aqueous Film Forming Foam (AFFF), and certified by the Federal Aviation Administration (FAA) under Title 14, Code of Federal Regulations (CFR), Part 139 (14 CFR Part 139). This list was created by SWRCB using information available from the FAA. Location points shown are from the latitude and longitude listed on the FAA airport master record.

Date of Government Version: 11/30/2023 Date Data Arrived at EDR: 11/30/2023 Date Made Active in Reports: 02/23/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: 916-341-5455 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Varies

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: 01/01/1989 Date Data Arrived at EDR: 07/27/1994 Date Made Active in Reports: 08/02/1994

Number of Days to Update: 6

Source: Department of Health Services Telephone: 916-255-2118

Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

CHROME PLATING: Chrome Plating Facilities Listing

This listing represents chrome plating facilities the California State Water Resources Control Board staff identified as possibly being a source of Per- and polyfluoroalkyl substance (PFAS) contamination. Sites and locations were identified by staff with the Division of Water Quality in the California State Water Board. Data was collected from the CA Air Resources Board 2013 and 2018 - Cr VI emission survey, CA Emission Inventory, CA HAZ Waste discharge database and by reviewing storm water permits. Former chrome plating sites are also included that are open site investigation or remediation cases with the Regional Water Quality Control Boards and the Department of Toxic Substances Control.

Date of Government Version: 11/30/2023 Date Data Arrived at EDR: 11/30/2023 Date Made Active in Reports: 02/23/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: 916-341-5455 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Varies

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).

Date of Government Version: 12/13/2023 Date Data Arrived at EDR: 12/13/2023 Date Made Active in Reports: 03/07/2024

Number of Days to Update: 85

Source: CAL EPA/Office of Emergency Information

Telephone: 916-323-3400 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 03/31/2023 Date Data Arrived at EDR: 05/08/2023 Date Made Active in Reports: 07/31/2023

Number of Days to Update: 84

Source: Livermore-Pleasanton Fire Department

Telephone: 925-454-2361 Last EDR Contact: 02/09/2024

Next Scheduled EDR Contact: 05/20/2024 Data Release Frequency: Varies

DRYCLEAN TEHAMA CO DIST: Tehama County Air Pollution Control District Drycleaner Facility Listing A listing of drycleaner facility locations, for the Tehama County Air Pollution Control District.

Date of Government Version: 04/24/2019 Date Data Arrived at EDR: 04/24/2019 Date Made Active in Reports: 05/01/2023

Number of Days to Update: 1468

Source: Tehama County Air Pollution Control District

Telephone: 530-527-3717 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023

Data Release Frequency: Varies

DRYCLEAN GLENN CO DIST: Glenn County Air Pollution Control District Drycleaner Facility Listing A listing of drycleaner facility locations, for the Glenn County Air Pollution Control District.

Date of Government Version: 01/08/2024 Date Data Arrived at EDR: 01/10/2024 Date Made Active in Reports: 03/27/2024

Number of Days to Update: 77

Source: Glenn County Air Pollution Control District

Telephone: 530-934-6500 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023

Data Release Frequency: Varies

DRYCLEAN NO SONOMA CO DIST: Norther Sonoma County County Air Pollution Control District Drycleaner Facility Listing A listing of drycleaner facility locations, for the Northern Sonoma County Air Pollution Control District.,

Date of Government Version: 01/05/2024 Date Data Arrived at EDR: 01/10/2024 Date Made Active in Reports: 03/27/2024

Number of Days to Update: 77

Source: Santa Barbara County Air Pollution Control District

Telephone: 707-433-5911 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023

DRYCLEAN SACRAMENTO METO DIST: Sacramento Metropolitan Air Quality Management DistrictDrycleaner Facility Listing A listing of drycleaner facility locations, for the Sacramento Metropolitan Air Quality Management District.

Date of Government Version: 01/03/2024 Date Data Arrived at EDR: 01/10/2024 Date Made Active in Reports: 03/27/2024

Number of Days to Update: 77

Source: Sacramento Metropolitan Air Quality Management District

Telephone: 916-874-3958 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023 Data Release Frequency: Varies

DRYCLEAN BUTTE CO DIST: Butte County Air Quality Management DistrictDrycleaner Facility Listing Butte County Air Quality Management DistrictDrycleaner Facility Listing.

Date of Government Version: 04/25/2023 Date Data Arrived at EDR: 10/18/2023 Date Made Active in Reports: 01/16/2024

Number of Days to Update: 90

Source: Butte County Air Quality Management District

Telephone: 530-332-9400 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023 Data Release Frequency: Varies

DRYCLEAN FEATHER RIVER DIST: Feather River Air Quality Management District Drycleaner Facility Listing

A listing of drycleaner facility locations, for the Feather River Air Quality Management District.

Date of Government Version: 03/08/2023 Date Data Arrived at EDR: 03/09/2023 Date Made Active in Reports: 06/05/2023

Number of Days to Update: 88

Source: Feather River Air Quality Management District

Telephone: 530-634-7659 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023

Data Release Frequency: Varies

DRYCLEAN SAN DIEGO CO DIST: San Diego County Air Pollution Control District Drycleaner Facility Listing A listing of drycleaner facility locations, for the San Diego County Air Pollution Control District.

Date of Government Version: 03/19/2024 Date Data Arrived at EDR: 03/21/2024 Date Made Active in Reports: 04/12/2024

Number of Days to Update: 22

Source: San Diego County Air Pollution Control District

Telephone: 858-586-2616 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 09/11/2023

Data Release Frequency: Varies

#### **DRYCLEANERS: 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: 04/02/2024 Date Data Arrived at EDR: 04/05/2024 Date Made Active in Reports: 04/15/2024

Number of Days to Update: 10

Source: Department of Toxic Substance Control

Telephone: 916-327-4498 Last EDR Contact: 03/08/2024

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: Annually

#### DRYCLEAN GRANT: Grant Recipients List

Assembly Bill 998 (AB 998) established the Non-Toxic Dry Cleaning Incentive Program to provide financial assistance to the dry cleaning industry to switch from systems using perchloroethylene (Perc), an identified toxic air contaminant and potential human carcinogen, to non-toxic and non-smog forming alternatives.

Date of Government Version: 12/31/2021 Date Data Arrived at EDR: 01/26/2024 Date Made Active in Reports: 04/16/2024

Number of Days to Update: 81

Source: California Air Resources Board Telephone: 916-323-0006 Last EDR Contact: 01/26/2024

Next Scheduled EDR Contact: 05/06/2024

DRYCLEAN EAST KERN DIST: Eastern Kern Air Pollution Control District Drycleaner Facility Listing A listing of drycleaner facility locations, for the Eastern Kern Air Pollution Control District.

Date of Government Version: 01/12/2023 Date Data Arrived at EDR: 04/26/2023 Date Made Active in Reports: 07/14/2023

Number of Days to Update: 79

Source: Eastern Kern Air Pollution Control District

Telephone: 661-862-9684 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023 Data Release Frequency: Varies

DRYCLEAN IMPERIAL CO DIST: Imperial County Air Pollution Control District Drycleaner Facility Listing A listing of drycleaner facility locations, for the Imperial County Air Pollution Control District

Date of Government Version: 04/25/2023 Date Data Arrived at EDR: 04/26/2023 Date Made Active in Reports: 07/14/2023

Number of Days to Update: 79

Source: Imperial County Air Pollution Control District

Telephone: 442-265-1800 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023 Data Release Frequency: Varies

DRYCLEAN MENDO CO DIST: Mendocino County Air Quality Management District Drycleaner Facility Listing A listing of drycleaner facility locations, for the Mendocino County Air Quality Management District.

Date of Government Version: 04/27/2023 Date Data Arrived at EDR: 04/28/2023 Date Made Active in Reports: 07/14/2023

Number of Days to Update: 77

Source: Mendocino County Air Quality Management District

Telephone: 707-463-4354 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023

Data Release Frequency: Varies

DRYCLEAN MOJAVE DESERT DIST: Mojave Desert Air Quality Management District Drycleaner Facility Listing A listing of drycleaner facility locations, for the Mojave Desert Air Quality Management District.

Date of Government Version: 04/26/2023 Date Data Arrived at EDR: 04/27/2023 Date Made Active in Reports: 07/14/2023

Number of Days to Update: 78

Source: Mojave Desert Air Quality Management District

Telephone: 760-245-1661 Last EDR Contact: 04/16/2024

Next Scheduled EDR Contact: 09/11/2023 Data Release Frequency: Varies

DRYCLEAN YOLO-SOLANO DIST: Yolo-Solano Air Quality Management District Drycleaner Facility Listing A listing of drycleaner facility locations, for the Yolo-Solano Air Quality Management District.

Date of Government Version: 01/04/2024 Date Data Arrived at EDR: 01/05/2024 Date Made Active in Reports: 03/20/2024

Number of Days to Update: 75

Source: Yolo-Solano Air Quality Management District

Telephone: 530-757-3650 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023 Data Release Frequency: Varies

DRYCLEAN SHASTA CO DIST: Shasta County Air Quality Management District District Drycleaner Facility Listing A listing of drycleaner facility locations, for the Shasta County Air Quality Management District.

Date of Government Version: 04/26/2023 Date Data Arrived at EDR: 04/27/2023 Date Made Active in Reports: 07/14/2023

Number of Days to Update: 78

Source: Shasta County Air Quality Management District

Telephone: 530-225-5674 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023 Data Release Frequency: Varies

DRYCLEAN MONTEREY BAY DIST: Monterey Bay Air Quality Management District Drycleaner Facility Listing A listing of drycleaner facility locations, for the Monterey Bay Air Quality Management District.

Date of Government Version: 01/03/2024 Date Data Arrived at EDR: 01/05/2024 Date Made Active in Reports: 03/20/2024

Number of Days to Update: 75

Source: Monterey Bay Air Quality Management District

Telephone: 831-647-9411 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023

DRYCLEAN SAN LUIS OB CO DIST: San Luis Obispo County Air Pollution Control District Drycleaner Facility Listing A listing of drycleaner facility locations, for the San Luis Obispo County Air Pollution Control District.

Date of Government Version: 01/03/2024 Date Data Arrived at EDR: 01/04/2024 Date Made Active in Reports: 03/20/2024

Number of Days to Update: 76

Source: San Luis Obispo County Air Pollution Control District

Telephone: 805-781-5756 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023 Data Release Frequency: Varies

DRYCLEAN PLACER CO DIST: Placer County Air Quality Management District Drycleaner Facility Listing A listing of drycleaner facility locations, for the Placer County Air Quality Management District.

Date of Government Version: 05/15/2023 Date Data Arrived at EDR: 05/17/2023 Date Made Active in Reports: 08/14/2023

Number of Days to Update: 89

Source: Placer County Air Quality Management District

Telephone: 530-745-2335 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023 Data Release Frequency: Varies

DRYCLEAN SAN JOAQ VAL DIST: San Joaquin Valley Air Pollution Control District District Drycleaner Facility Listing A listing of drycleaner facility locations, for the San Joaquin Valley Air Pollution Control District.

Date of Government Version: 01/04/2024 Date Data Arrived at EDR: 01/04/2024 Date Made Active in Reports: 03/21/2024

Number of Days to Update: 77

Source: San Joaquin Valley Air Pollution Control District

Telephone: 559-230-6001 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023

Data Release Frequency: Varies

DRYCLEAN BAY AREA DIST: Bay Area Air Quality Management District Drycleaner Facility Listing Bay Area Air Quality Management District Drycleaner Facility Listing.

Date of Government Version: 02/20/2019 Date Data Arrived at EDR: 05/30/2019 Date Made Active in Reports: 05/01/2023 Number of Days to Update: 1432

Source: Bay Area Air Quality Management District

Telephone: 415-516-1916 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN CALAVERAS CO DIST: Calaveras County Environmental Management Agency Drycleaner Facility Listing A listing of drycleaner facility locations, for the Calaveras County Environmental Management Agency.

Date of Government Version: 06/17/2019
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 05/01/2023

Number of Days to Update: 1412

Source: Calaveras County Environmental Management Agency

Telephone: 209-754-6399 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/16/2019 Data Release Frequency: Varies

DRYCLEAN LAKE CO DIST: Lake County Air Quality Management District Drycleaner Facility Listing A listing of drycleaner facility locations, for the Lake County Air Quality Management District,

Date of Government Version: 04/29/2019 Date Data Arrived at EDR: 05/07/2019 Date Made Active in Reports: 05/01/2023

Number of Days to Update: 1455

Source: Lake County Air Quality Management District

Telephone: 707-263-7000 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023 Data Release Frequency: Varies

DRYCLEAN NO COAST UNIFIED DIST: North Coast Unified Air Quality Management District Drycleaner Facility Listing A listing of drycleaner facility locations, for the North Coast Unified Air Quality Management District.

Date of Government Version: 11/30/2016 Date Data Arrived at EDR: 04/19/2019 Date Made Active in Reports: 05/01/2023

Number of Days to Update: 1473

Source: North Coast Unified Air Quality Management District

Telephone: 707-443-3093 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023

DRYCLEAN NO SIERRA DIST: Northern Sierra Air Quality Management District Drycleaner Facility Listing A listing of drycleaner facility locations, for the Northern Sierra Air Quality Management District,

Date of Government Version: 05/07/2019 Date Data Arrived at EDR: 05/07/2019 Date Made Active in Reports: 05/01/2023 Number of Days to Update: 1455 Source: Northern Sierra Air Quality Management District Telephone: 530-274-9350

Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023 Data Release Frequency: Varies

DRYCLEAN SANTA BARB CO DIST: Santa Barbara County Air Pollution Control District Drycleaner Facility Listing A listing of drycleaner facility locations, for the Santa Barbara County Air Pollution Control District.

Date of Government Version: 02/19/2019
Date Data Arrived at EDR: 04/17/2019
Date Made Active in Reports: 05/01/2023

Source: Santa Barbara County Air Pollution Control District

Telephone: 805-961-8867 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023

Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 11/14/2023 Date Data Arrived at EDR: 11/16/2023 Date Made Active in Reports: 02/12/2024 Source: South Coast Air Quality Management District

Telephone: 909-396-3211 Last EDR Contact: 02/20/2024

Number of Days to Update: 88

Number of Days to Update: 1475

Next Scheduled EDR Contact: 06/03/2024

Data Release Frequency: Varies

DRYCLEAN VENTURA CO DIST: Drycleaner Facility Listing

A listing of drycleaner facility locations, for the Ventura County Air Pollution Control District.

Date of Government Version: 01/04/2024 Date Data Arrived at EDR: 01/16/2024 Date Made Active in Reports: 02/08/2024 Source: Ventura County Air Pollution Control District

Telephone: 805-645-1421 Last EDR Contact: 01/03/2024

Number of Days to Update: 23

Next Scheduled EDR Contact: 09/11/2023 Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 11/21/2023 Date Data Arrived at EDR: 11/22/2023 Date Made Active in Reports: 02/16/2024

Source: Antelope Valley Air Quality Management District

Telephone: 661-723-8070 Last EDR Contact: 02/26/2024

Number of Days to Update: 86

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: Varies

DRYCLEAN AMADOR: Amador Air District Drycleaner Facility Listing

A listing of drycleaner facility locations, for the Amador Air Quality Management District

Date of Government Version: 04/26/2023 Date Data Arrived at EDR: 04/27/2023 Date Made Active in Reports: 07/13/2023

Source: Amador Air Quality Management District

Telephone: 209-257-0112 Last EDR Contact: 01/03/2024

Next Scheduled EDR Contact: 09/11/2023 Data Release Frequency: Varies

Number of Days to Update: 77

Number of Days to Update: 82

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2021 Date Data Arrived at EDR: 06/09/2023 Date Made Active in Reports: 08/30/2023 Source: California Air Resources Board Telephone: 916-322-2990

Last EDR Contact: 03/14/2024

Next Scheduled EDR Contact: 06/24/2024

**ENF: Enforcement Action Listing** 

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of

Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 01/16/2024 Date Data Arrived at EDR: 01/16/2024 Date Made Active in Reports: 04/03/2024

Number of Days to Update: 78

Source: State Water Resoruces Control Board

Telephone: 916-445-9379 Last EDR Contact: 04/16/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 01/11/2024 Date Data Arrived at EDR: 01/16/2024 Date Made Active in Reports: 04/03/2024

Number of Days to Update: 78

Source: Department of Toxic Substances Control

Telephone: 916-255-3628 Last EDR Contact: 04/12/2024

Next Scheduled EDR Contact: 07/29/2024

Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 11/08/2023 Date Data Arrived at EDR: 11/22/2023 Date Made Active in Reports: 02/16/2024

Number of Days to Update: 86

Source: California Integrated Waste Management Board

Telephone: 916-341-6066 Last EDR Contact: 02/20/2024

Next Scheduled EDR Contact: 05/20/2024

Data Release Frequency: Varies

ICE: Inspection, Compliance and Enforcement

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 02/07/2024 Date Data Arrived at EDR: 02/07/2024 Date Made Active in Reports: 02/07/2024

Number of Days to Update: 0

Source: Department of Toxic Subsances Control

Telephone: 877-786-9427 Last EDR Contact: 02/07/2024

Next Scheduled EDR Contact: 05/27/2024 Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site 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 [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001 Date Data Arrived at EDR: 01/22/2009 Date Made Active in Reports: 04/08/2009

Number of Days to Update: 76

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 01/22/2009 Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 02/07/2024 Date Data Arrived at EDR: 02/07/2024 Date Made Active in Reports: 02/07/2024

Number of Days to Update: 0

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 02/07/2024

Next Scheduled EDR Contact: 05/27/2024 Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 01/02/2024 Date Data Arrived at EDR: 01/03/2024 Date Made Active in Reports: 03/21/2024

Number of Days to Update: 78

Source: Department of Toxic Substances Control

Telephone: 916-440-7145 Last EDR Contact: 04/04/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Quarterly

HWTS: Hazardous Waste Tracking System

DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.

Date of Government Version: 01/26/2024 Date Data Arrived at EDR: 01/30/2024 Date Made Active in Reports: 04/17/2024

Number of Days to Update: 78

Source: Department of Toxic Substances Control

Telephone: 916-324-2444 Last EDR Contact: 03/28/2024

Next Scheduled EDR Contact: 07/15/2024

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. This database begins with calendar year 1993.

Date of Government Version: 12/31/2023 Date Data Arrived at EDR: 01/03/2024 Date Made Active in Reports: 03/21/2024

Number of Days to Update: 78

Source: California Environmental Protection Agency

Telephone: 916-255-1136 Last EDR Contact: 04/04/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Annually

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 11/29/2023 Date Data Arrived at EDR: 11/29/2023 Date Made Active in Reports: 02/23/2024

Number of Days to Update: 86

Source: Department of Conservation

Telephone: 916-322-1080 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 11/08/2023 Date Data Arrived at EDR: 11/22/2023 Date Made Active in Reports: 02/16/2024

Number of Days to Update: 86

Source: Department of Public Health Telephone: 916-558-1784

Last EDR Contact: 02/27/2024

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: Varies

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 11/06/2023 Date Data Arrived at EDR: 11/07/2023 Date Made Active in Reports: 02/05/2024

Number of Days to Update: 90

Source: State Water Resources Control Board

Telephone: 916-445-9379 Last EDR Contact: 02/06/2024

Next Scheduled EDR Contact: 05/20/2024 Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 11/22/2023 Date Data Arrived at EDR: 11/22/2023 Date Made Active in Reports: 02/16/2024

Number of Days to Update: 86

Source: Department of Pesticide Regulation

Telephone: 916-445-4038 Last EDR Contact: 02/27/2024

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: Quarterly

PROC: Certified Processors Database A listing of certified processors.

> Date of Government Version: 11/29/2023 Date Data Arrived at EDR: 11/29/2023 Date Made Active in Reports: 02/23/2024

Number of Days to Update: 86

Source: Department of Conservation

Telephone: 916-323-3836 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 12/06/2023 Date Data Arrived at EDR: 12/06/2023 Date Made Active in Reports: 02/29/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: 916-445-3846 Last EDR Contact: 03/08/2024

Next Scheduled EDR Contact: 06/24/2024 Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/03/2020 Date Data Arrived at EDR: 11/05/2020 Date Made Active in Reports: 01/26/2021

Number of Days to Update: 82

Source: City of San Jose Fire Department

Telephone: 408-535-7694 Last EDR Contact: 01/29/2024

Next Scheduled EDR Contact: 05/13/2024 Data Release Frequency: Annually

SANTA CRUZ CO SITE MITI: Site Mitigation Listing

Sites may become contaminated with toxic chemicals through illegal dumping or disposal, from leaking underground storage tanks, or through industrial or commercial activities. The goal of the site mitigation program is to protect the public health and the environment while facilitating completion of contaminated site clean-up projects in a timely manner.

Date of Government Version: 12/03/2018 Date Data Arrived at EDR: 06/23/2023 Date Made Active in Reports: 07/13/2023

Number of Days to Update: 20

Source: Santa Cruz Environmental Health Services

Telephone: 831-454-2761 Last EDR Contact: 02/09/2024

Next Scheduled EDR Contact: 05/27/2024 Data Release Frequency: Varies

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 11/29/2023 Date Data Arrived at EDR: 11/29/2023 Date Made Active in Reports: 02/27/2024

Number of Days to Update: 90

Source: Deaprtment of Conservation Telephone: 916-445-2408 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024

Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)

Underground control injection sites

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/05/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 85

Source: State Water Resource Control Board

Telephone: 866-480-1028 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024

Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing

Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 02/11/2021 Date Data Arrived at EDR: 07/01/2021 Date Made Active in Reports: 09/29/2021

Number of Days to Update: 90

Source: RWQCB, Central Valley Region

Telephone: 559-445-5577 Last EDR Contact: 04/04/2024

Next Scheduled EDR Contact: 07/15/2024

Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007 Date Data Arrived at EDR: 06/20/2007 Date Made Active in Reports: 06/29/2007

Number of Days to Update: 9

Source: State Water Resources Control Board

Telephone: 916-341-5227 Last EDR Contact: 02/09/2024

Next Scheduled EDR Contact: 05/27/2024 Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009 Date Data Arrived at EDR: 07/21/2009 Date Made Active in Reports: 08/03/2009

Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board

Telephone: 213-576-6726 Last EDR Contact: 03/15/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)

Military privatized sites

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/05/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024

Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)

Projects sites

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/05/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024

Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing

In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 11/29/2023 Date Data Arrived at EDR: 11/29/2023 Date Made Active in Reports: 02/22/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: 916-341-5810 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 11/22/2023 Date Data Arrived at EDR: 11/22/2023 Date Made Active in Reports: 02/16/2024

Number of Days to Update: 86

Source: State Water Resources Control Board

Telephone: 866-794-4977 Last EDR Contact: 02/27/2024

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 01/16/2024 Date Data Arrived at EDR: 01/16/2024 Date Made Active in Reports: 04/03/2024

Number of Days to Update: 78

Source: California Environmental Protection Agency

Telephone: 916-323-2514 Last EDR Contact: 04/16/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/05/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024

Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/05/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)

Produced water ponds sites

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/05/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024

Data Release Frequency: Varies

SAMPLING POINT: Sampling Point? Public Sites (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/05/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)

Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 12/04/2023 Date Data Arrived at EDR: 12/05/2023 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 85

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Varies

UST FINDER: UST Finder Database

EPA developed UST Finder, a web map application containing a comprehensive, state-sourced national map of underground storage tank (UST) and leaking UST (LUST) data. It provides the attributes and locations of active and closed USTs, UST facilities, and LUST sites from states and from Tribal lands and US territories . UST Finder contains information about proximity of UST facilities and LUST sites to: surface and groundwater public drinking water protection areas; estimated number of private domestic wells and number of people living nearby; and flooding and wildfires.

Date of Government Version: 06/08/2023 Date Data Arrived at EDR: 10/04/2023 Date Made Active in Reports: 01/18/2024

Number of Days to Update: 106

Source: Environmental Protection Agency

Telephone: 202-564-0394 Last EDR Contact: 02/09/2024

Next Scheduled EDR Contact: 05/20/2024 Data Release Frequency: Varies

UST FINDER RELEASE: UST Finder Releases Database

US EPA's UST Finder data is a national composite of leaking underground storage tanks. This data contains information about, and locations of, leaking underground storage tanks. Data was collected from state sources and standardized into a national profile by EPA's Office of Underground Storage Tanks, Office of Research and Development, and the Association of State and Territorial Solid Waste Management Officials.

Date of Government Version: 06/08/2023 Date Data Arrived at EDR: 10/31/2023 Date Made Active in Reports: 01/18/2024

Number of Days to Update: 79

Source: Environmental Protecton Agency

Telephone: 202-564-0394 Last EDR Contact: 02/09/2024

Next Scheduled EDR Contact: 05/20/2024 Data Release Frequency: Semi-Annually

### **EDR HIGH RISK HISTORICAL RECORDS**

#### **EDR Exclusive Records**

EDR MGP: 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 Hist Auto: EDR Exclusive Historical Auto 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. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

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 Hist Cleaner: EDR Exclusive Historical 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. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A Source: EDR, Inc. Date Data Arrived at EDR: N/A Telephone: N/A Date Made Active in Reports: N/A Last EDR Contact: N/A

Number of Days to Update: N/A Next Scheduled EDR Contact: N/A Data Release Frequency: Varies

#### **EDR RECOVERED GOVERNMENT ARCHIVES**

#### Exclusive Recovered Govt. Archives

### RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A Date Data Arrived at EDR: 07/01/2013 Date Made Active in Reports: 01/13/2014

Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery

Telephone: N/A

Last EDR Contact: 06/01/2012 Next Scheduled EDR Contact: N/A Data Release Frequency: Varies

### RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A Date Data Arrived at EDR: 07/01/2013 Date Made Active in Reports: 12/30/2013 Number of Days to Update: 182

Source: State Water Resources Control Board Telephone: N/A

Last EDR Contact: 06/01/2012 Next Scheduled EDR Contact: N/A Data Release Frequency: Varies

#### **COUNTY RECORDS**

### ALAMEDA COUNTY:

CS ALAMEDA: 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: 01/09/2019 Date Data Arrived at EDR: 01/11/2019 Date Made Active in Reports: 03/05/2019

Number of Days to Update: 53

Source: Alameda County Environmental Health Services

Telephone: 510-567-6700 Last EDR Contact: 03/28/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 12/26/2023 Date Data Arrived at EDR: 12/26/2023 Date Made Active in Reports: 03/19/2024

Number of Days to Update: 84

Source: Alameda County Environmental Health Services

Telephone: 510-567-6700 Last EDR Contact: 03/28/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Semi-Annually

### AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List

Cupa Facility List

Date of Government Version: 04/27/2023 Date Data Arrived at EDR: 04/27/2023 Date Made Active in Reports: 07/13/2023

Number of Days to Update: 77

Source: Amador County Environmental Health

Telephone: 209-223-6439 Last EDR Contact: 04/26/2023

Next Scheduled EDR Contact: 05/13/2024

Data Release Frequency: Varies

### **BUTTE COUNTY:**

CUPA BUTTE: CUPA Facility Listing

Cupa facility list.

Date of Government Version: 04/21/2017 Date Data Arrived at EDR: 04/25/2017 Date Made Active in Reports: 08/09/2017

Number of Days to Update: 106

Source: Public Health Department Telephone: 530-538-7149 Last EDR Contact: 03/28/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: No Update Planned

#### **CALVERAS COUNTY:**

CUPA CALVERAS: CUPA Facility Listing

Cupa Facility Listing

Date of Government Version: 12/18/2023 Date Data Arrived at EDR: 12/18/2023 Date Made Active in Reports: 03/13/2024

Number of Days to Update: 86

Source: Calveras County Environmental Health

Telephone: 209-754-6399 Last EDR Contact: 03/15/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Quarterly

#### COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List

Cupa facility list.

Date of Government Version: 04/06/2020 Date Data Arrived at EDR: 04/23/2020 Date Made Active in Reports: 07/10/2020

Number of Days to Update: 78

Source: Health & Human Services Telephone: 530-458-0396 Last EDR Contact: 01/29/2024

Next Scheduled EDR Contact: 05/13/2024 Data Release Frequency: Semi-Annually

#### CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 01/19/2024 Date Data Arrived at EDR: 01/24/2024 Date Made Active in Reports: 04/09/2024

Number of Days to Update: 76

Source: Contra Costa Health Services Department

Telephone: 925-646-2286 Last EDR Contact: 01/22/2024

Next Scheduled EDR Contact: 05/06/2024 Data Release Frequency: Semi-Annually

#### **DEL NORTE COUNTY:**

CUPA DEL NORTE: CUPA Facility List

Cupa Facility list

Date of Government Version: 10/24/2023 Date Data Arrived at EDR: 10/25/2023 Date Made Active in Reports: 01/16/2024

Number of Days to Update: 83

Source: Del Norte County Environmental Health Division

Telephone: 707-465-0426 Last EDR Contact: 02/05/2024

Next Scheduled EDR Contact: 05/06/2024

Data Release Frequency: Varies

#### EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List

CUPA facility list.

Date of Government Version: 08/08/2022 Date Data Arrived at EDR: 08/09/2022 Date Made Active in Reports: 09/01/2022

Number of Days to Update: 23

Source: El Dorado County Environmental Management Department

Telephone: 530-621-6623 Last EDR Contact: 01/22/2024

Next Scheduled EDR Contact: 05/06/2024

Data Release Frequency: Varies

### FRESNO COUNTY:

CUPA FRESNO: 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: 06/28/2021 Date Data Arrived at EDR: 12/21/2021 Date Made Active in Reports: 03/03/2022

Number of Days to Update: 72

Source: Dept. of Community Health Telephone: 559-445-3271 Last EDR Contact: 03/28/2024

Next Scheduled EDR Contact: 07/08/2024 Data Release Frequency: Semi-Annually

### **GLENN COUNTY:**

CUPA GLENN: CUPA Facility List

Cupa facility list

Date of Government Version: 01/22/2018 Date Data Arrived at EDR: 01/24/2018 Date Made Active in Reports: 03/14/2018

Number of Days to Update: 49

Source: Glenn County Air Pollution Control District

Telephone: 830-934-6500 Last EDR Contact: 04/12/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: No Update Planned

#### **HUMBOLDT COUNTY:**

CUPA HUMBOLDT: CUPA Facility List

CUPA facility list.

Date of Government Version: 08/12/2021 Date Data Arrived at EDR: 08/12/2021 Date Made Active in Reports: 11/08/2021

Number of Days to Update: 88

Source: Humboldt County Environmental Health

Telephone: N/A

Last EDR Contact: 02/09/2024

Next Scheduled EDR Contact: 05/27/2024 Data Release Frequency: Semi-Annually

#### IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List

Cupa facility list.

Date of Government Version: 01/17/2024 Date Data Arrived at EDR: 01/18/2024 Date Made Active in Reports: 04/03/2024

Number of Days to Update: 76

Source: San Diego Border Field Office

Telephone: 760-339-2777 Last EDR Contact: 04/12/2024

Next Scheduled EDR Contact: 07/29/2024

Data Release Frequency: Varies

#### INYO COUNTY:

CUPA INYO: CUPA Facility List

Cupa facility list.

Date of Government Version: 04/02/2018 Date Data Arrived at EDR: 04/03/2018 Date Made Active in Reports: 06/14/2018

Number of Days to Update: 72

Source: Inyo County Environmental Health Services

Telephone: 760-878-0238 Last EDR Contact: 02/09/2024

Next Scheduled EDR Contact: 05/27/2024

Data Release Frequency: Varies

### KERN COUNTY:

CUPA KERN: CUPA Facility List

A listing of sites included in the Kern County Hazardous Material Business Plan.

Date of Government Version: 10/30/2023 Date Data Arrived at EDR: 11/01/2023 Date Made Active in Reports: 01/23/2024

Number of Days to Update: 83

Source: Kern County Public Health Telephone: 661-321-3000 Last EDR Contact: 02/12/2024

Next Scheduled EDR Contact: 05/13/2024 Data Release Frequency: Varies

UST KERN: Underground Storage Tank Sites & Tank Listing

Kern County Sites and Tanks Listing.

Date of Government Version: 10/30/2023 Date Data Arrived at EDR: 11/01/2023 Date Made Active in Reports: 01/23/2024

Number of Days to Update: 83

Source: Kern County Environment Health Services Department

Telephone: 661-862-8700 Last EDR Contact: 02/12/2024

Next Scheduled EDR Contact: 05/13/2024 Data Release Frequency: Quarterly

#### KINGS COUNTY:

CUPA KINGS: CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/03/2020 Date Data Arrived at EDR: 01/26/2021 Date Made Active in Reports: 04/14/2021

Number of Days to Update: 78

Source: Kings County Department of Public Health

Telephone: 559-584-1411 Last EDR Contact: 02/09/2024

Next Scheduled EDR Contact: 05/27/2024 Data Release Frequency: Varies

#### LAKE COUNTY:

CUPA LAKE: CUPA Facility List

Cupa facility list

Date of Government Version: 10/27/2023 Date Data Arrived at EDR: 11/01/2023 Date Made Active in Reports: 11/21/2023

Number of Days to Update: 20

Source: Lake County Environmental Health

Telephone: 707-263-1164 Last EDR Contact: 04/08/2024

Next Scheduled EDR Contact: 07/22/2024 Data Release Frequency: Varies

### LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List

Cupa facility list

Date of Government Version: 07/31/2020 Date Data Arrived at EDR: 08/21/2020 Date Made Active in Reports: 11/09/2020

Number of Days to Update: 80

Source: Lassen County Environmental Health

Telephone: 530-251-8528 Last EDR Contact: 04/12/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

## LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009 Date Data Arrived at EDR: 03/31/2009 Date Made Active in Reports: 10/23/2009

Number of Days to Update: 206

Source: N/A Telephone: N/A

Last EDR Contact: 03/08/2024

Next Scheduled EDR Contact: 06/24/2024 Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 01/16/2024 Date Data Arrived at EDR: 01/18/2024 Date Made Active in Reports: 03/26/2024

Number of Days to Update: 68

Source: Department of Public Works

Telephone: 626-458-3517 Last EDR Contact: 04/12/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities Solid Waste Facilities in Los Angeles County.

> Date of Government Version: 01/09/2024 Date Data Arrived at EDR: 01/10/2024 Date Made Active in Reports: 03/27/2024

Number of Days to Update: 77

Source: La County Department of Public Works

Telephone: 818-458-5185 Last EDR Contact: 04/09/2024

Next Scheduled EDR Contact: 07/22/2024

Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 12/31/2022 Date Data Arrived at EDR: 01/12/2023 Date Made Active in Reports: 03/29/2023

Number of Days to Update: 76

Source: Engineering & Construction Division

Telephone: 213-473-7869 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 07/22/2024

Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory

A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019 Date Data Arrived at EDR: 06/25/2019 Date Made Active in Reports: 08/22/2019

Number of Days to Update: 58

Source: Los Angeles Fire Department

Telephone: 213-978-3800 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills

This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 04/13/2023 Date Data Arrived at EDR: 07/13/2023 Date Made Active in Reports: 09/27/2023

Number of Days to Update: 76

Source: Los Angeles County Department of Public Works

Telephone: 626-458-6973 Last EDR Contact: 04/11/2024

Next Scheduled EDR Contact: 07/22/2024 Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory

A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 12/01/2023 Date Data Arrived at EDR: 12/13/2023 Date Made Active in Reports: 12/14/2023

Number of Days to Update: 1

Source: Los Angeles Fire Department Telephone: 213-978-3800 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 07/01/2024

Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory

A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 12/01/2023

Date Data Arrived at EDR: 12/13/2023 Date Made Active in Reports: 03/07/2024

Number of Days to Update: 85

Source: Los Angeles Fire Department

Telephone: 213-978-3800 Last EDR Contact: 03/19/2024

Next Scheduled EDR Contact: 07/01/2024

Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 07/11/2023 Date Data Arrived at EDR: 10/17/2023 Date Made Active in Reports: 01/09/2024

Number of Days to Update: 84

Source: Community Health Services Telephone: 323-890-7806

Telephone: 323-890-7806 Last EDR Contact: 01/19/2024

Next Scheduled EDR Contact: 04/29/2024 Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017 Date Data Arrived at EDR: 04/19/2017 Date Made Active in Reports: 05/10/2017

Number of Days to Update: 21

Source: City of El Segundo Fire Department

Telephone: 310-524-2236 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 07/22/2024 Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019

Date Made Active in Reports: 06/27/2019

Number of Days to Update: 65

Source: City of Long Beach Fire Department

Telephone: 562-570-2563 Last EDR Contact: 04/12/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 04/12/2023 Date Data Arrived at EDR: 05/02/2023 Date Made Active in Reports: 06/13/2023

Number of Days to Update: 42

Source: City of Torrance Fire Department Telephone: 310-618-2973

Last EDR Contact: 04/12/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Semi-Annually

### MADERA COUNTY:

CUPA MADERA: CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/10/2020 Date Data Arrived at EDR: 08/12/2020 Date Made Active in Reports: 10/23/2020

Number of Days to Update: 72

Source: Madera County Environmental Health

Telephone: 559-675-7823 Last EDR Contact: 02/09/2024

Next Scheduled EDR Contact: 05/27/2024 Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites Currently permitted USTs in Marin County.

> Date of Government Version: 09/26/2018 Date Data Arrived at EDR: 10/04/2018 Date Made Active in Reports: 11/02/2018

Number of Days to Update: 29

Source: Public Works Department Waste Management

Telephone: 415-473-6647 Last EDR Contact: 03/22/2024

Next Scheduled EDR Contact: 07/08/2024 Data Release Frequency: Semi-Annually

#### MENDOCINO COUNTY:

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/22/2021 Date Data Arrived at EDR: 11/18/2021 Date Made Active in Reports: 11/22/2021

Number of Days to Update: 4

Source: Department of Public Health

Telephone: 707-463-4466 Last EDR Contact: 02/20/2024

Next Scheduled EDR Contact: 06/03/2024 Data Release Frequency: Annually

#### MERCED COUNTY:

CUPA MERCED: CUPA Facility List

CUPA facility list.

Date of Government Version: 11/15/2023 Date Data Arrived at EDR: 11/20/2023 Date Made Active in Reports: 02/15/2024

Number of Days to Update: 87

Source: Merced County Environmental Health

Telephone: 209-381-1094 Last EDR Contact: 02/12/2024

Next Scheduled EDR Contact: 05/27/2024

Data Release Frequency: Varies

#### MONO COUNTY:

CUPA MONO: CUPA Facility List

**CUPA Facility List** 

Date of Government Version: 02/22/2021 Date Data Arrived at EDR: 03/02/2021 Date Made Active in Reports: 05/19/2021

Number of Days to Update: 78

Source: Mono County Health Department

Telephone: 760-932-5580 Last EDR Contact: 02/16/2024

Next Scheduled EDR Contact: 06/03/2024

Data Release Frequency: Varies

### MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 10/04/2021 Date Data Arrived at EDR: 10/06/2021 Date Made Active in Reports: 12/29/2021

Number of Days to Update: 84

Source: Monterey County Health Department

Telephone: 831-796-1297 Last EDR Contact: 03/22/2024

Next Scheduled EDR Contact: 07/08/2024

Data Release Frequency: Varies

### NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017 Date Data Arrived at EDR: 01/11/2017 Date Made Active in Reports: 03/02/2017

Number of Days to Update: 50

Source: Napa County Department of Environmental Management

Telephone: 707-253-4269 Last EDR Contact: 02/16/2024

Next Scheduled EDR Contact: 06/03/2024 Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019

Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019

Number of Days to Update: 52

Source: Napa County Department of Environmental Management

Telephone: 707-253-4269 Last EDR Contact: 02/16/2024

Next Scheduled EDR Contact: 06/03/2024
Data Release Frequency: No Update Planned

**NEVADA COUNTY:** 

CUPA NEVADA: CUPA Facility List

CUPA facility list.

Date of Government Version: 10/31/2023 Date Data Arrived at EDR: 11/03/2023 Date Made Active in Reports: 01/23/2024

Number of Days to Update: 81

Source: Community Development Agency

Telephone: 530-265-1467 Last EDR Contact: 04/16/2024

Next Scheduled EDR Contact: 05/06/2024 Data Release Frequency: Varies

ORANGE COUNTY:

IND\_SITE ORANGE: List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 10/10/2023 Date Data Arrived at EDR: 11/01/2023 Date Made Active in Reports: 01/23/2024

Number of Days to Update: 83

Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 03/13/2024

Next Scheduled EDR Contact: 05/13/2024 Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 10/10/2023 Date Data Arrived at EDR: 11/01/2023 Date Made Active in Reports: 01/23/2024

Number of Days to Update: 83

Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 03/13/2024

Next Scheduled EDR Contact: 05/13/2024 Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 10/10/2023 Date Data Arrived at EDR: 11/01/2023 Date Made Active in Reports: 01/23/2024

Number of Days to Update: 83

Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 03/13/2024

Next Scheduled EDR Contact: 05/13/2024 Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 11/09/2023 Date Data Arrived at EDR: 11/09/2023 Date Made Active in Reports: 11/21/2023

Number of Days to Update: 12

Source: Placer County Health and Human Services

Telephone: 530-745-2363 Last EDR Contact: 02/26/2024

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: Semi-Annually

#### PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List

Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019 Date Data Arrived at EDR: 04/23/2019 Date Made Active in Reports: 06/26/2019

Number of Days to Update: 64

Source: Plumas County Environmental Health

Telephone: 530-283-6355 Last EDR Contact: 04/12/2024

Next Scheduled EDR Contact: 07/29/2024

Data Release Frequency: Varies

#### RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 01/04/2024 Date Data Arrived at EDR: 01/04/2024 Date Made Active in Reports: 03/29/2024

Number of Days to Update: 85

Source: Department of Environmental Health

Telephone: 951-358-5055 Last EDR Contact: 12/05/2023

Next Scheduled EDR Contact: 06/24/2024 Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 01/04/2024 Date Data Arrived at EDR: 01/04/2024 Date Made Active in Reports: 03/21/2024

Number of Days to Update: 77

Source: Department of Environmental Health

Telephone: 951-358-5055 Last EDR Contact: 03/08/2024

Next Scheduled EDR Contact: 06/24/2024 Data Release Frequency: Quarterly

### SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 11/07/2022 Date Data Arrived at EDR: 12/21/2022 Date Made Active in Reports: 03/16/2023

Number of Days to Update: 85

Source: Sacramento County Environmental Management

Telephone: 916-875-8406 Last EDR Contact: 03/25/2024

Next Scheduled EDR Contact: 07/08/2024 Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/07/2022 Date Data Arrived at EDR: 12/09/2022 Date Made Active in Reports: 03/01/2023

Number of Days to Update: 82

Source: Sacramento County Environmental Management

Telephone: 916-875-8406 Last EDR Contact: 03/25/2024

Next Scheduled EDR Contact: 07/08/2024 Data Release Frequency: Quarterly

## SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List

Cupa facility list

Date of Government Version: 01/17/2024 Date Data Arrived at EDR: 01/18/2024 Date Made Active in Reports: 01/26/2024

Number of Days to Update: 8

Source: San Benito County Environmental Health

Telephone: N/A

Last EDR Contact: 01/11/2024

Next Scheduled EDR Contact: 05/13/2024

Data Release Frequency: Varies

#### SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: 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: 11/08/2023 Date Data Arrived at EDR: 11/09/2023 Date Made Active in Reports: 02/07/2024

Number of Days to Update: 90

Source: San Bernardino County Fire Department Hazardous Materials Division

Telephone: 909-387-3041 Last EDR Contact: 01/29/2024

Next Scheduled EDR Contact: 05/12/2024 Data Release Frequency: Quarterly

#### SAN DIEGO COUNTY:

HMMD SAN DIEGO: 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: 11/27/2023 Date Data Arrived at EDR: 11/27/2023 Date Made Active in Reports: 02/16/2024

Number of Days to Update: 81

Source: Hazardous Materials Management Division

Telephone: 619-338-2268 Last EDR Contact: 02/27/2024

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities
San Diego County Solid Waste Facilities.

Date of Government Version: 10/01/2023 Date Data Arrived at EDR: 01/31/2024 Date Made Active in Reports: 04/17/2024

Number of Days to Update: 77

Source: Department of Health Services

Telephone: 619-338-2209 Last EDR Contact: 04/12/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/22/2021 Date Data Arrived at EDR: 10/19/2021 Date Made Active in Reports: 01/13/2022

Number of Days to Update: 86

Source: Department of Environmental Health

Telephone: 858-505-6874 Last EDR Contact: 04/12/2024

Next Scheduled EDR Contact: 07/29/2024

Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010 Date Data Arrived at EDR: 06/15/2010 Date Made Active in Reports: 07/09/2010

Number of Days to Update: 24

Source: San Diego County Department of Environmental Health

Telephone: 619-338-2371 Last EDR Contact: 02/23/2024

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: No Update Planned

#### SAN FRANCISCO COUNTY:

CUPA SAN FRANCISCO CO: CUPA Facility Listing

Cupa facilities

Date of Government Version: 10/30/2023 Date Data Arrived at EDR: 11/01/2023 Date Made Active in Reports: 01/23/2024

Number of Days to Update: 83

Source: San Francisco County Department of Environmental Health

Telephone: 415-252-3896 Last EDR Contact: 01/29/2024

Next Scheduled EDR Contact: 05/13/2024

Data Release Frequency: Varies

LUST SAN FRANCISCO: Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008 Date Data Arrived at EDR: 09/19/2008 Date Made Active in Reports: 09/29/2008

Number of Days to Update: 10

Source: Department Of Public Health San Francisco County

Telephone: 415-252-3920 Last EDR Contact: 01/29/2024

Next Scheduled EDR Contact: 05/13/2024 Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 10/30/2023 Date Data Arrived at EDR: 11/01/2023 Date Made Active in Reports: 01/23/2024

Number of Days to Update: 83

Source: Department of Public Health Telephone: 415-252-3920

Last EDR Contact: 01/29/2024

Next Scheduled EDR Contact: 05/13/2024 Data Release Frequency: Quarterly

#### SAN FRANCISO COUNTY:

SAN FRANCISCO MAHER: Maher Ordinance Property Listing

a listing of properties that fall within a Maher Ordinance, for all of San Francisco

Date of Government Version: 01/15/2024 Date Data Arrived at EDR: 01/18/2024 Date Made Active in Reports: 04/05/2024

Number of Days to Update: 78

Source: San Francisco Planning Telephone: 628-652-7483 Last EDR Contact: 04/16/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Varies

#### SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018 Date Data Arrived at EDR: 06/26/2018 Date Made Active in Reports: 07/11/2018

Number of Days to Update: 15

Source: Environmental Health Department

Telephone: N/A

Last EDR Contact: 03/08/2024

Next Scheduled EDR Contact: 06/24/2024 Data Release Frequency: Semi-Annually

## SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List

Cupa Facility List.

Date of Government Version: 11/08/2023 Date Data Arrived at EDR: 11/09/2023 Date Made Active in Reports: 02/07/2024

Number of Days to Update: 90

Source: San Luis Obispo County Public Health Department

Telephone: 805-781-5596 Last EDR Contact: 02/12/2024

Next Scheduled EDR Contact: 05/27/2024

Data Release Frequency: Varies

#### SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 02/20/2020 Date Data Arrived at EDR: 02/20/2020 Date Made Active in Reports: 04/24/2020

Number of Days to Update: 64

Telephone: 650-363-1921 Last EDR Contact: 03/07/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019 Date Data Arrived at EDR: 03/29/2019 Date Made Active in Reports: 05/29/2019

Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division

Source: San Mateo County Environmental Health Services Division

Telephone: 650-363-1921 Last EDR Contact: 03/01/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Semi-Annually

#### SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing

 $\hbox{CUPA Program Listing from the Environmental Health Services division}.$ 

Date of Government Version: 09/08/2011 Date Data Arrived at EDR: 09/09/2011 Date Made Active in Reports: 10/07/2011

Number of Days to Update: 28

Source: Santa Barbara County Public Health Department

Telephone: 805-686-8167 Last EDR Contact: 02/09/2024

Next Scheduled EDR Contact: 05/27/2024 Data Release Frequency: No Update Planned

### SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List

Cupa facility list

Date of Government Version: 11/07/2023 Date Data Arrived at EDR: 11/08/2023 Date Made Active in Reports: 11/16/2023

Number of Days to Update: 8

Source: Department of Environmental Health

Telephone: 408-918-1973 Last EDR Contact: 02/12/2024

Next Scheduled EDR Contact: 05/27/2024 Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - 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: 03/29/2005 Date Data Arrived at EDR: 03/30/2005 Date Made Active in Reports: 04/21/2005

Number of Days to Update: 22

Source: Santa Clara Valley Water District

Telephone: 408-265-2600 Last EDR Contact: 03/23/2009

Next Scheduled EDR Contact: 06/22/2009 Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014 Date Data Arrived at EDR: 03/05/2014 Date Made Active in Reports: 03/18/2014

Number of Days to Update: 13

Source: Department of Environmental Health

Telephone: 408-918-3417 Last EDR Contact: 02/16/2024

Next Scheduled EDR Contact: 06/03/2024 Data Release Frequency: No Update Planned

#### SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List

CUPA facility listing.

Date of Government Version: 01/21/2017 Date Data Arrived at EDR: 02/22/2017 Date Made Active in Reports: 05/23/2017

Number of Days to Update: 90

Source: Santa Cruz County Environmental Health

Telephone: 831-464-2761 Last EDR Contact: 02/09/2024

Next Scheduled EDR Contact: 05/27/2024

Data Release Frequency: Varies

#### SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List

Cupa Facility List.

Date of Government Version: 06/15/2017 Date Data Arrived at EDR: 06/19/2017 Date Made Active in Reports: 08/09/2017

Number of Days to Update: 51

Source: Shasta County Department of Resource Management

Telephone: 530-225-5789 Last EDR Contact: 02/09/2024

Next Scheduled EDR Contact: 05/27/2024

Data Release Frequency: Varies

#### SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019 Date Data Arrived at EDR: 06/06/2019 Date Made Active in Reports: 08/13/2019

Number of Days to Update: 68

Source: Solano County Department of Environmental Management

Telephone: 707-784-6770 Last EDR Contact: 02/23/2024

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 09/15/2021 Date Data Arrived at EDR: 09/16/2021 Date Made Active in Reports: 12/09/2021

Number of Days to Update: 84

Source: Solano County Department of Environmental Management

Telephone: 707-784-6770 Last EDR Contact: 02/23/2024

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: Quarterly

### SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List

Cupa Facility list

Date of Government Version: 07/02/2021 Date Data Arrived at EDR: 07/06/2021 Date Made Active in Reports: 07/14/2021

Number of Days to Update: 8

Source: County of Sonoma Fire & Emergency Services Department

Telephone: 707-565-1174 Last EDR Contact: 03/15/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 06/30/2021 Date Data Arrived at EDR: 06/30/2021 Date Made Active in Reports: 09/24/2021

Number of Days to Update: 86

Source: Department of Health Services

Telephone: 707-565-6565 Last EDR Contact: 03/15/2024

Next Scheduled EDR Contact: 07/01/2024 Data Release Frequency: Quarterly

#### STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List

Cupa facility list

Date of Government Version: 02/08/2022 Date Data Arrived at EDR: 02/10/2022 Date Made Active in Reports: 05/04/2022

Number of Days to Update: 83

Source: Stanislaus County Department of Ennvironmental Protection

Telephone: 209-525-6751 Last EDR Contact: 04/05/2024

Next Scheduled EDR Contact: 07/22/2024

Data Release Frequency: Varies

#### SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 08/03/2023 Date Data Arrived at EDR: 08/24/2023 Date Made Active in Reports: 09/12/2023

Number of Days to Update: 19

Source: Sutter County Environmental Health Services

Telephone: 530-822-7500 Last EDR Contact: 02/26/2024

Next Scheduled EDR Contact: 06/10/2024 Data Release Frequency: Semi-Annually

### TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List

Cupa facilities

Date of Government Version: 12/05/2023 Date Data Arrived at EDR: 02/01/2024 Date Made Active in Reports: 02/28/2024

Number of Days to Update: 27

Source: Tehama County Department of Environmental Health

Telephone: 530-527-8020 Last EDR Contact: 01/29/2024

Next Scheduled EDR Contact: 05/13/2024

Data Release Frequency: Varies

### TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List

Cupa facility list

Date of Government Version: 01/17/2024 Date Data Arrived at EDR: 01/18/2024 Date Made Active in Reports: 04/03/2024

Number of Days to Update: 76

Source: Department of Toxic Substances Control

Telephone: 760-352-0381 Last EDR Contact: 04/12/2024

Next Scheduled EDR Contact: 07/29/2024

Data Release Frequency: Varies

### TULARE COUNTY:

CUPA TULARE: CUPA Facility List Cupa program facilities

> Date of Government Version: 10/07/2022 Date Data Arrived at EDR: 10/07/2022 Date Made Active in Reports: 12/21/2022

Number of Days to Update: 75

Source: Tulare County Environmental Health Services Division

Telephone: 559-624-7400 Last EDR Contact: 01/29/2024

Next Scheduled EDR Contact: 05/13/2024

Data Release Frequency: Varies

#### TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List

Cupa facility list

Date of Government Version: 04/23/2018 Date Data Arrived at EDR: 04/25/2018 Date Made Active in Reports: 06/25/2018

Number of Days to Update: 61

Source: Divison of Environmental Health

Telephone: 209-533-5633 Last EDR Contact: 04/12/2024

Next Scheduled EDR Contact: 07/29/2024

Data Release Frequency: Varies

#### VENTURA COUNTY:

BWT VENTURA: 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: 12/26/2023 Date Data Arrived at EDR: 01/24/2024 Date Made Active in Reports: 04/08/2024

Number of Days to Update: 75

Source: Ventura County Environmental Health Division

Telephone: 805-654-2813 Last EDR Contact: 04/15/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Quarterly

#### LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011 Date Data Arrived at EDR: 12/01/2011 Date Made Active in Reports: 01/19/2012

Number of Days to Update: 49

Source: Environmental Health Division

Telephone: 805-654-2813 Last EDR Contact: 03/22/2024

Next Scheduled EDR Contact: 07/08/2024 Data Release Frequency: No Update Planned

### LUST VENTURA: Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008 Date Data Arrived at EDR: 06/24/2008 Date Made Active in Reports: 07/31/2008

Number of Days to Update: 37

Source: Environmental Health Division

Telephone: 805-654-2813 Last EDR Contact: 02/02/2024

Next Scheduled EDR Contact: 05/20/2024 Data Release Frequency: No Update Planned

#### MED WASTE VENTURA: Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 12/26/2023 Date Data Arrived at EDR: 01/23/2024 Date Made Active in Reports: 04/09/2024

Number of Days to Update: 77

Source: Ventura County Resource Management Agency

Telephone: 805-654-2813 Last EDR Contact: 04/15/2024

Next Scheduled EDR Contact: 07/29/2024 Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 11/28/2023 Date Data Arrived at EDR: 11/29/2023 Date Made Active in Reports: 02/26/2024

Number of Days to Update: 89

Source: Environmental Health Division

Telephone: 805-654-2813 Last EDR Contact: 03/05/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Quarterly

#### YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report Underground storage tank sites located in Yolo county.

Date of Government Version: 12/18/2023 Date Data Arrived at EDR: 12/26/2023 Date Made Active in Reports: 03/19/2024

Number of Days to Update: 84

Source: Yolo County Department of Health

Telephone: 530-666-8646 Last EDR Contact: 03/22/2024

Next Scheduled EDR Contact: 07/08/2024 Data Release Frequency: Annually

#### YUBA COUNTY:

CUPA YUBA: CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 01/22/2024 Date Data Arrived at EDR: 01/23/2024 Date Made Active in Reports: 04/08/2024

Number of Days to Update: 76

Source: Yuba County Environmental Health Department

Telephone: 530-749-7523 Last EDR Contact: 01/22/2024

Next Scheduled EDR Contact: 05/06/2024

Data Release Frequency: Varies

### 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.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 11/06/2023 Date Data Arrived at EDR: 11/07/2023 Date Made Active in Reports: 01/31/2024

Number of Days to Update: 85

Source: Department of Energy & Environmental Protection

Telephone: 860-424-3375 Last EDR Contact: 02/06/2024

Next Scheduled EDR Contact: 05/20/2024 Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018 Date Data Arrived at EDR: 04/10/2019 Date Made Active in Reports: 05/16/2019

Number of Days to Update: 36

Source: Department of Environmental Protection

Telephone: N/A

Last EDR Contact: 03/29/2024

Next Scheduled EDR Contact: 07/15/2024 Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD

acility.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 11/30/2023
Date Made Active in Reports: 12/01/2023

Number of Days to Update: 1

Source: Department of Environmental Conservation

Telephone: 518-402-8651 Last EDR Contact: 01/26/2024

Next Scheduled EDR Contact: 05/06/2024 Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 06/30/2018 Date Data Arrived at EDR: 07/19/2019 Date Made Active in Reports: 09/10/2019

Number of Days to Update: 53

Source: Department of Environmental Protection

Telephone: 717-783-8990 Last EDR Contact: 04/08/2024

Next Scheduled EDR Contact: 07/22/2024 Data Release Frequency: Annually

RI MANIFEST: Manifest information Hazardous waste manifest information

> Date of Government Version: 12/31/2020 Date Data Arrived at EDR: 11/30/2021 Date Made Active in Reports: 02/18/2022

Number of Days to Update: 80

Source: Department of Environmental Management

Telephone: 401-222-2797 Last EDR Contact: 02/12/2024

Next Scheduled EDR Contact: 05/27/2024 Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018 Date Data Arrived at EDR: 06/19/2019 Date Made Active in Reports: 09/03/2019

Number of Days to Update: 76

Source: Department of Natural Resources

Telephone: N/A

Last EDR Contact: 03/01/2024

Next Scheduled EDR Contact: 06/17/2024 Data Release Frequency: Annually

### Oil/Gas Pipelines

Source: Endeavor Business Media

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

### Electric Power Transmission Line Data

Source: Endeavor Business Media

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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 was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife

Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map Source: U.S. Geological Survey

## STREET AND ADDRESS INFORMATION

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## **GEOCHECK®-PHYSICAL SETTING SOURCE ADDENDUM**

#### **TARGET PROPERTY ADDRESS**

E VISTA DRIVE E VISTA DRIVE WEED, CA 96094

### **TARGET PROPERTY COORDINATES**

Latitude (North): 41.398056 - 41° 23′ 53.00″ Longitude (West): 122.374167 - 122° 22′ 27.00″

Universal Tranverse Mercator: Zone 10 UTM X (Meters): 552317.1 UTM Y (Meters): 4582923.0

Elevation: 3767 ft. above sea level

### **USGS TOPOGRAPHIC MAP**

Target Property Map: 50006411 HOTLUM, CA

Version Date: 2022

Northwest Map: 50006237 WEED, CA

Version Date: 2021

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.

### **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**

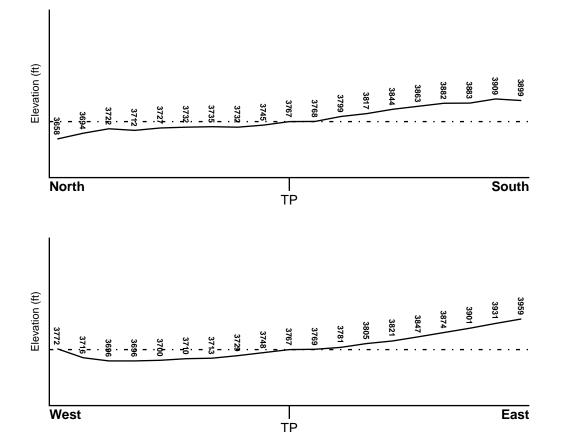
Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

#### TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NW

#### SURROUNDING TOPOGRAPHY: ELEVATION PROFILES

Target Property Elevation: 3767 ft.



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.

1/2

1 Miles

### 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**

Flood Plain Panel at Target Property FEMA Source Type

06093C2600D FEMA FIRM Flood data

Additional Panels in search area: FEMA Source Type

06093C2570D FEMA FIRM Flood data 06093C2567D FEMA FIRM Flood data

**NATIONAL WETLAND INVENTORY** 

NWI Quad at Target Property Data Coverage

WEED NE YES - refer to the Overview Map and Detail Map

#### 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.

LOCATION GENERAL DIRECTION

MAP ID FROM TP GROUNDWATER FLOW

Not Reported

## **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**

#### **GEOLOGIC AGE IDENTIFICATION**

Era: Cenozoic Category: Volcanic Rocks

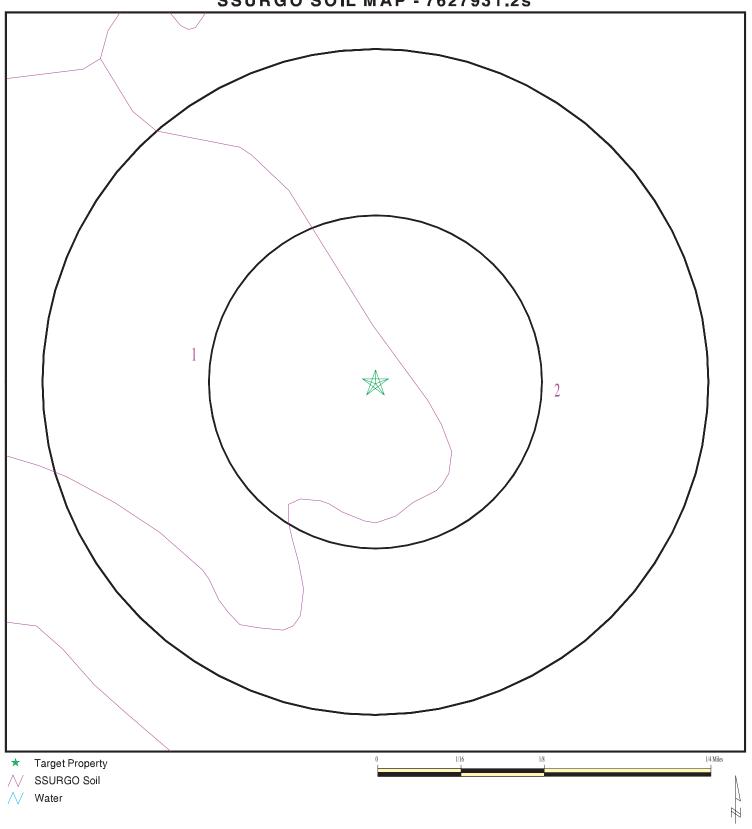
System: Quaternary

Series: Quaternary volcanic rocks

Code: Qv (decoded above as Era, System & Series)

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).

# **SSURGO SOIL MAP - 7627931.2s**



SITE NAME: E Vista Drive ADDRESS: E Vista Drive Weed CA 96094 LAT/LONG: 41.398056 / 122.374167

CLIENT: Vestra Resources CONTACT: Jennifer Williams INQUIRY #: 7627931.2s

DATE: April 18, 2024 12:21 pm

## 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. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: DEETZ

Soil Surface Texture: gravelly loamy sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to

excessively drained sands and gravels.

Soil Drainage Class: Somewhat excessively drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
Layer	Boundary			Classification		Saturated hydraulic	
	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	conductivity micro m/sec	Soil Reaction (pH)
1	0 inches	7 inches	gravelly loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel	Max: 141 Min: 42	Max: 6 Min: 4.5
2	7 inches	38 inches	stratified sand to gravelly loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel	Max: 141 Min: 42	Max: 6 Min: 4.5
3	38 inches	64 inches	stratified very gravelly sand to gravelly loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel	Max: 141 Min: 42	Max: 6 Min: 4.5

Soil Map ID: 2

Soil Component Name: DEETZ

Soil Surface Texture: gravelly loamy sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to

excessively drained sands and gravels.

Soil Drainage Class: Somewhat excessively drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
Layer	Boundary			Classification		Saturated hydraulic	
	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	conductivity micro m/sec	Soil Reaction (pH)
1	0 inches	7 inches	gravelly loamy sand	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 42	Max: 6 Min: 4.5
2	7 inches	38 inches	stratified sand to gravelly loamy sand	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 42	Max: 6 Min: 4.5
3	38 inches	64 inches	stratified very gravelly sand to gravelly loamy sand	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 42	Max: 6 Min: 4.5

## **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
 FROM TP

 D12
 USGS40000194803
 1/2 - 1 Mile SE

 14
 USGS40000194804
 1/2 - 1 Mile West

### FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID WELL ID FROM TP

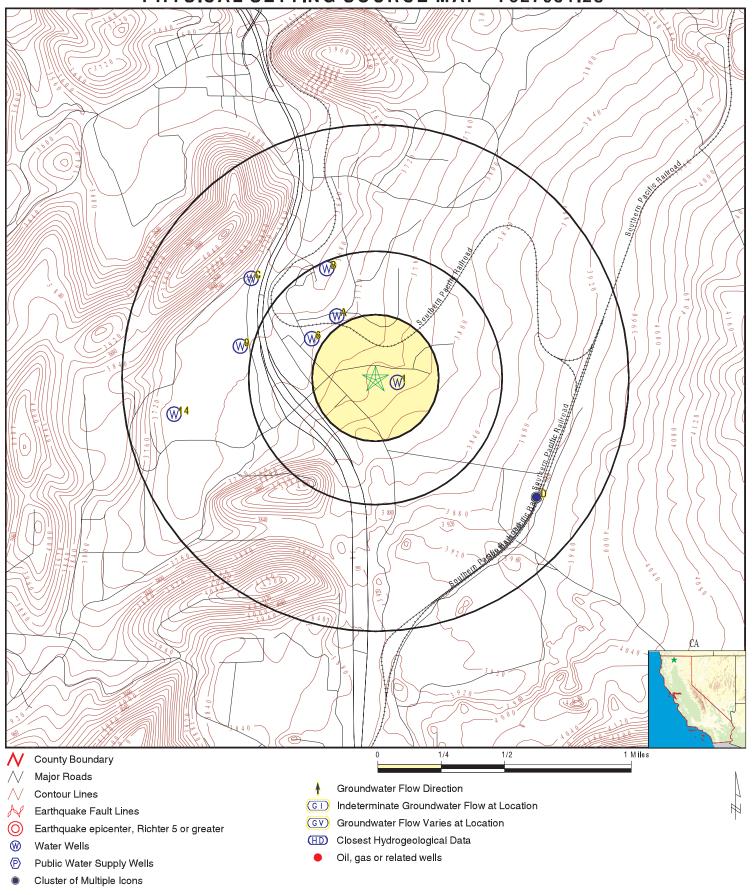
No PWS System Found

Note: PWS System location is not always the same as well location.

### STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1 A2 A3 A4 A5 6 B7 B8 9 C10 C11 D13	CADDW200000914 CADDW2000024431 CAUSGSN00006319 CAUSGS000001756 CALLNL000001013 CADWR0000025472 19647 CADDW2000002663 19649 CADDW2000003682 CADWR0000006763 CAUSGSN00010029	0 - 1/8 Mile ESE 1/4 - 1/2 Mile NNW 1/2 - 1 Mile NNW 1/2 - 1 Mile NW 1/2 - 1 Mile NW 1/2 - 1 Mile NW

# PHYSICAL SETTING SOURCE MAP - 7627931.2s



SITE NAME: E Vista Drive ADDRESS: E Vista Drive

Weed CA 96094 LAT/LONG: 41.398056 / 122.374167 CLIENT: Vestra Resources CONTACT: Jennifer Williams INQUIRY#: 7627931.2s DATE: April 18, 2024 12:21 pm

## **GEOCHECK®-PHYSICAL SETTING SOURCE MAP FINDINGS**

Map ID Direction Distance

Elevation EDR ID Number Database

**ESE** 

**CA WELLS** CADDW2000000914

0 - 1/8 Mile Higher

GAMA:

Well ID: CA4710009\_004\_004 MUNICIPAL Well Type: DDW Source: Other Names: 4710009-004

GAMA Pfas testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp\_

date=&global\_id=&assigned\_name=CA4710009\_004\_004&store\_num=

GeoTracker Data: Not Reported

NNW **CA WELLS** CADDW2000024431 1/4 - 1/2 Mile

Lower

GAMA:

Well ID: CA4710009\_003\_003 Well Type: MUNICIPAL Source: DDW Other Names: 4710009-003

GAMA Pfas testing: Not Reported

https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp\_ Groundwater Quality Data:

date=&global\_id=&assigned\_name=CA4710009\_003\_003&store\_num=

GeoTracker Data: Not Reported

A3 NNW **CA WELLS** CAUSGSN00006319 1/4 - 1/2 Mile

Lower

USGS-412400122220001 Well Type: Well ID: UNK

Source: United States Geological Survey

GAMA PFAS Testing: Other Name: USGS-412400122220001 Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGSNEW&s

amp\_date=&global\_id=&assigned\_name=USGS-412400122220001&store\_num=

GeoTracker Data: Not Reported

NNW **CA WELLS** CAUSGS000001756

1/4 - 1/2 Mile Lower

GAMA:

Well ID: CAMP-SH-04 Well Type: **MUNICIPAL** 

Source: United States Geological Survey

Other Names: CAMP-SH-04 GAMA Pfas testing: Not Reported

https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGS&sampataDisplay.asp.dataset=USGS&sampataSet=USGS&sampataSet=UGroundwater Quality Data:

\_date=&global\_id=&assigned\_name=CAMP-SH-04&store\_num=

GeoTracker Data: Not Reported

## **GEOCHECK®-PHYSICAL SETTING SOURCE MAP FINDINGS**

Map ID Direction Distance

Elevation Database EDR ID Number

A5 NNW

1/4 - 1/2 Mile Lower

> Well ID: 101687 Well Type: MUNICIPAL

Lawrence Livermore National Laboratory Source:

41N/05W-13E01 M Other Name: **GAMA PFAS Testing:** Not Reported

Groundwater Quality Data: Not Reported GeoTracker Data: Not Reported

Chemical: Helium-3/Helium-4 Results: .00000684549 03/04/2004 Units: atom ratio Date:

Chemical: Tritium (Hydrogen 3) Results: .35

10/21/2003 Units: pCi/L Date:

.000375903 Chemical: Argon Results: 03/04/2004 Units: cm3STP/g Date:

.000000172856 Chemical: Helium-4 Results: 03/04/2004 Units: cm3STP/g Date:

Chemical: Krypton Results: .0000000922185 Units: cm3STP/g Date: 03/04/2004

Chemical: Neon Results: .000000214976 Units: cm3STP/g Date: 03/04/2004

WNW

**CA WELLS** CADWR0000025472 1/4 - 1/2 Mile

Well ID: 41N05W13E001M

Well Type: UNK Source: Department of Water Resources

Other Name: 41N05W13E001M GAMA PFAS Testing: Not Reported

https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp\_

date=&global\_id=&assigned\_name=41N05W13E001M&store\_num=

GeoTracker Data: Not Reported

Groundwater Quality Data:

NNW **CA WELLS** 19647 1/4 - 1/2 Mile

Lower

Lower

Seq: 19647 Prim sta c: 41N/05W-13D01 M

Frds no: 4700546001 County: 47 User id: District: 01 ATT Water type: System no: 4700546 G

**CA WELLS** 

CALLNL000001013

Source nam: SPRING 01 Station ty: SPRING/AMBNT/MUN/INTAKE

Latitude:412416.0Longitude:1222236.0Precision:3Status:ARComment 1:FROM "X" OF I-5 & S WEED EXIT UNDERPAS, GO E AT BUTTE ST., GO N, TAKEComment 2:1ST LEFT, THEN N ON KELLOG DR CROSS RR TRACKS TO ENTRANCE TO TRLR PK.Comment 3:SPRING IS N OF LAUNDRY RM ACROSS CRK IN CYCLONE FENCE AT N END OF TRLRComment 4:PK LOOP.Comment 5:Not Reported

Comment 6: Not Reported Comment 7: Not Reported

System no: 4700546 System nam: Cal Ore Trail Mobile Estates Hqname: Not Reported Address: 1490 Kellogg Drive

City: Weed State: CA

Zip: 96094 Zip ext: Not Reported

Pop serv: 100 Connection: 52

Area serve: Not Reported

Sample date: 08-AUG-17 Finding: 57.
Chemical: BICARBONATE ALKALINITY Report units: MG/L

Dir: 0.

Sample date: 08-AUG-17 Finding: 110.

Chemical: TOTAL DISSOLVED SOLIDS Report units: MG/L DIr: 0.

Sample date: 08-AUG-17 Finding: 0.14

Chemical: FLUORIDE (F) (NATURAL-SOURCE) Report units: MG/L DIr: 0.1

Sample date: 08-AUG-17 Finding: 0.7

Chemical: SULFATE Report units: MG/L DIr: 0.5

Sample date: 08-AUG-17 Finding: 2.

Chemical: POTASSIUM Report units: MG/L DIr: 0.

Sample date: 08-AUG-17 Finding: 10.

Chemical: SODIUM Report units: MG/L DIr: 0.

Sample date: 08-AUG-17 Finding: 96.

Chemical: SPECIFIC CONDUCTANCE Report units: US DIr: 0.

Sample date: 08-AUG-17 Finding: 7.65

Chemical: PH, LABORATORY Report units: Not Reported DIr: 0.

Sample date: 08-AUG-17 Finding: 47.

Chemical: ALKALINITY (TOTAL) AS CACO3 Report units: MG/L DIr: 0.

Sample date: 08-AUG-17 Finding: 10.5

Chemical: AGGRSSIVE INDEX (CORROSIVITY) Report units: Not Reported

Sample date: 08-AUG-17 Finding: 0.52

Chemical: NITRATE (AS N) Report units: MG/L DIr: 0.4

Sample date: 08-AUG-17 Finding: 25.
Chemical: HARDNESS (TOTAL) AS CACO3 Report units: MG/L

Dlr: 0.

08-AUG-17 Sample date: Finding: **CALCIUM** MG/L Chemical: Report units:

Dlr: 0.

Sample date: 08-AUG-17 Finding: Chemical: MAGNESIUM Report units: MG/L

DIr:

18-MAY-17 Sample date: Finding: 0.663 Chemical: **GROSS ALPHA MDA95** Report units: PCI/L

DIr:

Sample date: 18-MAY-17 0.381 Finding:

GROSS ALPHA COUNTING ERROR Chemical: Report units: PCI/L

18-MAY-17 0.46 Sample date: Finding: Chemical: NITRATE (AS N) Report units: MG/L

DIr: 0.4

27-DEC-16 Finding: Sample date: 0.46 Chemical: NITRATE (AS N) Report units: MG/L

DIr: 0.4

Sample date: 30-JAN-15 Finding: 2.09 Report units: MG/L

Chemical: NITRATE (AS NO3)

DIr:

Sample date: 15-NOV-12 Finding: 2.5 Chemical: NITRATE (AS NO3) Report units: MG/L

DIr:

NNW **CA WELLS** CADDW2000002663

1/4 - 1/2 Mile Lower

GAMA:

1/2 - 1 Mile Lower

Well ID: CA4700546\_001\_001 MUNICIPAL Well Type: DDW Other Names: 4700546-001 Source:

GAMA Pfas testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp\_

date=&global\_id=&assigned\_name=CA4700546\_001\_001&store\_num=

Not Reported GeoTracker Data:

9 WNW **CA WELLS** 19649

41N/05W-14A01 M Seq: 19649 Prim sta c:

County: 4710009002 Frds no: 47 District: User id: ATT 01 Water type: System no: 4710009

WELL/AMBNT/MUN/INTAKE/SUPPLY Source nam: **GAZELLE WELL** Station ty:

412400.0 Longitude: 1222300.0 Latitude: Precision: 8 Status: ΑU

Comment 1: Comment 3: Comment 5: Comment 7:	Not Reported Not Reported Not Reported Not Reported	Comment 2: Comment 4: Comment 6:	Not Reported Not Reported Not Reported
System no: Hqname: City: Zip: Pop serv: Area serve:	4710009 Not Reported WEED 96094 3144 WEED CITY	System nam: Address: State: Zip ext: Connection:	City Of Weed PO BOX 470 Not Reported Not Reported 1109
Sample date: Chemical: Dlr:	08-SEP-14 NITRATE (AS NO3) 2.	Finding: Report units:	4.7 MG/L
Sample date: Chemical: Dlr:	18-JUL-13 GROSS ALPHA MDA95 0.	Finding: Report units:	0.835 PCI/L
Sample date: Chemical: Dlr:	18-JUL-13 GROSS ALPHA COUNTING ERROR 0.	Finding: Report units:	0.476 PCI/L
Sample date: Chemical: Dlr:	08-AUG-12 BICARBONATE ALKALINITY 0.	Finding: Report units:	50. MG/L
Sample date: Chemical: Dlr:	08-AUG-12 HARDNESS (TOTAL) AS CACO3 0.	Finding: Report units:	33. MG/L
Sample date: Chemical: Dlr:	08-AUG-12 CALCIUM 0.	Finding: Report units:	8.16 MG/L
Sample date: Chemical: Dlr:	08-AUG-12 MAGNESIUM 0.	Finding: Report units:	2.21 MG/L
Sample date: Chemical: Dlr:	08-AUG-12 SODIUM 0.	Finding: Report units:	10.4 MG/L
Sample date: Chemical: Dlr:	08-AUG-12 POTASSIUM 0.	Finding: Report units:	1.61 MG/L
Sample date: Chemical: Dlr:	08-AUG-12 CHLORIDE 0.	Finding: Report units:	4.3 MG/L
Sample date: Chemical: Dlr:	08-AUG-12 SULFATE 0.5	Finding: Report units:	1.1 MG/L
Sample date: Chemical: Dlr:	08-AUG-12 IRON 100.	Finding: Report units:	140. UG/L
Sample date: Chemical:	08-AUG-12 TOTAL DISSOLVED SOLIDS	Finding: Report units:	105. MG/L

Dlr: 0.

Sample date: 08-AUG-12 Finding: 5.8 Chemical: NITRATE (AS NO3) Report units: MG/L

Dlr: 2.

Sample date: 08-AUG-12 Finding: 1.2 Chemical: TURBIDITY, LABORATORY Report units: NTU

DIr: 0.1

Sample date: 08-AUG-12 Finding: 10.4

Chemical: AGGRSSIVE INDEX (CORROSIVITY) Report units: Not Reported

DIr:

08-AUG-12 41. Sample date: Finding:

Chemical: ALKALINITY (TOTAL) AS CACO3 Report units: MG/L

08-AUG-12 Sample date: Finding: 7.5

Chemical: PH, LABORATORY Report units: Not Reported

DIr:

08-AUG-12 Finding: Sample date: 13.1

SOURCE TEMPERATURE C Chemical: Report units: С

DIr:

08-AUG-12 Sample date: Finding: 106.

SPECIFIC CONDUCTANCE Chemical: Report units: US

Dlr-

C10 NW **CA WELLS** CADDW2000003682

1/2 - 1 Mile Lower

GAMA:

Well ID: MUNICIPAL CA4710009\_002\_002 Well Type: Source: DDW Other Names: 4710009-002

GAMA Pfas testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp\_

date=&global\_id=&assigned\_name=CA4710009\_002\_002&store\_num=

GeoTracker Data: Not Reported

C11 **CA WELLS** CADWR000006763

1/2 - 1 Mile Lower

Well ID: 41N05W14A001M UNK Well Type:

Source: Department of Water Resources

41N05W14A001M **GAMA PFAS Testing:** Not Reported Other Name:

https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp\_ Groundwater Quality Data:

date=&global\_id=&assigned\_name=41N05W14A001M&store\_num=

GeoTracker Data: Not Reported

Map ID Direction Distance

EDR ID Number Elevation Database

D12 **FED USGS** USGS40000194803

1/2 - 1 Mile Higher

> Organization ID: **USGS-CA**

Organization Name: USGS California Water Science Center

041N004W18N001M Monitor Location: Well Type: 18010207 Description: Not Reported HUC: Drainage Area: Not Reported Drainage Area Units: Not Reported Contrib Drainage Area: Not Reported Contrib Drainage Area Unts: Not Reported Aquifer: Other aquifers Formation Type: Not Reported Construction Date: 19800620 Aquifer Type: Not Reported ft

Well Depth: 160 Well Depth Units: Well Hole Depth: 160 Well Hole Depth Units: ft

Ground water levels, Number of Measurements: 13 Level reading date: 1983-08-02 Feet to sea level: Feet below surface: 104.8 Not Reported

Note: Not Reported

Level reading date: 1983-06-22 Feet below surface: 105.45

Feet to sea level: Note: Not Reported Not Reported

Level reading date: 1982-09-02 Feet below surface: 124.12 Feet to sea level: Not Reported Note: Not Reported

Level reading date: 1982-08-11 Feet below surface: 123.03

Feet to sea level: Not Reported Not Reported Note:

Feet below surface: 1982-07-07 Level reading date: 122.86

Feet to sea level: Not Reported Note: Not Reported

Level reading date: 1982-06-01 Feet below surface: 124.50

Feet to sea level: Not Reported Note: Not Reported

Level reading date: 1982-05-04 Feet below surface: 125.02

Feet to sea level: Not Reported Note: Not Reported

Level reading date: 1982-04-19 Feet below surface: 125.19 Feet to sea level: Not Reported Note: Not Reported

Level reading date: 1982-01-19 Feet below surface: 125.42

Feet to sea level: Not Reported Note: Not Reported

Feet below surface: 1981-11-19 125.62

Level reading date: Feet to sea level: Not Reported Note: Not Reported

Feet below surface: Level reading date: 1981-09-01 126.40 Note:

Feet to sea level: Not Reported Not Reported

Level reading date: 1981-07-15 Feet below surface: 125.44

Feet to sea level: Not Reported Note: Not Reported

Feet below surface: Level reading date: 1980-06-20 131.00

Feet to sea level: Note: Not Reported Not Reported

Map ID Direction Distance

Elevation Database EDR ID Number

1/2 - 1 Mile Higher

Well ID: USGS-412329122213901 Well Type: UNK

Source: United States Geological Survey

Other Name: USGS-412329122213901 GAMA PFAS Testing: Not Reported

Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGSNEW&s

amp\_date=&global\_id=&assigned\_name=USGS-412329122213901&store\_num=

GeoTracker Data: Not Reported

14
West FED USGS USGS40000194804

1/2 - 1 Mile Lower

Organization ID: USGS-CA

Organization Name: USGS California Water Science Center

Monitor Location: 041N005W14L001M Well Type: Description: Not Reported HUC: 18010207 Drainage Area: Not Reported Drainage Area Units: Not Reported Contrib Drainage Area: Not Reported Contrib Drainage Area Unts: Not Reported

Aquifer: Pacific Northwest basin-fill aquifers

Formation Type: Not Reported Aquifer Type: Not Reported

Construction Date: 19790728 Well Depth: 80 Well Depth Units: ft Well Hole Depth: 80

Well Hole Depth Units: ft

Ground water levels, Number of Measurements: 12 Level reading date: 1983-08-02

Feet below surface: 28.68 Feet to sea level: Not Reported

Note: Not Reported

Level reading date: 1983-06-22 Feet below surface: 28.66

Feet to sea level: Not Reported Note: Not Reported

Level reading date: 1982-09-02 Feet below surface: 36.19

Feet to sea level: Not Reported Note: Not Reported

Level reading date: 1982-08-10 Feet below surface: 35.88

Feet to sea level: Not Reported Note: Not Reported

Level reading date: 1982-07-07 Feet below surface: 35.68

Feet to sea level: Not Reported Note: Not Reported

Level reading date: 1982-06-01 Feet below surface: 35.63

Feet to sea level: Not Reported Note: Not Reported

Level reading date: 1982-05-04 Feet below surface: 35.43

Feet to sea level: Not Reported Note: Not Reported

Level reading date: 1982-04-19 Feet below surface: 52.83

Feet to sea level: Not Reported Note: Not Reported

Level reading date: 1982-01-19 Feet below surface: 36.42

Feet to sea level: Not Reported Note: Not Reported

Level reading date:1981-11-19Feet below surface:37.67Feet to sea level:Not ReportedNote:Not Reported

Level reading date: 1981-07-15 Feet below surface: 37.46

Feet to sea level: Not Reported Note: Not Reported

Level reading date: 1979-07-28 Feet below surface: 30.00

Feet to sea level: Not Reported Note: Not Reported

# AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
96094	5	0

Federal EPA Radon Zone for SISKIYOU County: 3

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: 96094

Number of sites tested: 1

Area Average Activity % <4 pCi/L % 4-20 pCi/L % >20 pCi/L Living Area - 1st Floor 1.400 pCi/L 100% 0% 0% Living Area - 2nd Floor Not Reported Not Reported Not Reported Not Reported 2.200 pCi/L Basement 100% 0% 0%

# 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.

Current USGS 7.5 Minute Topographic Map Source: U.S. Geological Survey

### HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory Source: Department of Fish and Wildlife

Telephone: 916-445-0411

### HYDROGEOLOGIC INFORMATION

AQUIFLOW<sup>R</sup> 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 Service (NRCS)

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 Service (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, 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.

### OTHER STATE DATABASE INFORMATION

Groundwater Ambient Monitoring & Assessment Program

State Water Resources Control Board

Telephone: 916-341-5577

The GAMA Program is Californias comprehensive groundwater quality monitoring program. GAMA collects data by testing the untreated, raw water in different types of wells for naturally-occurring and man-made chemicals. The GAMA data includes Domestic, Monitoring and Municipal well types from the following sources, Department of Water Resources, Department of Heath Services, EDF, Agricultural Lands, Lawrence Livermore National Laboratory, Department of Pesticide Regulation, United States Geological Survey, Groundwater Ambient Monitoring and Assessment Program and Local Groundwater Projects.

Water Well Database

Source: Department of Water Resources

Telephone: 916-651-9648

California Drinking Water Quality Database Source: Department of Public Health

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.

Geothermal Wells Listing

Department of Conservation Telephone: 916-445-9686

Geothermal well means a well constructed to extract or return water to the ground after it has been used for heating or cooling purposes. Geothermal wells in California (except for wells on federal leases which are administered by the Bureau of Land Management) are permitted, drilled, operated, and permanently sealed and closed (plugged and abandoned) under requirements and procedures administered by the Geothermal Section of the Department of Conservations Geologic Energy Management Division (CalGEM, formerly DOGGR).

California Oil and Gas Well Locations

Source: Dept of Conservation, Geologic Energy Management Division

Telephone: 916-323-1779

Oil and Gas well locations in the state.

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

#### California Earthquake Fault Lines

Source: California Division of Mines and Geology

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.

### RADON

State Database: CA Radon

Source: Department of Public Health

Telephone: 916-210-8558 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.

# STREET AND ADDRESS INFORMATION

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Ms. Williams is a biologist and GIS analyst specializing in data capture and coordination of non-uniform data for specialty projects. Her combination skills in biology, natural resources, and computer technology have allowed her to complete a variety of insightful environmental projects. She completed analyses for the western portion of Tehama County of road density relative to soil erosion potential; black-tailed deer habitat quality; and landscape patterns of habitat diversity, habitat patch size, and edge-effect. For extreme northeastern California, she completed vegetation analyses of winter and kidding grounds for pronghorn antelope. Ms. Williams has used her GIS skills to perform hydrologic analyses of drainages. including determination of disturbances, channel adjustments, and sediment transport type throughout northern California. On other projects, she has documented, depicted, and analyzed historical land use, demographics, vegetation, wildlife, and fire and fuels management issues. She was part of the team that authored Watershed Assessments for over 2 million acres of land, including the Shasta West, Tehama West, and Upper Pit River documents. She also was technical editor for these documents. An extremely diverse individual, she also has increasingly been involved in acquiring state and federal permits for numerous mine clients. Her work includes assistance with the annual SMARA mine inspections for over 100 active surface mines in Lassen, Trinity, and Modoc counties. She also served as Project Manager for the GIS data capture and management portion of the Tehama County General Plan Update.

Before joining VESTRA, Ms. Williams worked for a large private timber company in Northern California organizing, capturing, and digitizing data. The property contained 320,000-acres (500 square miles). She was lead analyst for all aspects of GIS data capture and production. She was responsible for managing, storing, and cataloguing large quantities of data pertaining to the property. Her primary responsibilities included digitizing roads, stream courses, soil types, silvicultural prescription boundaries, and parcel boundaries for timber harvest plans and reforestation efforts. She gained extensive experience classifying stream networks and spring locations for regulatory compliance in the production timber harvest plans. Ms. Williams was responsible for management of a comprehensive historical timber harvest data collection project that included historic aerial photo interpretation, digitization from historic depletion records and maps, and coordination with district foresters to gather relevant historic timber harvest data records. She assisted in the installation and configuration of GIS software for use in the company's California district forestry offices and provided support for software training and troubleshooting.

# PROJECT EXPERIENCE

Ms. Williams has been the project manager for over 25 Phase I Environmental Site Assessments (ESA) throughout California for properties ranging from small commercial properties to large private timber holdings and ranches.

# Project Manager/Gualala Redwoods Phase I ESA/Gualala Redwoods, Inc.

Ms. Williams was the project manager of the Gualala Redwoods Phase I ESA that was an assessment of over 28,000 acres in Mendocino and Sonoma Counties. The site has been managed for the production of timber since the mid-1800s. The tract is currently managed for timber production using even-aged silvicultural methods. The property contained three former sawmills, a county dump site, three homesteads, two cemeteries, and an office building. The Phase I was conducted under ASTM E2247-08 standards for conducting an ESA: Phase I Process for Forestland and Rural Property.

# Project Manager/University Hill Tract Phase I ESA/New Island Capital Real Assets LP

Ms. Williams was the project manager for a Phase I ESA in preparation of conservation easement planning for the University Hill Tract, a 13,000-acre timberland tract located in the South Fork Mountains. The property was used as managed forestland for timber production using even-aged silvicultural methods. Water segments on the property are 303(d) listed for sedimentation/siltation and temperature. The Phase I was conducted under ASTM E2247-08 standards for conducting an ESA: Phase I Process for Forestland and Rural Property.

# Project Manager/McCloud Railroad Corridor Phase I ESA/Shasta Land Trust

Ms. Williams was the project manager for a Phase I ESA of the former McCloud Railroad corridor. The corridor is the proposed site of a Rails to Trails project for a recreational trail from McCloud and Burney. The site investigation found 14 lubricator locations, 4 tool houses, and miscellaneous debris and detritus. A Phase II investigation was recommended for the lubricator and tool house locations.

# Project Manager/University Hill Tract Mineral Remoteness Assessment/New Island Capital Real Assets LP

Ms. Williams was the project manager for a Mineral Remoteness Assessment for the University Hill Tract, a 13,000-acre timberland tract in the South Fork Mountains in Trinity and Humboldt Counties, California. The site was being considered for a conservation easement. The final report included review, discussion, and analyses of geoscientific data; geologic and soil maps; oil and gas well databases; geochemical and geophysical data; identification and summary of existing leases or encumbrances; discussion of mining, economic, marketing, legal, environmental and other factors; and final professional opinion.

### Project Manager/Yuba Highlands Mineral Remoteness Assessment/Trust for Public Lands

Ms. Williams was the project manager for a Mineral Remoteness Assessment for the Yuba Highlands Property, a 2,600-acre ranch located 15 miles east of Yuba City in Yuba County, California. The property was being recommended for a conservation easement. The final report included review, discussion, and analyses of geoscientific data; geologic and soil maps; oil and gas well databases; geochemical and geophysical data; identification and summary of existing leases or encumbrances; discussion of mining, economic, marketing, legal, environmental and other factors; and final professional opinion.

# Lead GIS Analyst/Upper Pit River Watershed Assessment/Pit River Watershed Alliance

Ms. Williams was responsible for all data capture and conversion for the Upper Pit River Watershed Assessment project. The Upper Pit River Watershed area spans over 2 million acres and over 4,600 square miles in northeastern California. Ms. Williams was responsible for collecting data from various county, state, and federal agencies, stakeholders, and public sources, and integrating it into a uniform GIS database. She was also responsible for the storage, management, and cataloguing of all captured data. Ms. Williams created over 150 maps and graphics for the final Upper Pit River Watershed Assessment document.

### Lead GIS Analyst/Tehama West Watershed Assessment/Tehama County RCD

Ms. Williams was responsible for data capture and map production for the 680,000-acre Tehama West Watershed Assessment. The project area includes all of Tehama County's streams that drain the Coast Range and flow into the Sacramento River. The Tehama Resource Conservation District found the need to provide a comprehensive current-conditions report of the environmental conditions within the watershed. The objective of the assessment is to gather and integrate existing information on the watershed's current and past conditions, and use the data as a basis to identify areas in which additional data are needed and ecosystem improvements are required.

# Lead GIS Analyst/Sierra Valley Watershed Assessment/Sierra Valley RCD

Ms. Williams was responsible for all data capture and conversion for the Sierra Valley Watershed Assessment. The Sierra Valley Watershed area covers approximately 280,000 acres in the Sierra Nevada north of Lake Tahoe. The mission of the Sierra Valley Watershed Assessment was to gather and integrate existing information on the physical, cultural, and demographic variables that characterize the Sierra Valley Watershed at present and in the past. Ms. Williams was responsible for collecting data from various county, state, and federal agencies, stakeholders, and public sources, and integrating it into a uniform GIS database. She was also responsible for the storage, management, and cataloguing of all captured data. Ms. Williams created over 50 maps for the final document.

# Lead GIS Analyst/Shasta West Watershed Assessment/Western Shasta RCD

Ms. Williams was responsible for all data capture and conversion for the Shasta West Watershed Assessment. The watershed area covers 30,000 acres (50 square miles) in northern California. The mission of the Shasta West Watershed Assessment was to gather and integrate existing information on the physical, cultural, and demographic variables that characterize the Shasta West Watershed at present and in the past. The Shasta West Watershed is characterized by its urban/rural interface, as half the watershed boundary lies within the City of Redding. Therefore, Ms. Williams has developed strong working relationships with the City of Redding GIS department to collect data relevant to the watershed's large urban area. She is also the author of the fire history section. Ms. Williams created over 50 maps for the final document.

### GIS Analyst/Watershed Information Model/Western Shasta RCD

Ms. Williams assisted with the integration and preparation of GIS data sets for the Watershed Information Model Web-GIS project. This project was funded through a Calfed grant and resulted in development of a web portal for storing, cataloging, searching, and viewing all types of watershed information, including interactive GIS maps. The site was designed and developed by VESTRA in collaboration with the Western Shasta Resource Conservation District and a large inter-agency advisory team.

# Lead GIS Analyst/Shasta Mosquito and Vector Control District PEIR

Ms. Williams was the lead GIS analyst for the Shasta Mosquito and Vector Control District PEIR preparation. Project work has included the capture and creation of data layers including critical habitat, special status species, riparian areas, vegetation, and the locations of sensitive receptors including schools, hospitals, and health care facilities.

### Lead GIS Analyst/Shasta Ranch Aggregate

Ms. Williams was the lead GIS analyst for the Shasta Ranch Aggregate facility in Anderson, California. Project work on this highly controversial project included the data capture of wetland locations, valley elderberry, proposed mining and road improvement locations, dioxin sampling locations, land use and zoning, and surrounding parcel information.

# **Lead GIS Analyst/Dicalite Minerals Corporation Expansion**

Ms. Williams was the lead GIS analyst for the Dicalite Minerals Corporation proposed expansion in northeastern Shasta County, California. Project work included the data capture and preparation of over 100 figures for an Initial Study, revised reclamation plan, use permit amendment application, wetland delineation, raptor and California red-legged frog surveys, and a biological characterization report.

# Lead GIS Analyst/Humboldt Road Burn Dump Remediation

Ms. Williams was responsible for analysis and reporting for the Humboldt Road Burn Dump remediation project in Butte County, California. The project area is a collection of adjacent public and private properties totaling approximately 157 acres and is the subject of extensive investigations and controversy. Ms. Williams is responsible for the GPS data collection GIS integration, and quality control of over 700 soil sample point locations as part of the remedial cleanup activities that are closely monitored by numerous regulatory agencies and environmental groups.

### **Project Manager/North Fork Aggregate Permitting**

Ms. Williams was the project manager for the North Fork Aggregate permitting project in Shasta County, California. The project involved permitting for the removal of rock and gravel from old gold mining dredger tailings located on 80 acres.

# **Environmental Scientist/Lassen County SMARA Mine Inspections**

Ms. Williams was an environmental scientist for the Lassen County annual SMARA mine inspections. Ms Williams assisted with the GIS analysis of mine locations and analysis of disturbed acreages using 2005 NAIP and 2007 color aerial imagery from NAVTEQ, as well as historical aerial photo analysis when disturbed acreage numbers were in question. She has also assisted with review of use permits, reclamation plans, mining plans, financial assurance cost estimates, and financial assurance mechanism verifications.

# Environmental Scientist/Proposed Solar Array Project/Nubieber, California

Ms. Williams was an environmental scientist for the proposed development of a Solar Array project in northwestern Lassen County. The project involved CEQA permitting, including an Initial Study. Ms. Williams assisted with the Initial Study.

## **Environmental Scientist/Inwood Ranches Development**

Ms. Williams was an environmental scientist for a development project located in eastern Shasta County, California. The project involved CEQA permitting, including an Initial Study, on a controversial development project that has been stalled over 30 years.

Jennifer Williams GIS Analyst/Environmental Scientist

# **Environmental Scientist/City of Alturas Wastewater Treatment Plant Upgrade**

Ms. Williams was an environmental scientist for the City of Alturas Wastewater Treatment Plant Upgrade project located in northeastern California. The project involves upgrades to the existing facility, which has been serving the city for approximately 70 years. Ms. Williams assisted with the Initial Study and other CEQA permitting.

# **Environmental Scientist/No-Name Creek Dam Project**

Ms. Williams was an environmental scientist for the proposed No-Name Creek Dam project in the Burch Creek Watershed in Tehama County, California. Ms. Williams assisted with the Initial Study/Mitigated Negative Declaration and other permitting.

### **Environmental Scientist/Various Streambank Stabilization Project**

Ms. Williams was an environmental scientist for several bank stabilization projects located throughout Northern California. Ms. Williams assisted with CEQA and other permitting.

# Project Manager/GIS Data Capture/Tehama County General Plan Update

Ms. Williams was the project manager for the GIS data capture and management portion of the Tehama County General Plan Update. Project work has included the capture and creation of data layers including parcels, updated land use, zoning, census data including population density, important farmlands, and proposed development areas along the I-5 corridor in northern Tehama County.

### Education

B.S., Biology, California State University, Chico B.A., English, California State University, Chico

# Appendix J Environmental Noise and Vibration Assessment

# **Environmental Noise & Vibration Assessment**

# 7-Eleven & Truck Parking Facility

City of Weed, California

BAC Job #2024-069

Prepared For:

# **Point View Environmental**

Attn: Catherine Silvester 1855 Point View Drive Placerville, CA 95667

Prepared By:

**Bollard Acoustical Consultants, Inc.** 

**Dario Gotchet** 

**Principal Consultant** 

Board Elected Member (ID#20964), INCE-USA

March 4, 2025



# Introduction

The proposed Weed 7-Eleven (project) is located south of Vista Drive and east of Black Butte Drive in the City of Weed, California. The project proposes the construction of a 4,853 square foot convenience store (c-store) building, fueling canopies for both passenger vehicles and semitrucks, and parking areas for both passenger vehicles and semi-trucks. According to the City of Weed Zoning – South Weed Map, zoning in the immediate project vicinity consists of Limited Industrial (CM), General Commercial (C2) and Residential Mixed-Use (R4). The proposed project area with aerial imagery is shown in Figure 1. The proposed project conceptual site plan is presented in Figure 2.

The purposes of this assessment are to quantify the existing noise and vibration environments, identify potential noise and vibration impacts resulting from the project, identify appropriate mitigation measures, and provide a quantitative and qualitative analysis of impacts associated with the project. Specifically, impacts are identified if project-related activities would cause a substantial increase in ambient noise levels at existing sensitive uses in the project vicinity, or if traffic or project-generated noise or vibration levels would exceed applicable federal, state, or City of Weed standards at nearby sensitive uses.

# Noise and Vibration Fundamentals

### Noise

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are designated as sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or Hertz (Hz). Definitions of acoustical terminology are provided in Appendix A.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure) as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness. Noise levels associated with common noise sources are provided in Figure 3.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by filtering the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ( $L_{eq}$ ). The  $L_{eq}$  is the foundation of the day-night average noise descriptor, DNL (or  $L_{dn}$ ), and shows very good correlation with community response to noise. The Day-Night Average sound level (DNL) is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

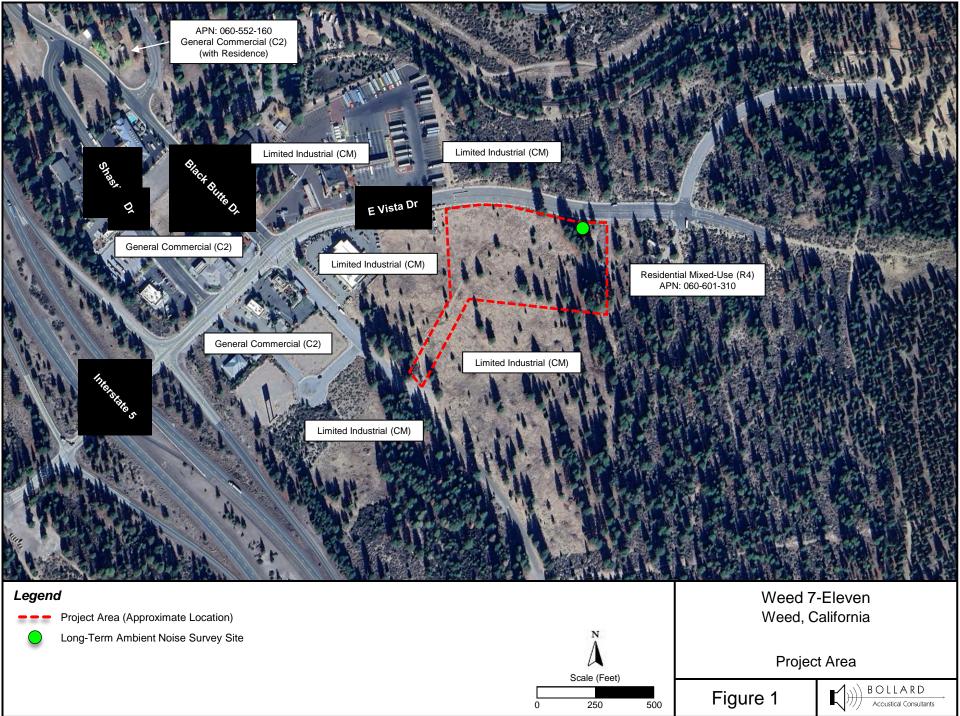
### Vibration

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, while vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of amplitude and frequency. A person's response to vibration will depend on their individual sensitivity as well as the amplitude and frequency of the source.

Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of velocity in inches per second peak particle velocity (IPS, PPV) or root-mean-square (VdB, RMS). Standards pertaining to perception as well as damage to structures have been developed for vibration in terms of peak particle velocity as well as RMS velocities. As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate. Differences in subsurface geologic conditions and distance from the source of vibration will result in different vibration levels characterized by different frequencies and intensities. In all cases, vibration amplitudes will decrease with increasing distance. The maximum rate, or velocity of particle movement, is the commonly accepted descriptor of the vibration "strength".

Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event influences human response, as does frequency. Generally, as duration and vibration frequency increase, the potential for adverse human response increases.

According to the Transportation and Construction-Induced Vibration Guidance Manual (Caltrans, June 2004), operation of construction equipment and construction techniques generate ground vibration. Traffic traveling on roadways can also be a source of such vibration. At high enough amplitudes, ground vibration has the potential to damage structures and/or cause cosmetic damage. Ground vibration can also be a source of annoyance to individuals who live or work close to vibration-generating activities. However, traffic rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.



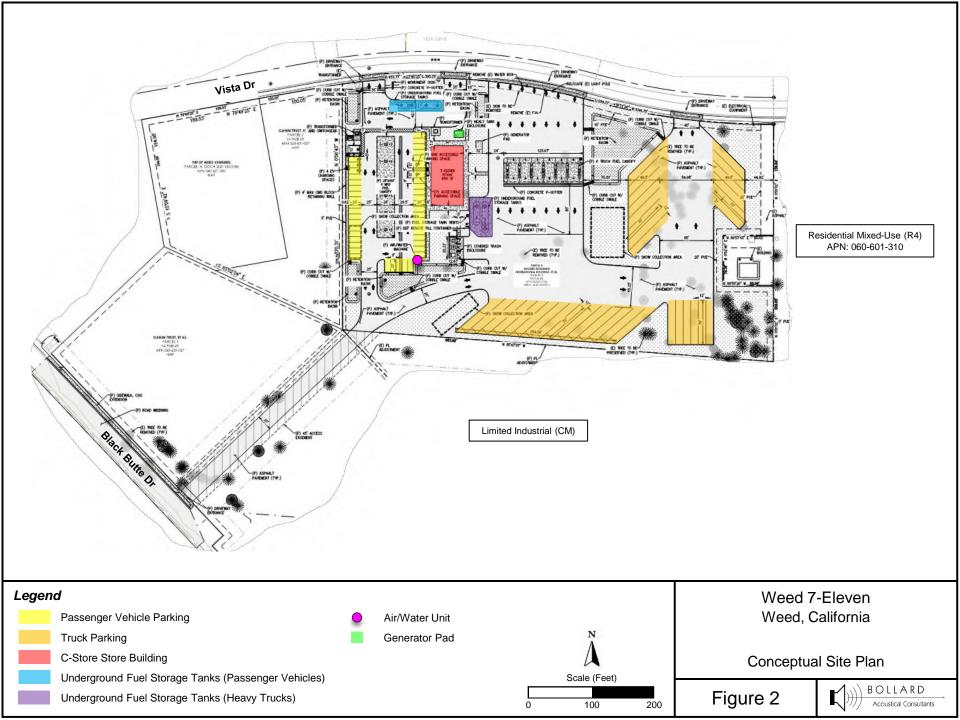
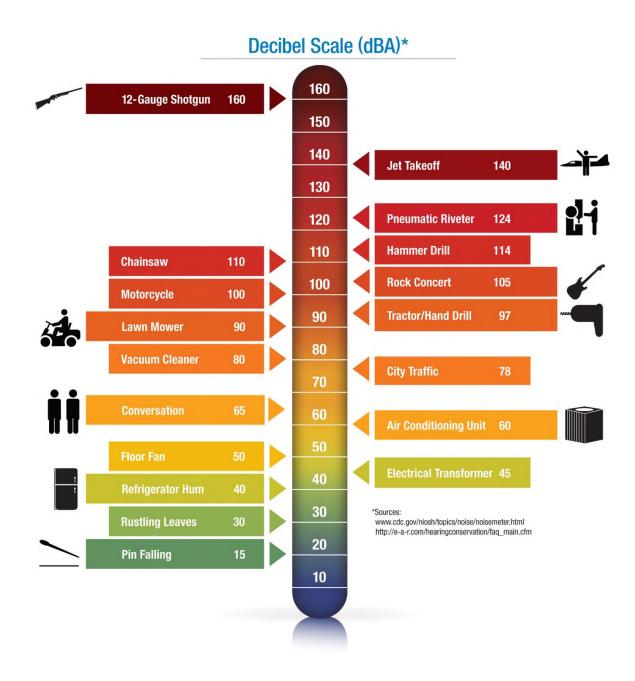


Figure 3
Noise Levels Associated with Common Noise Sources



# Environmental Setting – Existing Ambient Noise and Vibration Environment

# **Existing Noise-Sensitive Land Uses in the Project Vicinity**

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities.

According to the City of Weed Zoning – South Weed Map, the zoning of the parcels located immediately adjacent to the project property consist of undeveloped Limited Industrial (CM) to the north, south and west, and undeveloped Residential Mixed-Use (R4) to the east. Industrial uses are typically not considered to be noise-sensitive, but rather noise-generating. The zoning of adjacent properties within the project vicinity is shown in Figure 1. Existing permanent noise-sensitive receptors were not identified within the immediate project vicinity.

# **Existing Traffic Noise Levels along Project Area Roadway Network**

To predict traffic noise levels along existing roadway networks with multiple segments, modelling is commonly used rather than monitoring. The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify existing traffic noise levels at the existing sensitive land uses nearest to the project area roadway network. The FHWA Model was also used to quantify the distances to the 60, 65 and 70 dB DNL traffic noise contours for these roadways. The FHWA Model predicts hourly average (Leq) values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from Leq values.

Existing (no project) traffic data in the form of AM and PM peak hour intersection turning movements were prepared by the project transportation consultant, LSA. Those data were converted to Average Daily Traffic (ADT) segment volumes by applying a factor of 5 to the sum of AM and PM peak hour conditions. Other inputs were obtained from the project traffic impact analysis, BAC observations, and file data for similar roadways. The existing traffic noise levels at the distances representing the nearest sensitive land uses to the project area roadways and distances from the centerlines of selected roadways to the 60 dB, 65 dB and 70 dB DNL contours are summarized in Table 1. Appendix B-1 contains the FHWA Model inputs for existing conditions.

Table 1
Existing Traffic Noise Levels at Nearest Receptors and Distances to DNL Contours

				Distance to Contour (ft)		ur (ft)
			DNL at Nearest	70 dB	65 dB	60 dB
#	Roadway	Segment Description	Sensitive Receptor	DNL	DNL	DNL
1	E Vista Dr	West of I-5 SB Ramp	44	2	4	8
2	E Vista Dr	I-5 SB Ramp to I-5 NB Ramp	54	9	19	41
3	E Vista Dr	I-5 NB Ramp to Shastina Dr	57	14	30	64
4	E Vista Dr	Shastina Dr to Black Butte Dr	56	11	24	51
5	E Vista Dr	East of Black Butte Dr	54	9	19	41
6	I-5 SB Ramp	South of E Vista Dr	58	15	33	72
7	I-5 NB Ramp	North of E Vista Dr	56	11	24	51
8	Shastina Dr	North of E Vista Dr	53	7	16	34
9	Shastina Dr	South of E Vista Dr	43	2	3	7
10	Black Butte Dr	North of E Vista Dr	49	6	13	27
11	Black Butte Dr	E Vista Dr to Project Drwy 1	49	4	8	18
12	Black Butte Dr	South of Project Drwy 1	38	1	2	3

Source: FHWA-RD-77-108, LSA and BAC (2025)

# **Existing Overall Ambient Noise Environment within the Project Vicinity**

The existing ambient noise environment within the project vicinity is defined primarily by noise from traffic on Interstate 5 (I-5) to the west, and by nearby commercial and industrial operations. To generally quantify existing ambient noise environment within the project vicinity, BAC conducted long-term (24-hour continuous) ambient noise level measurements on May 21<sup>st</sup>, 2024, at the location shown in Figure 1. Photographs of the noise survey location are provided in Appendix C. The ambient noise measurement site was selected to be representative of the existing ambient noise level environment within the project vicinity.

A Larson Davis Laboratories (LDL) precision (Type 1) integrating sound level meter was used to complete the noise level measurements. The meter was calibrated immediately before use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all specifications of the American National Standards Institute requirements for Type 1 sound level meters (ANSI S1.4). The results of the long-term ambient noise survey are shown numerically and graphically in Appendices D and E (respectively) and are summarized in Table 2.

Table 2
Summary of Long-Term Ambient Noise Survey Results – May 21st, 2024

		Me	asured Hourly N	Noise Levels (dE	B) <sup>1,2</sup>		
	DNL	Day	time	Nighttime			
Site Description <sup>1</sup>	(dB)	L <sub>25</sub>	L <sub>max</sub>	L <sub>25</sub>	L <sub>max</sub>		
Northeast project property boundary	58	49 (45-52)	58 (49-65)	53 (50-55)	62 (57-67)		
<sup>1</sup> Data presented in terms of: Average (Low-High)							

Source: BAC 2024

<sup>2</sup> Daytime: 7:00 AM to 10:00 PM; Nighttime: 10:00 PM to 7:00 AM

# **Existing Ambient Vibration Environment within the Project Vicinity**

During site visits on May 20<sup>th</sup> and 22<sup>nd</sup>, 2024, BAC staff noted that vibration levels were below the threshold of perception within the project area and immediate project vicinity. Therefore, the existing vibration environment in the project area and immediate project vicinity is considered to be negligible.

# Regulatory Setting

# **Federal**

There are no federal noise or vibration criteria which would be directly applicable to this project. However, the City of Weed does not currently have a policy for assessing noise impacts associated with increases in ambient noise levels from project-generated noise sources, nor adopted vibration impact criteria. As a result, the following federal noise criteria were applied to the project.

# Federal Interagency Commission on Noise (FICON)

The Federal Interagency Commission on Noise (FICON) has developed a graduated scale for use in the assessment of project-related noise level increases. The criteria shown in Table 3 was developed by FICON as a means of developing thresholds for impact identification for project-related noise level increases. The FICON standards have been used extensively in recent years in the preparation of the noise sections of Environmental Impact Reports that have been certified in many California cities and counties.

The use of the FICON standards is considered conservative relative to thresholds used by other agencies in the State of California. For example, the California Department of Transportation (Caltrans) requires a project-related traffic noise level increase of 12 dB for a finding of significance, and the California Energy Commission (CEC) considers project-related noise level increases between 5 to 10 dB significant, depending on local factors. Therefore, the use of the FICON standards, which set the threshold for finding of significant noise impacts as low as 1.5 dB, provides a very conservative approach to impact assessment for this project.

Table 3
Significance of Changes in Cumulative Noise Exposure

Ambient Noise Level (DNL) Without Project	Change in Ambient Noise Level (DNL) Due to Project
<60 dB	+5.0 dB or more
60 to 65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON)

Based on the FICON research, as shown in Table 3, a 5 dB increase in noise levels due to a project is required for a finding of significant noise impact where ambient noise levels without the project are less than 60 dB DNL. Where pre-project ambient conditions are between 60 and 65 dB DNL, a 3 dB increase is applied as the standard of significance (Table 3). Finally, in areas

already exposed to higher noise levels, specifically pre-project noise levels in excess of 65 dB DNL, a 1.5 dB increase is considered by FICON as the threshold of significance (Table 3).

# Federal Transit Administration (FTA)

The City of Weed does not currently have adopted standards for groundborne vibration. As a result, the vibration impact criteria developed by the Federal Transit Administration (FTA) were applied to the project. The FTA criteria applicable to damage and annoyance from vibration typically associated with construction activities are presented in Tables 4 and 5.

Table 4
FTA Criteria for Assessing Vibration Damage to Structures

Building Category	Level (VdB) <sup>1</sup>
I. Reinforced-concrete, steel or timber (no plaster)	102
II. Engineered concrete and masonry (no plaster)	98
III. Non-engineered timber and masonry buildings	94
IV. Buildings extremely susceptible to vibration damage	90
<sup>1</sup> RMS velocity in decibels (VdB) re 1 micro-inch/second	

Source: 2018 Federal Transit Administration Noise and Vibration Manual, Table 12-3

Table 5
Groundborne Vibration Impact Criteria for General Assessment

	Impact Levels (VdB)							
Land Use Category	Frequent Events <sup>a</sup>	Occasional Events <sup>b</sup>	Infrequent Events <sup>c</sup>					
Category 1: Buildings where vibration would interfere with interior ops.	65	65	65					
Category 2: Residences and buildings where people normally sleep	72	75	80					
Category 3: Institutional land uses with primarily daytime uses	75	78	83					
a. "Frequent Events" is defined as more than 70 vibration events of the same source per day. b. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. c. "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.								

Source: 2018 Federal Transit Administration, Transit Noise Impact and Vibration Assessment, May 2006

### State of California

### California Environmental Quality Act (CEQA)

The State of California has established regulatory criteria that are applicable to this assessment. Specifically, Appendix G of the State of California Environmental Quality Act (CEQA) Guidelines are used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. According to Appendix G of the CEQA guidelines, the project would result in a significant noise or vibration impact if the following occur:

- A. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies.
- B. Generation of excessive groundborne vibration or groundborne noise levels.
- C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would expose people residing or working in the project area to excessive noise levels.

It should be noted that audibility is not a test of significance according to CEQA. If this were the case, any project which added any audible amount of noise to the environment would be considered significant according to CEQA. Because every physical process creates noise, the use of audibility alone as significance criteria would be unworkable. CEQA requires a substantial increase in noise levels before noise impacts are identified, not simply an audible change.

### Local

# City of Weed 2040 General Plan

The Noise Element of the Weed 2035 General Plan contains goals, objectives, policies and programs to ensure that city residents are not subjected to noise beyond acceptable levels. The General Plan goals, objectives, policies and programs which would be generally applicable to the project are reproduced below.

# **GOAL NS 1**

A quiet and peaceful city.

# **Objective NS 1.1**

Limit noise in residential areas and near sensitive receptors.

# Policy NS 1.1.1

The City shall protect residential areas and noise sensitive receptors such as schools, senior housing, worship places, and health centers from noise generating sources.

### Program NS 1.1.2

Protect noise-sensitive areas with discretionary review procedures such as conditional permits.

# **Objective NS 1.2**

Maintain and promote compatible mixed-use land uses.

# Policy NS 1.2.1

The City shall not authorize excessive noise producing sources near residential areas.

# Program NS 1.2.1.1

Adopt a noise ordinance that addresses compatibility amongst mixed land uses.

### Program NS 1.2.1.2

Enforce day and night noise limit regulations.

# **Objective NS 1.3**

Limit exposure of traffic noise along Weed's main roads.

# Policy NS 1.3.2.1

Limit truck parking to South Weed to reduce excessive noise at nighttime in residential and mixed-use neighborhoods.

# Policy NS 1.3.3.1

Avoid trash collection at night or early morning.

# **Objective NS 1.5**

Limit noise impacts from construction-related activities.

# **Policy NS 1.5.1**

The City shall adopt regulations to limit construction-relative noise.

# Program NS 1.5.1.1

Require restrictions on construction activity during nighttime when issuing construction permits.

# City of Weed Municipal Code

The provisions of the City of Weed Municipal Code which would be most applicable to this project are reproduced below.

### 9.18.040 Exterior noise limits.

- A. Maximum Permissible Sound Levels by Receiving Land Use.
  - 1. The noise standards for the various zones as presented in Table I set forth in Section 9.18.100 (Table 6 of this report), shall, unless otherwise specifically indicated, apply to all property within a designated zone.
  - 2. No person shall operate or cause to be operated, any source of sound at any location within the incorporated limits, or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured at his/her property line to exceed the limits in Table I set forth in Section

- 9.18.100 (Table 6 of this report) for more than seven and one-half minutes in a fifteen-minute period.
- If the ambient level differs from the permissible, the allowable noise exposure standard shall be adjusted in the five dBA increments in each category as appropriate to encompass or reflect said ambient noise level.
- 4. If the measurement location is on a boundary between two different zones, the noise limit applicable to the lower zone shall apply.
- B. Correction for Character of Sound. In the event the alleged offensive noise, as judged by the chief of police or his representative, contains a steady audible tone such as a whine, screech, or hum; or is a repetitive noise such as hammering or riveting, or contains music or speech, the standard limits set forth in Table I set forth in Section 9.18.100 (Table 6 of this report) shall be reduced by five dBA.

Table 6
Exterior Noise Limits

		Noise Level (dBA)			
Receiving Land Zone	Time Period	15 Min. of Hour (L <sub>25</sub> )	Maximum (L <sub>max</sub> )		
Residential	10 p.m. to 7 a.m.	40	55		
Residential	7 a.m. to 10 p.m.	50	65		
Multiple dwelling, residential, public space	10 p.m. to 7 a.m.	45	60		
Muniple dwelling, residential, public space	7 a.m. to 10 p.m.	50	75		
Limited commercial multiple dwelling	10 p.m. to 7 a.m.	55	70		
Limited commercial, multiple dwelling	7 a.m. to 10 p.m.	60	75		
Commercial	10 p.m. to 7 a.m.	55	70		
Commercial	7 a.m. to 10 p.m.	60	75		
Industrial	Anytime	75	90		

Source: City of Weed Municipal Code, Section 9.18.100, Table I

# 9.18.080 Exemption.

D. Temporary use of domestic power tools, construction and demolition equipment.

It should be noted that City of Weed Municipal Code Section 9.18.020 defines "construction" as any site preparation, assembly, erection, substantial repair, alteration, or similar action, for or of public or private rights-of-way, structures, utilities, or similar property.

# Applied City Exterior Noise Level Criteria

As noted previously, the project site is located adjacent to undeveloped properties zoned for industrial uses. Industrial uses are typically not considered to be noise-sensitive, but rather noise-generating. Further, existing permanent noise-sensitive uses, such as places where people live, sleep, recreate, worship and study, were not identified within the immediate project vicinity. The closest existing noise-sensitive receptor has been identified as a residence constructed on commercially zoned property APN: 060-552-160 (1710 Black Butte Drive) located approximately

1/4 miles northwest of the project site. The eastern project property boundary borders an undeveloped parcel zoned Residential Mixed-Use (APN: 060-601-310).

Section 9.18.100 of the City of Weed Municipal Code contains exterior noise limits for various receiving land zones, which would be applicable to project on-site operations noise. For this analysis, it is reasonably assumed that the receiving land zone associated with APN: 060-601-310 to the east, zoned for commercial and residential uses, would be categorized in the "Limited Commercial, Multiple Dwelling" receiving land zone. The commercially zoned parcel APN: 060-552-160 (1710 Black Butte Drive) containing a residence was *conservatively* categorized as a "Residential" receiving land zone. However, pursuant to Municipal Code Section 9.18.100(A)(3), if the ambient level differs from permissible standards, the allowable noise exposure limit shall be adjusted in five (5) dB increments in each category as appropriate to encompass or reflect said ambient noise level.

The BAC long-term ambient noise survey was conducted to quantify the existing ambient noise level environment in the project vicinity (results presented in Table 2). The measurements were conservatively taken along the eastern project property boundary, away from existing development. Analysis of the results from the BAC long-term noise survey revealed that measured existing noise levels were higher than the City's range for "Residential" land zones, but within the City's range for "Commercial" and "Multiple-Dwelling" land zones. The BAC noise measurements establish the existing ambient noise environment within the project vicinity and are reasonably expected to be lower than ambient noise levels at the closest identified noise-sensitive receptor (APN: 060-552-160; 1710 Black Butte Drive), located within close proximity to dominant transportation noise sources including Interstate 5, Black Butte Drive, Shastina Drive, Kellogg Drive, and Central Oregon & Pacific Railroad (CORP) tracks.

Because measured nighttime  $L_{25}$  and  $L_{max}$  noise levels were higher than the City's exterior nighttime noise level standards for "Residential" land zones, the acceptable exterior levels were increased in an increment of 5 dB to encompass ambient conditions at the existing sensitive receptor in accordance with City of Weed Municipal Code Sections 9.18.040 and 9.18.100. The resulting nighttime thresholds for the existing noise-sensitive receptor have been conservatively adjusted to 50 dB  $L_{25}$  and 60 dB  $L_{max}$ . Because measured daytime  $L_{25}$  and  $L_{max}$  noise levels were generally not higher than the City's exterior daytime noise level standards for "Residential" land zones, no ambient adjustments were applied to daytime thresholds for the existing sensitive receptor.

# **Impact Analysis**

# Thresholds of Significance

For the purposes of this report, a noise and vibration impact is considered significant if the project would result in:

 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies; or

- Generation of excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would expose people residing or working in the project area to excessive noise levels.

The closest airport to the project site has been identified as the Weed Airport (a public airport), located in excess of 6 ½ miles to the northwest. Because the project area is not within the vicinity of a private airstrip, an airport land use plan, or within two miles of a public airport, the last threshold listed above is not discussed further.

The following criteria established by the Federal Interagency Commission on Noise (FICON), the Federal Transit Administration (FTA), City of Weed General Plan and City of Weed Municipal Code were used to evaluate the potential for impacts associated with environmental noise and vibration resulting from the project. An impact is considered to occur if it would result in at least one of the following:

- The project would expose persons to or generate noise levels that would exceed applicable noise criteria presented in the City of Weed General Plan or City of Weed Municipal Code.
- Project-generated off-site traffic (i.e., a transportation noise source) would substantially
  increase noise levels at existing sensitive receptors in the vicinity. A substantial increase
  from project-generated off-site traffic noise levels would be identified relative to the FICON
  increase significance criteria contained in Table 3 of this report.
  - In terms of determining the temporary noise increase due to project on-site operations and construction activities (i.e., non-transportation noise sources) at existing sensitive receptors in the vicinity, an impact would occur if those activities would noticeably increase ambient noise levels above background levels at those locations. The threshold of perception of the human ear is approximately 3 to 5 dB a 5 dB change is considered to be clearly noticeable. For the analysis of project on-site operations and construction activity noise level increases at existing sensitive receptors, a noticeable increase in ambient noise levels is assumed to occur where those activities would result in an increase by 5 dB or more over existing ambient noise levels.
- On-site project construction activities or project operations would expose existing or proposed sensitive receptors to excessive groundborne vibration levels. Specifically, an impact would be identified if groundborne vibration levels due to these sources would exceed FTA vibration impact criteria presented in this report.

# Noise Impacts Associated with Project-Generated Increases in Off-Site Traffic

With development of the project, traffic volumes on the local roadway network will increase. Those increases in daily traffic volumes will result in a corresponding increase in traffic noise levels at existing uses located along those roadways. Impacts 1 and 2 evaluate increases in off-site traffic noise levels which would result from the project.

# Impact 1: Increases in Existing Traffic Noise Levels due to the Project

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify increases in existing traffic noise levels at the existing sensitive land uses nearest to the project area roadway network. The FHWA Model predicts hourly  $L_{eq}$  values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from  $L_{eq}$  values.

Traffic data in the form of peak hour intersection turning movements were obtained from documentation prepared by the project transportation consultant (LSA). Those data were converted to Average Daily Traffic (ADT) segment volumes by applying a factor of 5 to the sum of AM and PM peak hour conditions. Other inputs were obtained from the project traffic impact analysis, BAC observations, and file data for similar roadways. Appendices B-1 through B-3 contain the FHWA Model inputs for Existing, Project Only, and Existing Plus Pending and Approved Projects (EPAAP). Tables 7 and 8 show the Existing, Project Only, and combined Existing Plus Project traffic noise levels at the distances representing the nearest existing noise-sensitive receptors to the roadway segments analyzed within the project roadway network. Tables 7 and 8 also show the thresholds for determination of a significant traffic noise increase, whether the roadway segment contains sensitive uses, and whether significant noise impacts are identified for each segment.

Table 7 Predicted Traffic Noise Level Increases at Existing Sensitive Receptors – Existing Conditions

				Predicte	d DNL (dB)				Sensitive	Significant
#	Roadway	Segment Description	E	Р	E+P <sup>1</sup>	Increase (dB)	Significance Threshold (dB) <sup>2</sup>	Threshold Exceeded?	Receptors Present? <sup>3</sup>	Impact Identified? <sup>4</sup>
1	E Vista Dr	West of I-5 SB Ramp	43.7	43.7	46.7	3.0	5.0	No	No	No
2	E Vista Dr	I-5 SB Ramp to I-5 NB Ramp	54.2	63.6	64.1	9.9	5.0	Yes	No	No
3	E Vista Dr	I-5 NB Ramp to Shastina Dr	57.1	66.6	67.1	9.9	5.0	Yes	No	No
4	E Vista Dr	Shastina Dr to Black Butte Dr	55.6	66.6	66.9	11.3	5.0	Yes	No	No
5	E Vista Dr	East of Black Butte Dr	54.1	66.5	66.8	12.7	5.0	Yes	No	No
6	I-5 SB Ramp	South of E Vista Dr	57.8	63.1	64.2	6.4	5.0	Yes	No	No
7	I-5 NB Ramp	North of E Vista Dr	55.7	63.0	63.7	8.1	5.0	Yes	No	No
8	Shastina Dr	North of E Vista Dr	53.0	0.0	53.0	0.0	5.0	No	No	No
9	Shastina Dr	South of E Vista Dr	43.0	0.0	43.0	0.0	5.0	No	No	No
10	Black Butte Dr	North of E Vista Dr	48.9	41.1	49.6	0.7	5.0	No	Yes	No
11	Black Butte Dr	E Vista Dr to Project Drwy 1	48.9	46.7	50.9	2.1	5.0	No	No	No
12	Black Butte Dr	South of Project Drwy 1	38.0	0.0	38.0	0.0	5.0	No	No	No
13	E Vista Dr	Black Butte Dr to Project Drwy 2	54.1	66.5	66.8	12.7	5.0	Yes	No	No
14	E Vista Dr	Project Drwy 2 to Project Drwy 3	54.1	61.9	62.6	0.0	5.0	No	No	No
15	E Vista Dr	Project Drwy 3 to Project Drwy 4	54.1	65.7	66.0	0.0	5.0	No	No	No
16	E Vista Dr	Project Drwy 4 to Project Drwy 5	54.1	62.6	63.2	0.0	5.0	No	No	No
17	E Vista Dr	East of Project Drwy 5	54.1	0.0	54.1	0.0	5.0	No	No	No
18	E Vista Dr	Black Butte Dr to Project Drwy 2	43.7	43.7	46.7	3.0	5.0	No	No	No

Source: FHWA-RD-77-108, LSA and BAC

<sup>&</sup>lt;sup>4</sup> A significant impact is identified only along segments where the project-related traffic noise level increase would exceed applicable significance threshold AND where sensitive receptors are present along the roadway segment.

Table 8 Predicted Traffic Noise Level Increases at Existing Sensitive Receptors – Existing with Pending & Approved Projects Conditions

				Predic	ted DNL (dB)				Sensitive	Significant
#	Roadway	Segment Description	EPAAP	Р	EPAAP+P <sup>1</sup>	Increase (dB)	Significance Threshold (dB) <sup>2</sup>	Threshold Exceeded?	Receptors Present? <sup>3</sup>	Impact Identified? <sup>4</sup>
1	E Vista Dr	West of I-5 SB Ramp	53.1	43.7	53.6	0.5	5.0	No	No	No
2	E Vista Dr	I-5 SB Ramp to I-5 NB Ramp	58.0	63.6	64.7	6.7	5.0	Yes	No	No
3	E Vista Dr	I-5 NB Ramp to Shastina Dr	59.3	66.6	67.3	8.0	5.0	Yes	No	No
4	E Vista Dr	Shastina Dr to Black Butte Dr	56.4	66.6	67.0	10.5	5.0	Yes	No	No
5	E Vista Dr	East of Black Butte Dr	54.9	66.5	66.8	12.0	5.0	Yes	No	No
6	I-5 SB Ramp	South of E Vista Dr	60.5	63.1	65.0	4.5	5.0	No	No	No
7	I-5 NB Ramp	North of E Vista Dr	59.8	63.0	64.7	4.9	5.0	No	No	No
8	Shastina Dr	North of E Vista Dr	56.7	0.0	56.7	0.0	5.0	No	No	No
9	Shastina Dr	South of E Vista Dr	43.9	0.0	43.9	0.0	5.0	No	No	No
10	Black Butte Dr	North of E Vista Dr	49.3	41.1	49.9	0.6	5.0	No	Yes	No
11	Black Butte Dr	E Vista Dr to Project Drwy 1	50.6	46.7	52.1	1.5	5.0	No	No	No
12	Black Butte Dr	South of Project Drwy 1	42.5	0.0	42.5	0.0	5.0	No	No	No
13	E Vista Dr	Black Butte Dr to Project Drwy 2	54.9	66.5	66.8	12.0	5.0	Yes	No	No
14	E Vista Dr	Project Drwy 2 to Project Drwy 3	45.5	61.9	62.0	0.0	5.0	No	No	No
15	E Vista Dr	Project Drwy 3 to Project Drwy 4	45.5	65.7	65.7	0.0	5.0	No	No	No
16	E Vista Dr	Project Drwy 4 to Project Drwy 5	45.5	62.6	62.7	0.0	5.0	No	No	No
17	E Vista Dr	East of Project Drwy 5	45.5	0.0	45.5	0.0	5.0	No	No	No
18	E Vista Dr	Black Butte Dr to Project Drwy 2	53.1	43.7	53.6	0.5	5.0	No	No	No

Logarithmic sum of Existing Plus Pending and Approved Projects (EPAAP) and Project (P) noise levels.
 FICON increase significance thresholds provided Table 3 of this report.

Source: FHWA-RD-77-108, LSA and BAC

<sup>&</sup>lt;sup>3</sup> Sensitive receptors identified as residences, schools, senior housing, worship places, and health care centers.

<sup>&</sup>lt;sup>4</sup> A significant impact is identified only along segments where the project-related traffic noise level increase would exceed applicable significance threshold AND where sensitive receptors are present along the roadway segment.

A significant impact would only be identified along roadway segments where the project-related traffic noise level increase would exceed the applied FICON significance threshold and where sensitive receptors are present along the roadway segment. As indicated in Tables 7 and 8, project-generated traffic is calculated to exceed applied FICON increase significance criteria along a portion of analyzed roadway segments. However, existing noise-sensitive receptors were not identified along the roadway segments where increases are calculated to exceed the applied FICON criteria. As a result, significant noise impacts were not identified along the analyzed roadway segments.

# Impact 2: Increases in Cumulative Traffic Noise Levels due to the Project

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to quantify increases in future (cumulative) traffic noise levels at the nearest existing sensitive land uses to the project area roadway network. This analysis assesses whether a cumulative roadway noise impact would occur by comparing Existing (no project) conditions to Cumulative Plus Project conditions to conditions. If a cumulative roadway noise impact is identified, it would be further evaluated to assess whether the proposed project would make a cumulatively considerable contribution to the cumulative impact. This process would be completed through a comparison of the roadway noise associated with the Cumulative (no project) scenario against the Cumulative Plus Project scenario.

Table 9 compares Cumulative Plus Project traffic noise levels against Existing (no project) and includes a determination regarding whether the corresponding increase in traffic noise exposure over time would be considerable. Table 10 compares Cumulative Plus Project traffic noise levels against Cumulative (no project) conditions to determine if the project's contribution to the cumulative noise environment would be considerable. Appendix B-4 contains the FHWA Model inputs for Cumulative (no project) conditions.

Table 9 Predicted Traffic Noise Level Increases at Existing Sensitive Receptors – Cumulative Plus Project vs. Existing Conditions

				Pre	dicted DNL	(dB)		Significance		Sensitive	Significant
#	Roadway	Segment Description	С	P	C+P <sup>1</sup>	E	Increase (dB) <sup>2</sup>	Threshold (dB) <sup>3</sup>	Threshold Exceeded?	Receptor Present? <sup>4</sup>	Impact Identified? <sup>5</sup>
1	E Vista Dr	West of I-5 SB Ramp	53.3	43.7	53.8	43.7	10.1	5.0	Yes	No	No
2	E Vista Dr	I-5 SB Ramp to I-5 NB Ramp	58.1	63.6	64.7	54.2	10.5	5.0	Yes	No	No
3	E Vista Dr	I-5 NB Ramp to Shastina Dr	59.5	66.6	67.4	57.1	10.2	5.0	Yes	No	No
4	E Vista Dr	Shastina Dr to Black Butte Dr	56.6	66.6	67.0	55.6	11.4	5.0	Yes	No	No
5	E Vista Dr	East of Black Butte Dr	55.0	66.5	66.8	54.1	12.7	5.0	Yes	No	No
6	I-5 SB Ramp	South of E Vista Dr	60.6	63.1	65.0	57.8	7.2	5.0	Yes	No	No
7	I-5 NB Ramp	North of E Vista Dr	59.9	63.0	64.7	55.7	9.1	5.0	Yes	No	No
8	Shastina Dr	North of E Vista Dr	56.9	0.0	56.9	53.0	3.9	5.0	No	No	No
9	Shastina Dr	South of E Vista Dr	44.6	0.0	44.6	43.0	1.6	5.0	No	No	No
10	Black Butte Dr	North of E Vista Dr	49.5	41.1	50.1	48.9	1.2	5.0	No	Yes	No
11	Black Butte Dr	E Vista Dr to Project Drwy 1	50.5	46.7	52.0	48.9	3.2	5.0	No	No	No
12	Black Butte Dr	South of Project Drwy 1	42.7	0.0	42.7	38.0	4.8	5.0	No	No	No
13	E Vista Dr	Black Butte Dr to Project Drwy 2	55.0	66.5	66.8	54.1	12.7	5.0	Yes	No	No
14	E Vista Dr	Project Drwy 2 to Project Drwy 3	45.7	61.9	62.0	54.1	0.0	5.0	No	No	No
15	E Vista Dr	Project Drwy 3 to Project Drwy 4	45.7	65.7	65.7	54.1	0.0	5.0	No	No	No
16	E Vista Dr	Project Drwy 4 to Project Drwy 5	45.7	62.6	62.7	54.1	0.0	5.0	No	No	No
17	E Vista Dr	East of Project Drwy 5	45.7	0.0	45.7	54.1	0.0	5.0	No	No	No
18	E Vista Dr	Black Butte Dr to Project Drwy 2	53.3	43.7	53.8	43.7	10.1	5.0	Yes	No	No

Source: FHWA-RD-77-108, LSA and BAC

Logarithmic sum of Cumulative (C) and Project (P) noise levels.
 Associated noise level Increase resulting from Cumulative Plus Project (C+P) combined with Existing (E) conditions.
 FICON increase significance thresholds provided Table 3 of this report.

Sensitive receptors identified as residences, schools, senior housing, worship places, and health care centers.

<sup>5</sup> A significant impact is identified only along segments where the project-related traffic noise level increase would exceed applicable significance threshold AND where sensitive receptors are present along the roadway segment.

Table 10 Predicted Traffic Noise Level Increases at Existing Sensitive Receptors – Cumulative No Project vs. Cumulative Plus Project

				Predicte	d DNL (dB)				Sensitive	Significant
#	Roadway	Segment Description	С	Р	C+P <sup>1</sup>	Increase (dB)	Significance Threshold (dB) <sup>2</sup>	Threshold Exceeded?	Receptors Present?3	Impact Identified? <sup>4</sup>
1	E Vista Dr	West of I-5 SB Ramp	53.3	43.7	53.8	0.4	5.0	No	No	No
2	E Vista Dr	I-5 SB Ramp to I-5 NB Ramp	58.1	63.6	64.7	6.6	5.0	Yes	No	No
3	E Vista Dr	I-5 NB Ramp to Shastina Dr	59.5	66.6	67.4	7.9	5.0	Yes	No	No
4	E Vista Dr	Shastina Dr to Black Butte Dr	56.6	66.6	67.0	10.4	5.0	Yes	No	No
5	E Vista Dr	East of Black Butte Dr	55.0	66.5	66.8	11.9	5.0	Yes	No	No
6	I-5 SB Ramp	South of E Vista Dr	60.6	63.1	65.0	4.4	5.0	No	No	No
7	I-5 NB Ramp	North of E Vista Dr	59.9	63.0	64.7	4.8	5.0	No	No	No
8	Shastina Dr	North of E Vista Dr	56.9	0.0	56.9	0.0	5.0	No	No	No
9	Shastina Dr	South of E Vista Dr	44.6	0.0	44.6	0.0	5.0	No	No	No
10	Black Butte Dr	North of E Vista Dr	49.5	41.1	50.1	0.6	5.0	No	Yes	No
11	Black Butte Dr	E Vista Dr to Project Drwy 1	50.5	46.7	52.0	1.5	5.0	No	No	No
12	Black Butte Dr	South of Project Drwy 1	42.7	0.0	42.7	0.0	5.0	No	No	No
13	E Vista Dr	Black Butte Dr to Project Drwy 2	55.0	66.5	66.8	11.9	5.0	Yes	No	No
14	E Vista Dr	Project Drwy 2 to Project Drwy 3	45.7	61.9	62.0	0.0	5.0	No	No	No
15	E Vista Dr	Project Drwy 3 to Project Drwy 4	45.7	65.7	65.7	0.0	5.0	No	No	No
16	E Vista Dr	Project Drwy 4 to Project Drwy 5	45.7	62.6	62.7	0.0	5.0	No	No	No
17	E Vista Dr	East of Project Drwy 5	45.7	0.0	45.7	0.0	5.0	No	No	No
18	E Vista Dr	Black Butte Dr to Project Drwy 2	53.3	43.7	53.8	0.4	5.0	No	No	No

Source: FHWA-RD-77-108, LSA and BAC

Logarithmic sum of Cumulative (C) and Project (P) noise levels.
 FICON increase significance thresholds provided Table 3 of this report.
 Sensitive receptors identified as residences, schools, senior housing, worship places, and health care centers.

<sup>&</sup>lt;sup>4</sup> A significant impact is identified only along segments where the project-related traffic noise level increase would exceed applicable significance threshold AND where sensitive receptors are present along the roadway segment.

As mentioned previously, a significant impact would only be identified along roadway segments where the project-related traffic noise level increase would exceed the applied FICON significance threshold and where sensitive receptors are present along the roadway segment. Tables 9 and 10 data indicate that project-generated traffic is calculated to exceed applied FICON increase significance criteria along a portion of analyzed roadway segments. However, existing noise-sensitive receptors were not identified along the roadway segments where increases are calculated to exceed the applied FICON criteria. As a result, significant noise impacts were not identified along the analyzed roadway segments.

#### Off-Site Noise Impacts Associated with On-Site Operational Noise Sources

The project proposes the construction of a 4,853 square foot convenience store (c-store) building, fueling canopies for both passenger vehicles and semi-trucks, and parking areas for both passenger vehicles and semi-trucks. It is the understanding of BAC that the c-store / fueling station, semi-truck fueling station, and truck parking area components of the project propose 24-operations. The locations of the identified project components are shown in Figure 2.

The primary on-site operations noise sources associated with the c-store / fueling station component of the project have been identified as passenger vehicle circulation, delivery truck circulation, truck delivery activities, an air/water unit, emergency generator, and building rooftop mechanical equipment. The primary on-site operations noise sources associated with the heavy truck parking area / truck fueling station component of the project have been identified as heavy truck idling, trailer-mounted refrigeration units (TRUs), and heavy truck circulation.

The following section includes impact discussions for each of the above-identified on-site project noise sources at the closest parcel containing noise-sensitive zoning – undeveloped APN: 060-601-310 to the east (zoned Residential Mixed-Use – R4) – and APN: 060-552-160 (zoned General Commercial – C2) which contains an existing residence, located approximately ¼ mile northwest of the project property. The locations of the identified properties are shown in Figure 1. The City of Weed Municipal Code exterior noise level criteria were applied to project on-site operations noise sources and assessed at the above-identified noise-sensitive properties.

In terms of determining the ambient noise increases due to project on-site operations, an impact would occur if those activities were to noticeably increase ambient noise levels above background levels at existing sensitive receptors. For the analysis of increases in ambient noise levels associated with project on-site operations, a noticeable increase is assumed to occur where those activities would result in an increase by 5 dB or more over ambient noise levels at an existing noise-sensitive use. As mentioned above, the closest existing noise-sensitive use has been identified as the residence constructed on commercially zoned property APN: 060-552-160 located at 1710 Black Butte Drive.

#### Impact 3: On-Site Passenger Vehicle Circulation Noise Level Exposure

To quantify on-site passenger vehicle circulation noise exposure from the c-store / fueling component of the project, BAC utilized the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) with project trip generation data contained in transportation

impact study prepared by LSA. The FHWA Model was developed to predict hourly L<sub>eq</sub> values for free-flowing traffic conditions and is considered to be accurate within 1.5 dB in most situations.

According to LSA, the c-store / fueling component of the project is estimated to generate approximately 3,086 daily vehicle trips with 324 AM peak hour and 274 PM peak hour trips. For this analysis, it was conservatively assumed that the c-store / fueling component of the project could generate 324 vehicle trips during a worst-case busy daytime hour, and that 50% of those vehicle trips (calculated to be 162) could occur during a worst-case busy nighttime hour.

Based on the LSA trip generation data and day/night distribution assumptions above, project onsite passenger vehicle circulation noise exposure at the property lines of APN: 060-601-310 and 060-552-160 was calculated and the results of those calculations are presented in Tables 11 and 12.

Table 11
Predicted Passenger Vehicle Circulation Noise Levels (L<sub>25</sub>) at Property Lines – Daytime

	Predicted Noise Level (dB) <sup>2,3,4</sup>		City Daytime Noise Standard (dB) <sup>5</sup>		
APN <sup>1</sup>	L <sub>25</sub>	L <sub>max</sub>	L <sub>25</sub>	L <sub>max</sub>	
060-601-310	34	43	60	75	
060-552-160	28	37	50	65	

- <sup>1</sup> Location of parcels are shown in Figure 1.
- <sup>2</sup> Predicted noise levels include utilization of project trip distribution data (%) contained in LSA traffic study.
- <sup>3</sup> Predicted noise levels from worst-case estimated peak hour trip generation during a given daytime hour.
- <sup>4</sup> Predicted combined noise level exposure associated with all c-store / fueling station access points.
- <sup>5</sup> Unadjusted City standards applicable to limited Commercial, Multiple Dwelling receiving land zone (APN: 060-601-310). Applied City standards for Residential receiving land use zone (APN: 060-552-160) based on ambient.

Source: BAC 2025

Table 12
Predicted Passenger Vehicle Circulation Noise Levels (L<sub>max</sub>) at Property Lines – Nighttime

	Predicted Noise	Level, L <sub>25</sub> (dB) <sup>2,3,4</sup>	City Nighttime Noise Standard, L <sub>max</sub> (dB)		
APN <sup>1</sup>	L <sub>25</sub>	L <sub>max</sub>	L <sub>25</sub>	L <sub>max</sub>	
060-601-310	32	43	55	70	
060-552-160	26	37	50	60	

- <sup>1</sup> Location of parcels are shown in Figure 1.
- <sup>2</sup> Predicted noise levels include utilization of project trip distribution data (%) contained in LSA traffic study.
- <sup>3</sup> Predicted noise levels from 50% of worst-case estimated peak hour trip generation during a given nighttime hour.
- <sup>4</sup> Predicted combined noise level exposure associated with all c-store / fueling station access points.
- Unadjusted City standards applicable to limited Commercial, Multiple Dwelling receiving land zone (APN: 060-601-310). Applied City standards for Residential receiving land use zone (APN: 060-552-160) based on ambient.

Source: BAC 2025

As shown in Tables 11 and 12, project on-site passenger vehicle circulation noise levels are predicted to satisfy the City of Weed daytime and nighttime L<sub>25</sub> and L<sub>max</sub> noise level standards at

the property lines of APN: 060-601-310 (Residential Mixed-Use) and APN: 060-552-160 (General Commercial with residence).

As mentioned previously, a significant increase is assumed to occur where on-site project activities would result in an increase by 5 dB or more over ambient noise levels at existing nearby noise-sensitive uses. The closest existing noise-sensitive receptor has been identified as the residence constructed on the commercially zoned parcel APN: 060-552-160 (1710 Black Butte Drive). Based on the predicted noise levels shown in Tables 11 and 12, and given the proximity to dominant noise sources including Interstate 5, Black Butte Drive, Shastina Drive, and Central Oregon & Pacific Railroad (CORP) tracks, project on-site passenger vehicle circulation noise levels are expected to be below existing ambient noise levels at APN: 060-552-160. Thus, the project would not result in noise levels exceeding the City's exterior noise level thresholds nor would it result in increases in ambient noise levels exceeding 5 dB at the closest existing noise-sensitive receptor.

#### Impact 4: Truck Delivery Activity Noise Level Exposure

It is the experience of BAC that deliveries of products to c-stores such as the one proposed by the project occur at the front or sides of the store building with medium-duty vendor trucks/vans. The primary noise sources associated with delivery activities are trucks stopping (air brakes), trucks backing into position (back-up alarms), and pulling away from the loading/unloading area (engines).

For a conservative assessment of daily truck delivery noise levels at the proposed c-store, it was assumed that 4 medium duty trucks/vans could deliver products to the store on a typical busy day. For the purpose of predicting noise levels for comparison against the City's L<sub>25</sub> noise descriptor standard, it was assumed that 2 medium duty trucks could have store deliveries during the same worst-case busy hour.

BAC file data indicate that noise levels associated with medium-duty truck delivery activities (including side-step vans) are approximately 66 dB L<sub>max</sub> and 76 dB SEL at 100 feet. Based on 2 medium duty truck deliveries during any given hour and an SEL of 76 dB, the noise level computes to 43 dB L<sub>25</sub> at a reference distance of 100 feet during the worst-case busy hour of deliveries. Based on the reference noise level data and operations assumptions cited above, project c-store component truck delivery activity noise exposure at the property lines of APN: 060-601-310 and APN: 060-552-160 was calculated and the results of those calculations are presented in Table 13.

Table 13
Predicted Truck Delivery Noise Levels (L<sub>25</sub>) at Property Lines

	-		City Noise Standard (dB) <sup>4</sup>				
	Predicted Noise Level (dB) <sup>2,3</sup>		Daytime		Nighttime		
APN <sup>1</sup>	L <sub>25</sub>	L <sub>max</sub>	L <sub>25</sub>	L <sub>max</sub>	L <sub>25</sub>	L <sub>max</sub>	
060-601-310	28	51	60	75	55	70	
060-552-160	14	37	50	65	50	60	

- <sup>1</sup> Locations of parcels are shown in Figure 1.
- <sup>2</sup> Noise levels projected from nearest potential c-store building delivery area to receiver property lines.
- <sup>3</sup> Predicted L25 noise level based on 2 medium truck deliveries during a given hour of operations.
- <sup>4</sup> Unadjusted City standards applicable to limited Commercial, Multiple Dwelling receiving land zone (APN: 060-601-310). Applied City standards for Residential receiving land use zone (APN: 060-552-160) based on ambient.

Table 13 data indicates that project truck delivery noise levels are predicted to satisfy the City of Weed daytime and nighttime L<sub>25</sub> and L<sub>max</sub> noise level standards at the property lines of APN: 060-601-310 (Residential Mixed-Use) and APN: 060-552-160 (General Commercial with residence).

A significant increase is assumed to occur where on-site project activities would result in an increase by 5 dB or more over ambient noise levels at existing nearby noise-sensitive uses. The closest existing noise-sensitive receptor has been identified as the residence constructed on the commercially zoned parcel APN: 060-552-160 (1710 Black Butte Drive). Based on the predicted noise levels shown in Table 13, and given the proximity to dominant noise sources including Interstate 5, Black Butte Drive, Shastina Drive, and Central Oregon & Pacific Railroad (CORP) tracks, project truck delivery activity noise levels are expected to be below existing ambient noise levels at APN: 060-552-160. Thus, the project would not result in noise levels exceeding the City's exterior noise level thresholds nor would it result in increases in ambient noise levels exceeding 5 dB at the closest existing noise-sensitive receptor.

#### Impact 5: Air/Water Unit Noise Level Exposure

The project c-store component proposes the installation of an air/water unit for patron usage. The proposed location of the air/water unit for the c-store component is shown in Figure 2.

To quantify project air/water unit noise for the purpose of this analysis, noise measurements conducted by BAC in recent years of fueling station air/water units within the greater Sacramento Area were utilized. The results of the BAC measurements indicate that the air/water unit noise was measured to have a maximum noise level of approximately 65 dB L<sub>max</sub> at distance of 10 feet from the equipment.

It is reasonable to assume that the project air/water unit could be in operation for 15 minutes (or more) during a given worst-case busy hour of operations. As a result, project air/water unit noise level exposure was assessed relative to the City's L<sub>25</sub> noise level descriptor standards. Assuming 15 minutes of unit operation during a given daytime or nighttime hour, the resulting hourly L<sub>25</sub>

noise level is calculated to be approximately 6 dB less than the measured maximum ( $L_{max}$ ) noise level.

Based on the reference noise level data and operations assumptions cited above, project air/water unit noise exposure at the property lines of APN: 060-601-310 and APN: 060-552-160 was calculated and the results of those calculations are presented in Table 14.

		City Noise Standard, L <sub>25</sub> (dB) <sup>4</sup>		
APN <sup>1</sup>	Predicted Noise Level, L <sub>25</sub> (dB) <sup>2,3</sup>	Daytime	Nighttime	
060-601-310	24	60	55	
060-552-160	10	50	50	

- <sup>1</sup> Locations of parcels are shown in Figure 1.
- <sup>2</sup> Noise levels projected from air/water unit to receiver property lines.
- <sup>3</sup> Predicted L25 noise level based on 15 minutes of continuous operation during a given hour.
- <sup>4</sup> Unadjusted City standards applicable to limited Commercial, Multiple Dwelling receiving land zone (APN: 060-601-310). Applied City standards for Residential receiving land use zone (APN: 060-552-160) based on ambient.

Source: BAC 2025

As indicated in Table 14, project air/water unit noise level exposure is predicted to satisfy the City of Weed daytime and nighttime L<sub>25</sub> noise level standards at the property lines of APN: 060-601-310 (Residential Mixed-Use) and APN: 060-552-160 (General Commercial with residence).

A significant increase is assumed to occur where on-site project activities would result in an increase by 5 dB or more over ambient noise levels at existing nearby noise-sensitive uses. The closest existing noise-sensitive receptor has been identified as the residence constructed on the commercially zoned parcel APN: 060-552-160 (1710 Black Butte Drive). Based on the predicted noise levels shown in Table 14, and given the proximity to dominant noise sources including Interstate 5, Black Butte Drive, Shastina Drive, and Central Oregon & Pacific Railroad (CORP) tracks, project air/water unit noise levels are expected to be below existing ambient noise levels at APN: 060-552-160. Thus, the project would not result in noise levels exceeding the City's exterior noise level thresholds nor would it result in increases in ambient noise levels exceeding 5 dB at the closest existing noise-sensitive receptor.

#### Impact 6: Emergency Generator Noise Level Exposure

It is the understanding of BAC that the project is proposing the installation of an emergency standby diesel generator to maintain power to the project site during power outages. The location of the generator pad is shown in Figure 2.

The generator proposed for installation at this site has been identified as a Generac Power Systems SD150. According to published manufacturer information, provided as Appendix F, the reference sound level for the SD150 model (open set configuration) is 88 dB at 23 feet. It is reasonable to assume that the project generator could be in operation for 15 minutes (or more)

when activated during an emergency. As a result, project generator noise level exposure was assessed relative to the City's L<sub>25</sub> noise level descriptor standards.

Based on the reference noise level data and operations assumptions cited above, project generator noise exposure at the property lines of APN: 060-601-310 and APN: 060-552-160 was calculated and the results of those calculations are presented in Table 15.

Table 15 Predicted Emergency Generator Noise Levels ( $L_{25}$ ) at Property Lines

		City Noise Standard, L <sub>25</sub> (dB) <sup>4</sup>		
APN <sup>1</sup>	Predicted Noise Level, L <sub>25</sub> (dB) <sup>2,3</sup>	Daytime	Nighttime	
060-601-310	62	60	55	
060-552-160	44	50	50	

- <sup>1</sup> Locations of parcels are shown in Figure 1.
- <sup>2</sup> Noise levels projected from generator pad to receiver property lines.
- <sup>3</sup> Predicted L25 noise level based on 15 minutes of continuous operation during a given hour.
- <sup>4</sup> Unadjusted City standards applicable to limited Commercial, Multiple Dwelling receiving land zone (APN: 060-601-310). Applied City standards for Residential receiving land use zone (APN: 060-552-160) based on ambient.

Source: BAC 2025

Table 15 data indicates that project emergency generator noise levels are predicted to exceed the City of Weed daytime and nighttime L<sub>25</sub> noise level standards at the property line of APN: 060-601-310 (Residential Mixed-Use) but would be below the City's applied L<sub>25</sub> noise level standards at the property line of APN: 060-552-160 (General Commercial with residence).

A significant increase is assumed to occur where on-site project activities would result in an increase by 5 dB or more over ambient noise levels at existing nearby noise-sensitive uses. The closest existing noise-sensitive receptor has been identified as the residence constructed on the commercially zoned parcel APN: 060-552-160 (1710 Black Butte Drive). Based on the predicted noise levels shown in Table 15, and given the proximity to dominant noise sources including Interstate 5, Black Butte Drive, Shastina Drive, and Central Oregon & Pacific Railroad (CORP) tracks, project emergency generator noise levels are expected to be below existing ambient noise levels at APN: 060-552-160. Thus, the project would not result in noise levels exceeding the City's exterior noise level thresholds nor would it result in increases in ambient noise levels exceeding 5 dB at the closest existing noise-sensitive receptor.

While no impacts would occur at the nearest existing noise-sensitive receptor and there are no existing or planned noise-sensitive uses on APN: 060-601-310, the following information is presented to address the applied City of Weed daytime and nighttime  $L_{25}$  noise level limits at the property line of APN: 060-601-310. Because operation of the project emergency generator is calculated to exceed the City's exterior noise standards, a sound enclosure was analyzed for effectiveness in reducing generator noise levels. The following analysis is presented for informational purposes.

To achieve compliance with the City's daytime and nighttime L<sub>25</sub> noise level limits at the property line of APN: 060-601-310, the proposed generator (Generac Power Systems SD150) should be

equipped with the manufacturer's Level 1 Sound Attenuated Enclosure. Sound level data for the SD150 model equipped with the Level 1 Sound Attenuated Enclosure is provided as Appendix F-2. Table 16 shows the predicted project generator noise levels with the enclosure. As shown in Table 16, the predicted generator noise levels are calculated to be reduced to a state of compliance with the City of Weed daytime and nighttime L25 noise level standards at the property line of APN: 060-601-310. Implementation of the sound attenuated enclosure would also further reduce generator noise levels at the closest existing sensitive receptor.

Table 16
Project Emergency Generator Noise Levels (L<sub>25</sub>) at Property Line with Enclosure

		City Exterior Noise Standard, L <sub>25</sub> (dB)			
APN	Predicted Noise Level, L <sub>25</sub> (dB) <sup>1</sup>	Daytime	Nighttime		
060-601-310 51 <b>60 55</b>					
<sup>1</sup> Predicted generator noise levels with Level 1 Sound Attenuated Enclosure.					

Source: BAC 2025

#### Impact 7: Rooftop Mechanical Equipment Noise Level Exposure

The provided rooftop mechanical plans for the proposed c-store building indicate that a combination of rooftop units, condensing units, exhaust fans, and a gravity ventilator will be located on the building rooftop. The location of the c-store building is shown in Figure 2. Brief descriptions of the proposed rooftop mechanical equipment are provided below.

#### **Rooftop Units**

The project proposes the installation of three rooftop units consisting of two models manufactured by Carrier (Models 48GCSN09 and 48GCSN12). According to equipment manufacturer specification documentation, provided in Appendix G-1 of this report, reference sound power levels for the proposed rooftop unit models range from 82 dB to 87 dB.

#### **Condensing Units**

The project proposes the installation of 10 air-handling units (10 different models) consisting of three manufacturers (FBD, Hoshinzaki and Bohn). Based on information obtained from the project applicant, the specific models and associated reference sound power levels are as follows:

- FBD Model FBD-DRC: 77 dB
- FBD Model FBD-SRC: 77 dB
- Hoshizaki Model URC-5F: 77 dB
- Bohn Model BCH0005MBACZC0329: 73 dB
- Bohn Model BCH0008LBACZ: 77 dB
- Bohn Model BCH0008MBAXZA0900: 77 dB
- Bohn Model BCH0020MBACZA0000: 73 dB
- Bohn Model BCH0030MCACZA0900: 73 dB
- Bohn Model BCH0022LCACZA0900: 77 dB
- Bohn Model BCH0060MCACZA0900: 73 dB

#### **Exhaust Fans**

The project proposes the installation of two exhaust fans consisting of one model manufactured by Greenheck (Model G-070-E). According to equipment manufacturer specification documentation, provided in Appendix G-2 of this report, the reference sound pressure level for the exhaust fan model is approximately 1.5 sones.

#### **Gravity Ventilator**

The project proposes the installation of one gravity ventilator manufactured by Greenheck (Model GRSR). According to equipment manufacturer specification documentation, provided in Appendix G-3 of this report, the reference sound pressure level for the exhaust fan model is approximately 6 sones.

For this analysis, it was conservatively assumed that all identified rooftop-mounted mechanical equipment would be in operation concurrently (believed to be worst-case noise exposure). Based on this operations assumption, the provided rooftop mechanical plans/mechanical schedule, and using the cited equipment manufacturer reference sound level data above, combined project rooftop-mounted mechanical equipment noise exposure at the property lines of APN: 060-601-310 and APN: 060-552-160 was calculated and the results of those calculations are presented in Table 17. Because rooftop mechanical equipment operation is typically considered to be a steady state noise source, the equipment was assessed relative to the City's L<sub>25</sub> noise level standards.

Table 17
Predicted Combined Rooftop Mechanical Equipment Noise Levels (L<sub>25</sub>) at Property Lines

		City Noise Standard, L <sub>25</sub> (dB) <sup>4</sup>		
APN <sup>1</sup>	Predicted Noise Level, L <sub>25</sub> (dB) <sup>2,3</sup>	Daytime	Nighttime	
060-601-310	37	60	55	
060-552-160	25	50	50	

- <sup>1</sup> Locations of parcels are shown in Figure 1.
- <sup>2</sup> Noise levels projected from rooftop equipment to receiver property lines.
- <sup>3</sup> Predicted L25 noise level based on continuous combined operation of equipment during a given hour.
- <sup>4</sup> Unadjusted City standards applicable to limited Commercial, Multiple Dwelling receiving land zone (APN: 060-601-310). Applied City standards for Residential receiving land use zone (APN: 060-552-160) based on ambient.

Source: BAC 2025

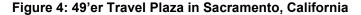
As shown in Table 17, combined project rooftop mechanical equipment noise level exposure is predicted to satisfy the applied City of Weed daytime and nighttime L<sub>25</sub> noise level standards at the property lines of APN: 060-601-310 (Residential Mixed-Use) and APN: 060-552-160 (General Commercial with residence).

A significant increase is assumed to occur where on-site project activities would result in an increase by 5 dB or more over ambient noise levels at existing nearby noise-sensitive uses. The closest existing noise-sensitive receptor has been identified as the residence constructed on the commercially zoned parcel APN: 060-552-160 (1710 Black Butte Drive). Based on the predicted noise levels shown in Table 17, and given the proximity to dominant noise sources including Interstate 5, Black Butte Drive, Shastina Drive, and Central Oregon & Pacific Railroad (CORP)

tracks, project rooftop mechanical equipment noise levels are expected to be below existing ambient noise levels at APN: 060-552-160. Thus, the project would not result in noise levels exceeding the City's exterior noise level thresholds nor would it result in increases in ambient noise levels exceeding 5 dB at the closest existing noise-sensitive receptor.

#### Impact 8: Truck Idling Noise Level Exposure

The idling of heavy truck engines to allow operation of cab heaters or air-conditioners while the vehicle is parked for state-mandated rest periods is a common practice. BAC utilized noise level data collected at various locations in Northern California to quantify the noise emissions of idling heavy trucks. Those measurements indicate that the noise generated during truck idling is affected by the age of the truck (newer technology trucks are quieter) and the engine rpm during idle. Noise measurements of multiple trucks of various ages idling concurrently at the 49'er Travel Plaza in Sacramento, California conducted by BAC for this assessment indicate that an average noise level of 61 dBA Leq can be expected at a reference distance of 100 feet from the idling trucks. The 49'er Travel Plaza was selected for measurement as it is considered reasonably representative of operations at the proposed project site due to its size. Figure 4 below shows an aerial image of the 49'er Travel Plaza.





For a conservative assessment of potential project noise impacts resulting from heavy truck idling it was assumed that idling of parked heavy trucks would occur within the truck parking stalls located closest to APN: 060-601-310 (the 6 northeast stalls), as identified in Figure 2. This assumption was used with the typical reference sound pressure level cited above for idling heavy trucks to predict noise levels at the property lines of APN: 060-601-310 and APN: 060-552-160. The results of that analysis are presented in Table 18. It is reasonable to assume that the on-site truck idling could occur for 15 minutes (or more) during a given hour. As a result, project truck

idling noise level exposure was assessed relative to the City's L<sub>25</sub> noise level descriptor standards.

Table 18
Predicted Truck Idling Noise Levels (L<sub>25</sub>) at Property Lines

	_	City Noise Standard, L <sub>25</sub> (dB) <sup>4</sup>		
APN <sup>1</sup>	Predicted Noise Level, L <sub>25</sub> (dB) <sup>2,3</sup>	Daytime	Nighttime	
060-601-310	57	60	55	
060-552-160	32	50	50	

- <sup>1</sup> Locations of parcels are shown in Figure 1.
- <sup>2</sup> Noise levels projected from 6 nearest truck stalls (northeast stalls) to receiver property lines.
- <sup>3</sup> Predicted L25 noise level based on continuous truck idling during a given hour.
- <sup>4</sup> Unadjusted City standards applicable to limited Commercial, Multiple Dwelling receiving land zone (APN: 060-601-310). Applied City standards for Residential receiving land use zone (APN: 060-552-160) based on ambient.

Source: BAC 2025

Table 18 data indicates that project truck idling noise levels are predicted to exceed the City of Weed nighttime  $L_{25}$  noise level standard at the property line of APN: 060-601-310 (Residential Mixed-Use) but would be below the City's  $L_{25}$  noise level standards at the property line of APN: 060-552-160 (General Commercial with residence).

A significant increase is assumed to occur where on-site project activities would result in an increase by 5 dB or more over ambient noise levels at existing nearby noise-sensitive uses. The closest existing noise-sensitive receptor has been identified as the residence constructed on the commercially zoned parcel APN: 060-552-160 (1710 Black Butte Drive). Based on the predicted noise levels shown in Table 18, and given the proximity to dominant noise sources including Interstate 5, Black Butte Drive, Shastina Drive, and Central Oregon & Pacific Railroad (CORP) tracks, project truck idling noise levels are expected to be below existing ambient noise levels at APN: 060-552-160. Thus, the project would not result in noise levels exceeding the City's exterior noise level thresholds nor would it result in increases in ambient noise levels exceeding 5 dB at the closest existing noise-sensitive receptor.

While no impacts would occur at the nearest existing noise-sensitive receptor and there are no existing or planned noise-sensitive uses on APN: 060-601-310, the following information is presented to address the applied City of Weed daytime and nighttime L<sub>25</sub> noise level limits at the property line of APN: 060-601-310. Because project truck idling is calculated to exceed the City's exterior noise standards, a potential barrier was analyzed for effectiveness in reducing operational noise levels. The following analysis is presented for informational purposes.

As presented in Table 19, construction of a 9-foot-tall solid noise barrier along the eastern project property line would reduce noise levels to below the City's nighttime exterior L<sub>25</sub> noise level standard. The location of the solid noise barrier is illustrated in Figure 5 (presented at the end of this section). The noise barrier could be constructed of masonry, precast concrete, earthen berms, or a combination of these materials. Other materials may be acceptable but should be reviewed by a qualified acoustical consultant prior to construction.

Table 19 Project Truck Idling Noise Levels ( $L_{25}$ ) at Property Line with Noise Barrier

		City Exterior Noise Standard, L <sub>25</sub> (dB)			
APN	Predicted Noise Level, L <sub>25</sub> (dB) <sup>1</sup>	Nighttime			
060-601-310 47 55					
<sup>1</sup> Predicted noise levels with construction of 9-foot-tall solid noise barrier as shown in Figure 5.					

#### Impact 9: Transport Refrigeration Unit (TRU) Noise Level Exposure

According to the provided site plans, the project proposes a total of 35 truck parking stalls. The location of the proposed truck parking stalls is shown in Figure 2. Trailer-mounted Transport Refrigeration Units (TRUs, also commonly referred to as "reefers"), control the environment of temperature-sensitive freight transported in semi-trailers. TRU-equipped trailers can store many products, including food, plants, medicines, chemicals, artwork, and more. According to the California Air Resources Board (Draft Technology Assessment: Non-Truck Transport Refrigeration Units Workshop – May 2022), approximately 42,000 trailer-mounted TRU's operate in California on a given day. Based on California Energy Commission data, trailer-mounted TRUs may account for approximately 16% of trucks on California highways. Accordingly, it was assumed for purposes of this analysis that approximately 16% of trucks utilizing the project truck parking component of the project would be equipped with operating TRUs.

Figure 6 shows a photograph of a typical trailer-mounted TRU, which is attached to the front of a trailer facing forward. TRUs are typically powered by diesel engines, although TRUs may also be powered by electricity (i.e., shore power). Electrically powered TRUs are referred to as eTRUs. With an eTRU, the compressor part of the refrigeration system is powered by an electric motor at least part of the time, thereby resulting in lower noise emissions than diesel powered TRUs. In some cases, an electric motor is used exclusively. If an electrical power source disconnection happens, the system can be run on diesel and switch back to electricity when an outlet is available. It is not known at this time what percentage of TRUs operating within the project truck parking area would be eTRUs, but given the greater energy efficiency of eTRUs, it is probable that their use will become increasingly widespread. Figure 7 shows a photograph of an eTRU.

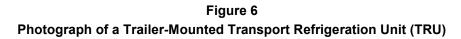




Figure 7
Photograph of Trailer-Mounted Electric Transport Refrigeration Unit (eTRU)



BAC noise level measurement data indicates that diesel TRUs and eTRUs generate average noise levels of approximately 63 dB and 56 dB (respectively) at a reference distance of 100 feet with a direct view of the TRU. As indicated in Figures 6 and 7, positions located behind the trailer are shielded from view of the TRU by the trailer itself and are, therefore, exposed to lower noise levels. Similarly, trailers parked adjacent to each other will provide sideline shielding.

As mentioned above, the project proposes a total of 35 truck parking stalls. Assuming approximately 16% of the trucks utilizing the truck parking stalls would have trailer-mounted TRUs, six (6) TRU's could theoretically be operating concurrently within the project truck parking area. BAC utilized these assumptions with the reference sound pressure levels for TRUs cited above to predict noise generation of the TRUs at the at the property lines of APN: 060-601-310 and APN: 060-552-160. The results of those calculations are presented in Table 20. Because TRU operation typically generates sustained, steady-state noise levels, impacts of TRU noise are assessed in this study relative to the City's  $L_{25}$  noise level standards.

Table 20 Predicted Truck Refrigeration Unit Noise Levels (L<sub>25</sub>) at Property Lines

	Predicted Noise	Level, L <sub>25</sub> (dB) <sup>2,3</sup>	City Noise Standard, L <sub>25</sub> (dB) <sup>4</sup>		
APN <sup>1</sup>	Electric TRUs	Diesel TRUs	Daytime	Nighttime	
060-601-310	58	65	60	55	
060-552-160	30	37	50	50	

- <sup>1</sup> Locations of parcels are shown in Figure 1.
- <sup>2</sup> Noise levels projected from nearest truck parking stalls to receiver property lines.
- <sup>3</sup> Predicted L25 noise levels from 6 diesel TRUs or 6 electric TRUs in northeast stalls.
- <sup>4</sup> Unadjusted City standards applicable to limited Commercial, Multiple Dwelling receiving land zone (APN: 060-601-310). Applied City standards for Residential receiving land use zone (APN: 060-552-160) based on ambient.

Source: BAC 2025

As indicated in Table 20, noise level exposure associated with both diesel TRUs and eTRUs within the project truck parking area is predicted to exceed a portion of the applied City of Weed daytime and nighttime  $L_{25}$  noise level standards at the property line of APN: 060-601-310 (Residential Mixed-Use) but would be below the City's applied  $L_{25}$  noise level standards at the property line of APN: 060-552-160 (General Commercial with residence).

A significant increase is assumed to occur where on-site project activities would result in an increase by 5 dB or more over ambient noise levels at existing nearby noise-sensitive uses. The closest existing noise-sensitive receptor has been identified as the residence constructed on the commercially zoned parcel APN: 060-552-160 (1710 Black Butte Drive). Based on the predicted noise levels shown in Table 20, and given the proximity to dominant noise sources including Interstate 5, Black Butte Drive, Shastina Drive, and Central Oregon & Pacific Railroad (CORP) tracks, project truck TRU noise levels are expected to be below existing ambient noise levels at APN: 060-552-160. Thus, the project would not result in noise levels exceeding the City's exterior noise level thresholds nor would it result in increases in ambient noise levels exceeding 5 dB at the closest existing noise-sensitive receptor.

While no impacts would occur at the nearest existing noise-sensitive receptor and there are no existing or planned noise-sensitive uses on APN: 060-601-310, the following information is presented to address the applied City of Weed daytime and nighttime L<sub>25</sub> noise level limits at the property line of APN: 060-601-310. Because parked truck TRU noise levels are calculated to exceed the City's exterior noise standards, establishing a TRU parking area away from the eastern property line was analyzed for effectiveness in reducing operational noise levels. The following analysis is presented for informational purposes.

As presented in Table 21, controlling on-site TRU parking would reduce noise levels to below the City's daytime and nighttime L<sub>25</sub> noise level limits. The locations of the TRU truck parking stalls used to reduce the noise levels are identified in Figure 5 (presented at the end of this section). Additionally, on-site signage and/or pavement markings should be installed to delineate the required truck parking stalls for use of TRUs.

Table 21
Project Truck TRU Noise Levels (L<sub>25</sub>) at Property Line with Designated Parking Stalls

	Predicted Noise	Level, L <sub>25</sub> (dB) <sup>1</sup>	City Exterior Noise Standard, L <sub>25</sub> (c							
APN	Electric TRUs	Diesel TRUs	Daytime	Nighttime						
060-601-310	47	54	60	55						
<sup>1</sup> Predicted noise	<sup>1</sup> Predicted noise levels with implementation of designated parking stalls as shown in Figure 5.									

Source: BAC 2025

#### Impact 10: On-Site Truck Circulation Noise Level Exposure

As mentioned previously, it is the experience of BAC that deliveries of products to c-stores such as the one proposed by the project occur at the front or sides of the store building with medium-duty vendor trucks/vans. However, the c-store component of the project will also receive deliveries from heavy fueling trucks for the purpose of refilling the underground storage tanks. It is expected that on-site truck circulation within the heavy truck fueling / parking area component of the project will primarily consist of heavy trucks, including deliveries associated with refilling the underground fuel storage tanks. The locations of the c-store, heavy truck parking area, and underground fuel storage tanks for both components are shown in Figure 2.

Heavy truck arrivals and departures, and on-site circulation will occur at low speeds. To predict noise levels generated by on-site truck circulation, BAC utilized file data obtained from measurements conducted by BAC of heavy and medium duty truck passbys. According to BAC file data, single-event heavy truck passby noise levels are approximately 74 dB  $L_{max}$  and 83 dB SEL at a reference distance of 50 feet. BAC file data also indicates that single-event medium truck passby noise levels are approximately 66 dB  $L_{max}$  and 76 SEL at a reference distance of 50 feet.

For the purposes of predicting delivery truck on-site circulation noise levels for comparison against the City's  $L_{25}$  noise descriptor standard, it was conservatively assumed that 2 heavy fueling trucks (underground tank refilling – both components) and 2 medium duty trucks/vans (c-store component) could have deliveries to the project site during the same worst-case busy hour. To

predict heavy truck fueling / parking component related on-site circulation noise levels for comparison against the City's L<sub>25</sub> noise descriptor standard, truck trip generation data provided in the LSA transportation study was utilized. Specifically, the LSA report indicates that the truck stop component is estimated to generate approximately 84 AM peak hour and 93 PM peak hour truck trips. For this analysis, it was assumed that 93 truck trips could occur within the same busy hour.

Based on the LSA truck trip generation data and BAC delivery truck assumptions provided above, project on-site truck circulation noise exposure at the property lines of APN: 060-601-310 and APN: 060-552-160 was calculated and the results of those calculations are presented in Table 22.

Table 22 Predicted On-Site Truck Circulation Noise Levels ( $L_{25}$ ) at Property Line

			City Noise Standard (dB)⁵						
	Predicted Nois	se Level (dB) <sup>2,3,4</sup>	Day	time	Nighttime				
APN <sup>1</sup>	L <sub>25</sub>	L <sub>max</sub>	L <sub>25</sub> L <sub>max</sub>		L <sub>25</sub> L <sub>max</sub>				
060-601-310	64	65	60	75	55	70			
060-552-160	34	36	50	65	50	60			

- <sup>1</sup> Location of parcel shown in Figures 1 and 2.
- <sup>2</sup> Predicted noise levels include utilization of project truck trip distribution data (%) contained in LSA traffic study.
- <sup>3</sup> Predicted noise levels from worst-case estimated peak hour truck trips during a given daytime or nighttime hour.
- <sup>4</sup> Predicted combined noise level exposure associated with all project truck trips, as outlined in this section.
- Unadjusted City standards applicable to limited Commercial, Multiple Dwelling receiving land zone (APN: 060-601-310). Applied City standards for Residential receiving land use zone (APN: 060-552-160) based on ambient.

Source: BAC 2025

Table 22 data indicates that project on-site truck circulation noise levels are predicted to exceed the City of Weed daytime and nighttime L<sub>25</sub> noise level standards at the property line of APN: 060-601-310 (Residential Mixed-Use) but would be below the City's applied L<sub>25</sub> and L<sub>max</sub> noise level standards at the property line of APN: 060-552-160 (General Commercial with residence).

As mentioned previously, a significant increase is assumed to occur where on-site project activities would result in an increase by 5 dB or more over ambient noise levels at existing nearby noise-sensitive uses. Based on the predicted noise levels shown in Table 22, and given the proximity to dominant noise sources including Interstate 5, Black Butte Drive, Shastina Drive, and Central Oregon & Pacific Railroad (CORP) tracks, project on-site truck circulation noise levels are expected to be below existing ambient noise levels at APN: 060-552-160. Thus, the project would not result in noise levels exceeding the City's exterior noise level thresholds nor would it result in increases in ambient noise levels exceeding 5 dB at the closest existing noise-sensitive receptor.

While no impacts would occur at the nearest existing noise-sensitive receptor and there are no existing or planned noise-sensitive uses on APN: 060-601-310, the following information is presented to address the applied City of Weed daytime and nighttime L<sub>25</sub> noise level limits at the property line of APN: 060-601-310. Because on-site truck circulation noise levels are calculated to exceed the City's exterior daytime and nighttime L<sub>25</sub> noise level limits at the property line, a

potential barrier was analyzed for effectiveness in reducing operational noise levels. The following analysis is presented for informational purposes.

As shown in Table 23, construction of the previously mentioned 9-foot-tall solid noise barrier along the eastern project property line would reduce noise levels to below the City's daytime and nighttime L<sub>25</sub> noise level standard. The location of the solid noise barrier is illustrated in Figure 5 (presented at the end of this section).

Table 23
Project On-Site Truck Circulation Noise Levels (L<sub>25</sub>) at Property Line with Noise Barrier

		City Exterior Noise Standard, L <sub>25</sub> (dB							
APN	Predicted Noise Level, L <sub>25</sub> (dB) <sup>1</sup>	Daytime	Nighttime						
060-601-310	55	60	55						
<sup>1</sup> Predicted noise levels with construction of 9-foot-tall solid noise barrier as shown in Figure 5.									

Source: BAC 2025

#### Impact 11: Combined On-Site Operations Noise Level Exposure

Calculated combined  $L_{25}$  and highest predicted maximum ( $L_{max}$ ) noise levels from analyzed onsite operations at the property lines of APN: 060-601-310 and APN: 060-552-160 are presented in Tables 24-27. It should be noted that due to the logarithmic nature of the decibel scale, the sum of two noise values which differ by 10 dB equates to an overall increase in noise levels of 0.4 dB. When the noise sources are equivalent, the sum would result in an overall increase in noise levels of 3 dB.

Table 24
Calculated Combined On-Site Operations Noise Levels (L<sub>25</sub>) at Property Line – Daytime

		Predicted On-Site Operations Noise Level, L <sub>25</sub> (dB) <sup>1</sup>								
APN	Vehicle Circ.	Truck Deliveries	Air/Water Unit	Generator	Rooftop Mech.	Truck Idling	Truck TRUs	Truck Circ.	Combined, L <sub>25</sub> (dB) <sup>2</sup>	
060-601-310	34	28	24	62	37	57	65	64	69	
060-552-160	28	14	10	44	25	32	37	34	46	
		Unadjusted	d City Daytim	e L <sub>25</sub> (dB) No	se Level St	andard fo	r APN: 060	)-601-310	60	
Unadjusted City Daytime L <sub>25</sub> (dB) Noise Level Standard for APN: 060-552-160										

Table 25
Highest Predicted On-Site Operations Noise Levels (L<sub>max</sub>) at Property Line – Daytime

Predicted On-Site Operations Noise Level, L <sub>max</sub> (dB) <sup>1</sup>										
APN	Vehicle Circ.	Truck Deliveries	Air/Water Unit	Generator	Rooftop Mech.	Truck Idling	Truck TRUs	Truck Circ.	Highest Predicted, L <sub>25</sub> (dB) <sup>2</sup>	
060-601-310	43	51						65	65	
060-552-160	37	37						36	37	
		Unadjusted	City Daytime	L <sub>max</sub> (dB) No	ise Level St	andard fo	r APN: 060	-601-310	75	
Unadjusted City Daytime L <sub>max</sub> (dB) Noise Level Standard for APN: 060-552-160										
<ul> <li>Predicted Lmax noise levels from analyzed on-site operations noise sources presented in Impacts 3-10.</li> <li>Highest predicted Lmax noise level exposure from analyzed on-site operations noise sources.</li> </ul>										

Source: BAC 2025

 $\label{eq:total condition} Table~26 \\ Calculated~Combined~On-Site~Operations~Noise~Levels~(L_{25})~at~Property~Line~-~Nighttime$ 

		Pred	dicted On-Sit	e Operations	Noise Level	l, L <sub>25</sub> (dB)¹				
APN	Vehicle Circ.	Truck Deliveries	Air/Water Unit	Generator	Rooftop Mech.	Truck Idling	Truck TRUs	Truck Circ.	Combined, L <sub>25</sub> (dB) <sup>2</sup>	
060-601-310	32	28	24	62	37	57	65	64	69	
060-552-160	26	14	10	44	25	32	37	34	46	
		Unadjusted	City Nighttim	e L <sub>25</sub> (dB) No	se Level St	andard fo	r APN: 060	)-601-310	55	
Adjusted City Nighttime L <sub>25</sub> (dB) Noise Level Standard for APN: 060-552-160										
Predicted L25 noise levels presented in Impacts 3-10.     Calculated combined L25 noise level exposure from analyzed on-site operations noise sources.										

Source: BAC 2025

Table 27
Highest Predicted On-Site Operations Noise Levels (L<sub>max</sub>) at Property Line – Nighttime

APN	Vehicle Circ.	Truck Deliveries	Air/Water Unit	Operations N	Rooftop Mech.	Truck Idling	Truck TRUs	Truck Circ.	Highest Predicted, L <sub>25</sub> (dB) <sup>2</sup>
060-601-310	43	51						65	65
060-552-160	37	37						36	37
	,	Jnadjusted C	ity Nighttime	L <sub>max</sub> (dB) No	se Level St	andard fo	r APN: 060	-601-310	70
		Adjusted C	ity Nighttime	L <sub>max</sub> (dB) No	se Level St	andard fo	r APN: 060	-552-160	60

As shown in Tables 24 and 26, calculated combined L<sub>25</sub> noise level exposure from analyzed project on-site operations would exceed the City of Weed daytime and nighttime L<sub>25</sub> noise level standards at the property line of APN: 060-601-310 (Residential Mixed-Use). However, as indicated in Tables 24-27, calculated combined L<sub>25</sub> and maximum (L<sub>max</sub>) noise level exposure from analyzed project on-site operations would be below the City's applied daytime and nighttime L<sub>25</sub> and L<sub>max</sub> noise level standards at the property line of APN: 060-552-160 (General Commercial with residence).

As mentioned previously, a significant increase is assumed to occur where on-site project activities would result in an increase by 5 dB or more over ambient noise levels at existing nearby noise-sensitive uses. Based on the predicted noise levels shown in Tables 24-27, and given the proximity to dominant noise sources including Interstate 5, Black Butte Drive, Shastina Drive, and Central Oregon & Pacific Railroad (CORP) tracks, combined project on-site operations noise levels are expected to be below existing ambient noise levels at APN: 060-552-160. Thus, the project would not result in noise levels exceeding the City's exterior noise level thresholds nor would it result in increases in ambient noise levels exceeding 5 dB at the closest existing noise-sensitive receptor.

While no impacts would occur at the nearest existing noise-sensitive receptor and there are no existing or planned noise-sensitive uses on APN: 060-601-310, the following information is presented to address the applied City of Weed daytime and nighttime L25 noise level limits at the property line of APN: 060-601-310. Because calculated combined on-site operations noise levels at the property line would exceed the City's exterior L25 noise level standards, the previously discussed generator enclosure, noise barrier along the eastern project property line, and designated TRU parking stalls were analyzed for effectiveness in reducing combined operational noise levels during daytime and nighttime hours. The following analysis is presented for informational purposes.

As presented in Tables 28 and 29, with implementation of the three noise reduction strategies, combined L<sub>25</sub> noise levels from on-site operations are calculated to comply with the City's daytime and nighttime L<sub>25</sub> noise level standards at the eastern project property line (APN: 060-601-310).

Table 28
Combined On-Site Operations Noise Levels (L<sub>25</sub>) with Noise Reduction Strategies – Daytime

	_	Predicted On-Site Operations Noise Level, L <sub>25</sub> (dB) <sup>1</sup>									
APN	Vehicle Circ.	Truck Deliveries	Air/Water Unit	Generator	Rooftop Mech.	Truck Idlina	Truck TRUs	Truck Circ.	Combined,		
AFN	Circ.	Deliveries	Ullit	Generator	wech.	lulling	IKUS	Circ.	L25 (UD)		
060-601-310	23	17	13	40	26	45	45	53	55		

<sup>&</sup>lt;sup>1</sup> Predicted L25 noise levels with implementation of identified noise reduction strategies.

Table 29
Combined On-Site Operations Noise Levels (L<sub>25</sub>) with Noise Reduction Strategies – Nighttime

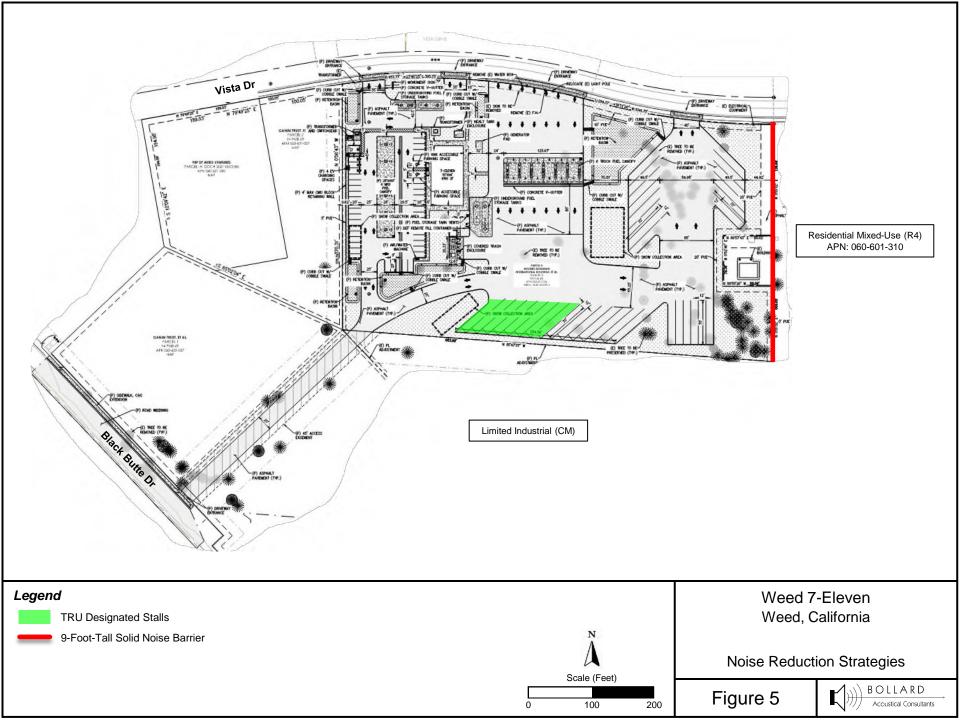
		Predicted On-Site Operations Noise Level, L <sub>25</sub> (dB) <sup>1</sup>									
	Vehicle	Truck	Air/Water		Rooftop	Truck	Truck	Truck	Combined,		
APN	Circ.	Deliveries	Unit	Generator	Mech.	ldling	TRUs	Circ.	L <sub>25</sub> (dB) <sup>2</sup>		
060-601-310	21	17	13	40	26	45	45	53	55		

<sup>&</sup>lt;sup>1</sup> Predicted L25 noise levels with implementation of identified noise reduction strategies.

Source: BAC 2025

<sup>&</sup>lt;sup>2</sup> Calculated combined L25 noise level exposure with implementation of identified noise reduction strategies.

<sup>&</sup>lt;sup>2</sup> Calculated combined L25 noise level exposure with implementation of identified noise reduction strategies.



#### **Noise Impacts Associated with Project Construction Activities**

#### Impact 12: Project Construction Activities/Operations Noise Level Exposure

During project construction activities, heavy equipment would be used for grading excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the project work area would also vary depending upon the proximity of equipment activities to that point.

Table 30 includes the range of maximum noise levels for equipment commonly used in general construction projects at full-power operation at 50 feet. It should be noted that not all of the construction equipment/activities identified in Table 30 would be required of this project. Table 30 data also include predicted maximum (L<sub>max</sub>) equipment noise levels at the nearest existing noise-sensitive receptor (i.e., residence located on APN: 060-552-160, 1710 Black Butte Drive).

Table 30
Reference and Projected Noise Levels for Typical Construction Equipment

	_	Projected Maximum Noise Level, L <sub>max</sub> (dB)
		Residence - APN: 060-552-160
Equipment	Reference Noise Level at 50 Feet, L <sub>max</sub> (dB)	(1,500 ft)
Air compressor	80	48
Backhoe	80	48
Ballast equalizer	82	50
Ballast tamper	83	51
Compactor	82	50
Concrete mixer	85	53
Concrete pump	82	50
Concrete vibrator	76	44
Crane, mobile	83	51
Dozer	85	53
Excavator	85	53
Generator	82	50
Grader	85	53
Impact wrench	85	53
Loader	80	48
Paver	85	53
Pneumatic tool	85	53
Pump	77	45
Saw	76	44
Scarifier	83	51
Scraper	85	53
Shovel	82	50
Spike driver	77	45
Tie cutter	84	52
Tie handler	80	48
Tie inserter	85	53
Truck	84	52
	Low	44
	High	53
	Average	51

Source: 2018 FTA Noise and Vibration Impact Assessment Manual, Table 7-1 and BAC calculations

As noted in the Regulatory Setting Section of this report, Section 9.18.080(D) of the City of Weed Municipal Code exempts noise associated with construction and demolition equipment. As a result, pursuant to Municipal Code Section 9.18.080(D), noise associated with project on-site construction equipment and activities would be exempt from compliance with City of Weed Municipal Code noise level standards.

Although Municipal Code Section 9.18.080(D) would exempt on-site project construction noise, heavy equipment operations during construction activities would add to the noise environment in the vicinity of the work area. In terms of determining the temporary noise increase due to project-related construction activities, an impact would occur if those activities were to cause a substantial increase ambient noise levels above background levels at nearby existing noise-sensitive uses. As mentioned previously in this report, the threshold of perception of the human ear is approximately 3 to 5 dB - a 5 dB change is considered to be clearly noticeable. For this analysis, a substantial increase in ambient noise levels is assumed to occur where noise levels increase by 5 dB or more over existing ambient noise levels.

As shown in Table 30, project on-site construction noise levels are projected to range from 44 dB L<sub>max</sub> to 53 dB L<sub>max</sub> at the closest existing noise-sensitive receptor (residence located on APN: 060-552-160, 1710 Black Butte Drive). Based on the predicted noise levels shown in Table 30, and given the proximity to dominant noise sources including Interstate 5, Black Butte Drive, Shastina Drive, and Central Oregon & Pacific Railroad (CORP) tracks, project on-site construction noise levels are expected to be below existing ambient noise levels at APN: 060-552-160. Thus, project construction activities would not result in noise levels exceeding the City's exterior noise level thresholds (pursuant to City exemption) nor would it result in increases in ambient noise levels exceeding 5 dB at the closest existing noise-sensitive receptor.

While construction activities are not expected to result in a noise impact at the closest noisesensitive receptor, the following measures standard construction noise measures should be incorporated into project on-site construction operations:

- Temporary noise barriers, or other appropriate measures as mitigation for noise generated during construction of projects.
- Equip all noise-producing project equipment and vehicles using internal-combustion engines with manufacturers-recommended mufflers and be maintained in good working condition.
- Comply with federal, state, or local agency regulations regarding regulated noise output for all mobile or fixed noise-producing equipment used on the project site.
- Where feasible, electrically powered equipment shall be used instead of pneumatic or internalcombustion-powered equipment.
- Locate material stockpiles and mobile equipment staging, parking, and maintenance areas as far as practicable from noise-sensitive receptors.
- Establish and enforce project area and site access road speed limits during the construction period.

#### **Vibration Impacts Associated with Project Activities**

#### Impact 13: Vibration Generated by On-Site Project Construction & Operations

During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the construction. The nearest existing (human occupied) permanent structure to the project area has been identified as a commercial/industrial building constructed on APN: 060-601-210 (Grocery Outlet) located west of the project.

Table 31 includes the range of vibration levels for equipment commonly used in general residential construction projects at 25 feet. Table 31 data also include projected equipment vibration levels at the nearest existing structure to the project area (Grocery Outlet building).

Table 31
Reference and Projected Vibration Source Amplitudes for Construction Equipment

	Reference Maximum -	Projected Maximum Vibration Level, VdB (rms) <sup>1</sup>
Equipment	Vibration Level at 25 feet, VdB (rms)	Grocery Outlet Building – APN: 060-601-210 (350 ft)
Vibratory Roller	94	59
Hoe Ram	87	58
Large bulldozer	87	58
Caisson drilling	87	58
Loaded trucks	86	56
Jackhammer	79	55
Small bulldozer	58	<55
<sup>1</sup> RMS velocity in	decibels (VdB) re 1 micro-i	nch/second.

Source: 2018 FTA Transit Noise and Vibration Impact Assessment Manual and BAC calculations

Based on the data presented in Table 31, vibration levels generated from project on-site construction activities are predicted to be below the FTA threshold for damage to engineered structures (98 VdB) at 25 feet from those activities. Table 31 data also indicates that construction-related vibration levels are predicted to be below threshold of human perception (65 VdB) at the closest existing (human occupied) off-site structure (Grocery Outlet building). Based on the analysis provided above, on-site project construction vibration levels are expected below the strictest FTA vibration impact criteria contained in Tables 4 and 5 of this report and are not expected to result in excessive groundborne vibration levels at nearby existing structures.

During site visits on May 20<sup>th</sup> and 22<sup>nd</sup>, 2024, BAC staff noted that vibration levels were below the threshold of perception within the project area and immediate project vicinity. Therefore, it is expected that the project would not result in the exposure of persons to excessive groundborne vibration levels at proposed uses of the development.

Finally, the project proposes the construction of a c-store, fueling stations, and a heavy truck parking facility. While traffic/trucks traveling on roadways are a source of vibration, these sources rarely generate vibration amplitudes high enough to cause structural or cosmetic damage. Further, vibration levels generated by project on-site traffic/truck passbys will be at low speed and

are expected to dissipate rapidly with distance. Based on the information above, project on-site operations are not expected to generate appreciable vibration.

Vibration levels due to and upon the project are expected to be satisfactory relative to the applicable FTA vibration impact criteria for damage to structures and annoyance.

This concludes BAC's noise and vibration assessment of the 7-Eleven & Truck Parking Facility project in Weed, California. Please contact BAC at (530) 537-2328 or <a href="mailto:dariog@bacnoise.com">dariog@bacnoise.com</a> if you have any comments or questions regarding this report.

# Appendix A Acoustical Terminology

**Acoustics** The science of sound.

Ambient Noise The distinctive acoustical characteristics of a given space consisting of all noise sources

audible at that location. In many cases, the term ambient is used to describe an existing

or pre-project condition such as the setting in an environmental noise study.

**Attenuation** The reduction of an acoustic signal.

**A-Weighting** A frequency-response adjustment of a sound level meter that conditions the output

signal to approximate human response.

Decibel or dB Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound

pressure squared over the reference pressure squared. A Decibel is one-tenth of a

Bell.

CNEL Community Noise Equivalent Level. Defined as the 24-hour average noise level with

noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and

nighttime hours weighted by a factor of 10 prior to averaging.

**Frequency** The measure of the rapidity of alterations of a periodic signal, expressed in cycles per

second or hertz.

**IIC** Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's

impact generated noise insulation performance. The field-measured version of this

number is the FIIC.

Ldn Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

**Leq** Equivalent or energy-averaged sound level.

**L**max The highest root-mean-square (RMS) sound level measured over a given period of time.

**Loudness** A subjective term for the sensation of the magnitude of sound.

Masking The amount (or the process) by which the threshold of audibility is for one sound is

raised by the presence of another (masking) sound.

**Noise** Unwanted sound.

**Peak Noise** The level corresponding to the highest (not RMS) sound pressure measured over a

given period of time. This term is often confused with the "Maximum" level, which is the

highest RMS level.

RT<sub>60</sub> The time it takes reverberant sound to decay by 60 dB once the source has been

removed.

STC Sound Transmission Class (STC): A single-number representation of a partition's noise

insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version

of this number is the FSTC.



Appendix B-1 FHWA Highway Traffic Noise Prediction Model Inputs Weed 7-Eleven Existing Conditions



Run Date: 1/13/2025

#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	E Vista Dr	West of I-5 SB Ramp	375	80	20	1	1	25	100	0
2	E Vista Dr	I-5 SB Ramp to I-5 NB Ramp	2,190	80	20	2	3	25	100	0
3	E Vista Dr	I-5 NB Ramp to Shastina Dr	4,310	80	20	2	3	25	100	0
4	E Vista Dr	Shastina Dr to Black Butte Dr	3,050	80	20	2	3	25	100	0
5	E Vista Dr	East of Black Butte Dr	2,165	80	20	2	3	25	100	0
6	I-5 SB Ramp	South of E Vista Dr	1,370	80	20	2	3	55	100	0
7	I-5 NB Ramp	North of E Vista Dr	835	80	20	2	3	55	100	0
8	Shastina Dr	North of E Vista Dr	1,660	80	20	2	3	25	100	0
9	Shastina Dr	South of E Vista Dr	165	80	20	2	3	25	100	0
10	Black Butte Dr	North of E Vista Dr	1,200	80	20	2	3	25	150	0
11	Black Butte Dr	E Vista Dr to Project Drwy 1	645	80	20	2	3	25	100	0
12	Black Butte Dr	South of Project Drwy 1	100	80	20	1	1	25	100	0

#### Notes:

<sup>-</sup>Per City of Weed 2040 General Plan, sensitive receptors are identified as residences, schools, senior housing, worship places, and health care centers.

<sup>-</sup>Where no existing receptor was identified along roadway segment, a default distance of 100 feet was used.

Appendix B-2 FHWA Highway Traffic Noise Prediction Model Inputs Weed 7-Eleven Project Only Conditions



Run Date: 1/13/2025

#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	E Vista Dr	West of I-5 SB Ramp	20	60	40	5	25	25	100	0
2	E Vista Dr	I-5 SB Ramp to I-5 NB Ramp	1960	60	40	5	25	25	100	0
3	E Vista Dr	I-5 NB Ramp to Shastina Dr	3890	60	40	5	25	25	100	0
4	E Vista Dr	Shastina Dr to Black Butte Dr	3865	60	40	5	25	25	100	0
5	E Vista Dr	East of Black Butte Dr	3845	60	40	5	25	25	100	0
6	I-5 SB Ramp	South of E Vista Dr	975	60	40	5	25	25	100	0
7	I-5 NB Ramp	North of E Vista Dr	955	60	40	5	25	25	100	0
8	Shastina Dr	North of E Vista Dr	0	60	40	5	25	25	100	0
9	Shastina Dr	South of E Vista Dr	0	60	40	5	25	25	100	0
10	Black Butte Dr	North of E Vista Dr	20	60	40	5	25	25	150	0
11	Black Butte Dr	E Vista Dr to Project Drwy 1	40	60	40	5	25	25	100	0
12	Black Butte Dr	South of Project Drwy 1	0	60	40	5	25	25	100	0
13	E Vista Dr	Black Butte Dr to Project Drwy 2	3845	60	40	5	25	25	100	0
14	E Vista Dr	Project Drwy 2 to Project Drwy 3	1335	60	40	5	25	25	100	0
15	E Vista Dr	Project Drwy 3 to Project Drwy 4	885	60	40	5	94	25	100	0
16	E Vista Dr	Project Drwy 4 to Project Drwy 5	435	60	40	5	94	25	100	0
17	E Vista Dr	East of Project Drwy 5	0	60	40	5	94	25	100	0

#### Notes:

<sup>-</sup>Per City of Weed 2040 General Plan, sensitive receptors are identified as residences, schools, senior housing, worship places, and health care centers.

<sup>-</sup>Where no existing receptor was identified along roadway segment, a default distance of 100 feet was used.

Appendix B-3
FHWA Highway Traffic Noise Prediction Model Inputs
Weed 7-Eleven
Existing+Pending Approved Projects Conditions



Run Date: 1/13/2025

#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	E Vista Dr	West of I-5 SB Ramp	3,300	80	20	1	1	25	100	0
2	E Vista Dr	I-5 SB Ramp to I-5 NB Ramp	5,290	80	20	2	3	25	100	0
3	E Vista Dr	I-5 NB Ramp to Shastina Dr	7,190	80	20	2	3	25	100	0
4	E Vista Dr	Shastina Dr to Black Butte Dr	3,675	80	20	2	3	25	100	0
5	E Vista Dr	East of Black Butte Dr	2,565	80	20	2	3	25	100	0
6	I-5 SB Ramp	South of E Vista Dr	2,530	80	20	2	3	55	100	0
7	I-5 NB Ramp	North of E Vista Dr	2,140	80	20	2	3	55	100	0
8	Shastina Dr	North of E Vista Dr	3,915	80	20	2	3	25	100	0
9	Shastina Dr	South of E Vista Dr	205	80	20	2	3	25	100	0
10	Black Butte Dr	North of E Vista Dr	1,315	80	20	2	3	25	150	0
11	Black Butte Dr	E Vista Dr to Project Drwy 1	965	80	20	2	3	25	100	0
12	Black Butte Dr	South of Project Drwy 1	285	80	20	1	1	25	100	0
13	E Vista Dr	Black Butte Dr to Project Drwy 2	2,565	80	20	2	3	25	100	0
14	E Vista Dr	Project Drwy 2 to Project Drwy 3	300	80	20	2	3	25	100	0
15	E Vista Dr	Project Drwy 3 to Project Drwy 4	300	80	20	2	3	25	100	0
16	E Vista Dr	Project Drwy 4 to Project Drwy 5	300	80	20	2	3	25	100	0
17	E Vista Dr	East of Project Drwy 5	300	80	20	2	3	25	100	0

#### Notes

<sup>-</sup>Per City of Weed 2040 General Plan, sensitive receptors are identified as residences, schools, senior housing, worship places, and health care centers.

<sup>-</sup>Where no existing receptor was identified along roadway segment, a default distance of 100 feet was used.

Appendix B-4
FHWA Highway Traffic Noise Prediction Model Inputs
Weed 7-Eleven
Cumulative Conditions



Run Date: 1/13/2025

#	Roadway	Description	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance to Receptor	Offset (dB)
1	E Vista Dr	West of I-5 SB Ramp	3,440	80	20	1	1	25	100	0
2	E Vista Dr	I-5 SB Ramp to I-5 NB Ramp	5,455	80	20	2	3	25	100	0
3	E Vista Dr	I-5 NB Ramp to Shastina Dr	7,420	80	20	2	3	25	100	0
4	E Vista Dr	Shastina Dr to Black Butte Dr	3,805	80	20	2	3	25	100	0
5	E Vista Dr	East of Black Butte Dr	2,615	80	20	2	3	25	100	0
6	I-5 SB Ramp	South of E Vista Dr	2,615	80	20	2	3	55	100	0
7	I-5 NB Ramp	North of E Vista Dr	2,215	80	20	2	3	55	100	0
8	Shastina Dr	North of E Vista Dr	4,050	80	20	2	3	25	100	0
9	Shastina Dr	South of E Vista Dr	240	80	20	2	3	25	100	0
10	Black Butte Dr	North of E Vista Dr	1,370	80	20	2	3	25	150	0
11	Black Butte Dr	E Vista Dr to Project Drwy 1	945	80	20	2	3	25	100	0
12	Black Butte Dr	South of Project Drwy 1	300	80	20	1	1	25	100	0
13	E Vista Dr	Black Butte Dr to Project Drwy 2	2,615	80	20	2	3	25	100	0
14	E Vista Dr	Project Drwy 2 to Project Drwy 3	310	80	20	2	3	25	100	0
15	E Vista Dr	Project Drwy 3 to Project Drwy 4	310	80	20	2	3	25	100	0
16	E Vista Dr	Project Drwy 4 to Project Drwy 5	310	80	20	2	3	25	100	0
17	E Vista Dr	East of Project Drwy 5	310	80	20	2	3	25	100	0

#### Notes:

<sup>-</sup>Per City of Weed 2040 General Plan, sensitive receptors are identified as residences, schools, senior housing, worship places, and health care centers.

<sup>-</sup>Where no existing receptor was identified along roadway segment, a default distance of 100 feet was used.





#### Legend

Noise survey site facing north towards E Vista Drive

Looking southeast towards noise survey site from E Vista Drive

Weed 7-Eleven Weed, California

Noise Survey Photographs



Appendix C



# Appendix D Long-Term Ambient Noise Monitoring Results Weed 7-Eleven - Weed, California Tuesday, May 21, 2024

Hour	Leq	Lmax	L25	L90
12:00 AM	50	60	51	48
1:00 AM	52	62	52	49
2:00 AM	50	62	50	47
3:00 AM	51	57	51	48
4:00 AM	52	67	52	49
5:00 AM	53	62	54	50
6:00 AM	54	62	55	51
7:00 AM	50	59	52	42
8:00 AM	45	57	45	43
9:00 AM	44	49	45	42
10:00 AM	46	59	47	44
11:00 AM	47	60	47	45
12:00 PM	47	53	48	45
1:00 PM	48	59	49	46
2:00 PM	49	64	50	47
3:00 PM	49	65	49	46
4:00 PM	48	55	49	46
5:00 PM	49	62	49	46
6:00 PM	48	54	49	46
7:00 PM	49	58	50	47
8:00 PM	49	55	50	47
9:00 PM	50	58	51	48
10:00 PM	54	62	55	51
11:00 PM	54	67	55	50

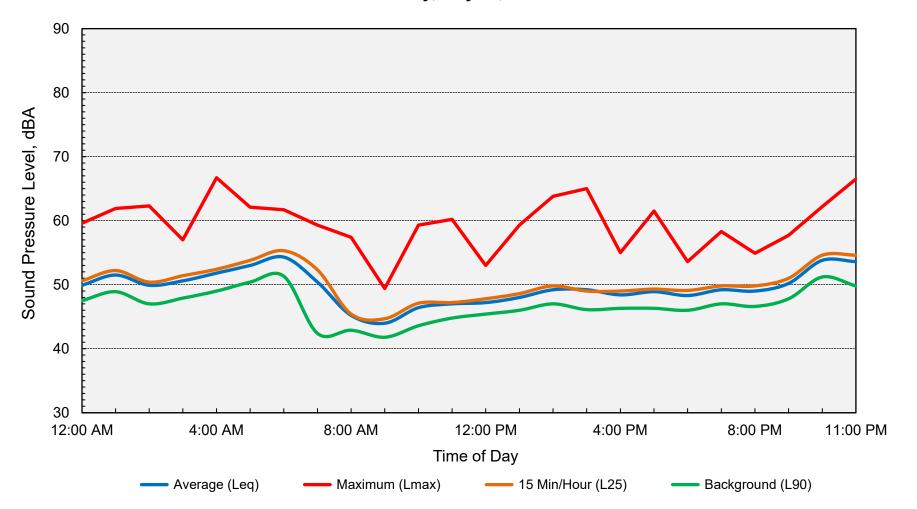
			Statistical	Summary				
	Daytim	e (7 a.m 1	0 p.m.)	Nighttime (10 p.m 7 a.m.)				
	High	Low	Average	High	Low	Average		
Leq (Average)	50	44	48	54	50	52		
Lmax (Maximum)	65	49	58	67	57	62		
L25 (15' of Hour)	52	45	49	55	50	53		
L90 (Background)	48	42	45	51	47	49		

Computed DNL (dB)	58
% Daytime Energy	40%
% Nighttime Energy	60%

GPS Coordinates	41°23'53.84" N
GF3 Cooldinates	122°22'22.37" W



Appendix E
Long-Term Ambient Noise Monitoring Results
Weed 7-Eleven - Weed, California
Tuesday, May 21, 2024









### **OPEN SET D6.7L FPT, SD150**

#### 60Hz NO-LOAD, dB(A)

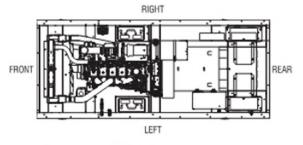
#### **DISTANCE: 7 METERS**

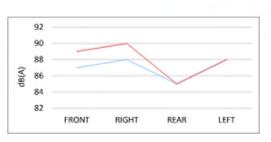
MICROPHONE	OCTAVE BAND CENTER FREQUENCY (Hz)												
LOCATION	31.5	63	125	250	500	1,000	2,000	4,000	8,000	dB(A)			
FRONT	40	62	72	76	80	82	80	78	74	87			
RIGHT	33	54	74	74	83	84	80	79	75	88			
REAR	38	58	73	73	82	78	74	71	66	85			
LEFT	35	57	74	73	83	81	80	79	75	88			
AVERAGE	37	58	73	74	82	81	78	76	72	87			

#### 60Hz FULL-LOAD, dB(A)

#### **DISTANCE: 7 METERS**

MICROPHONE	OCTAVE BAND CENTER FREQUENCY (Hz)											
LOCATION	31.5	63	125	250	500	1,000	2,000	4,000	8.000	dB(A)		
FRONT	37	66	72	76	84	83	81	78	75	89		
RIGHT	32	58	73	75	B4	84	83	81	78	90		
REAR	33	62	73	74	82	78	76	72	69	85		
LEFT	31	62	75	74	83	81	82	79	76	88		
AVERAGE	33	62	73	75	83	82	80	78	74	88		





- · All positions at 23 feet (7 meters) from side faces of generator set.
- Test conducted on a 100 foot diameter asphalt surface.
- · Sound pressure levels are subject to instrumentation, installation and testing conditions.
- · Open set sound data excludes exhaust contribution.
- Sound levels are ±2 dB(A).

Rev. C 7/13/28

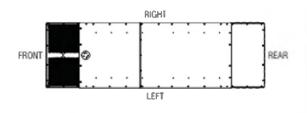
Part No. 0185100SSD

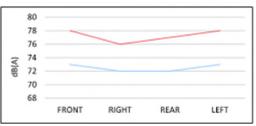


## **LEVEL 1 SOUND ATTENUATED ENCLOSURE D6.7L FPT, SD150**

	60Hz NO-	LOAD, dB	(A)					DIS	STANCE: 7	METERS			
MICROPHONE	OCTAVE BAND CENTER FREQUENCY (Mz)												
LOCATION	31.5	63	125	250	500	1,000	2,000	4,000	8,000	dB(A)			
FRONT	34	56	63	61	68	68	64	61	53	73			
RIGHT	30	54	62	61	68	65	62	58	52	72			
REAR	28	58	64	62	67	64	60	55	48	72			
LEFT	31	57	64	66	66	66	62	59	53	73			
AVERAGE	31	56	63	63	67	66	62	58	51	72			

	60Hz FUI	LL-LOAD,	dB(A)					DI	STANCE: 7	METERS			
MICROPHONE	OCTAVE BAND CENTER FREQUENCY (Nz)												
LOCATION	31.5	63	125	250	500	1,000	2.000	4,000	8.000	dB(A)			
FRONT	35	64	75	69	69	67	64	61	55	78			
RIGHT	38	64	74	65	68	64	62	59	54	76			
REAR	30	64	75	64	67	64	61	56	49	77			
LEFT	32	65	76	72	67	65	62	61	53	78			
AVERAGE	34	64	75	68	68	65	62	59	53	77			





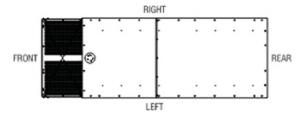
- . All positions at 23 feet (7 meters) from side faces of generator set.
- Test conducted on a 100 foot diameter asphalt surface.
- · Sound pressure levels are subject to instrumentation, installation and testing conditions.
- Sound levels are ±2 d8(A).

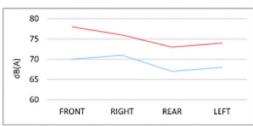


# **LEVEL 2 SOUND ATTENUATED ENCLOSURE D6.7L FPT, SD150**

	60Hz NQ-	LOAD, dB	(A)					DI	STANCE: 7	METERS
MICROPHONE	OCTAVE BAND CENTER FREQUENCY (Hz)									
LOCATION	31.5	63	125	250	500	1,000	2.000	4.000	8,000	dB(A)
FRONT	32	52	63	62	67	60	59	55	47	70
RIGHT	30	50	62	61	68	58	58	54	47	71
REAR	31	56	59	60	63	57	54	49	42	67
LEFT	31	54	60	61	64	59	56	55	49	68
AVERAGE	31	53	61	61	65	59	57	53	46	69

	60Hz FUI	LL-LOAD,	dB(A)					DI	STANCE: 7	METERS
MICROPHONE OCTAVE BAND CENTER FREQUENCY (Hz)										
LOCATION	31.5	63	125	250	500	1,000	2.000	4,000	8,000	dB(A)
FRONT	33	64	77	67	69	61	58	55	48	78
RIGHT	33	62	75	61	67	61	60	55	48	76
REAR	35	63	71	63	63	60	54	49	44	73
LEFT	33	61	73	65	63	59	57	56	49	74
AVERAGE	33	62	74	64	65	60	57	54	47	75





- · All positions at 23 feet (7 meters) from side faces of generator set.
- · Test conducted on a 100 foot diameter asphalt surface.
- Sound pressure levels are subject to instrumentation, installation and testing conditions.
- Sound levels are ±2 dB(A).

# Appendix G-1 Rooftop Unit Specification Sheet

# Performance Summary For RTU-1 Project: 7-Eleven Site 1056100 Prepared By: 03:32PM

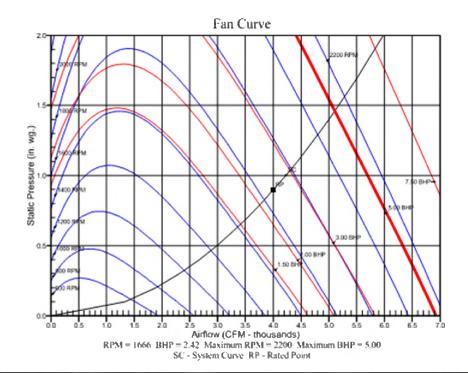
Combustion Fan Motor FLA (ea):	0.48
Power Supply MCA	52
Power Supply MOCP (Fuse or HACR):	60
Disconnect Size FLA:	54
Disconnect Size LRA:	235
Electrical Convenience Outlet:	None
Outdoor Fan [Qty / FLA (ea)]:	1/7.4

#### Control Panel SCCR: 5kA RMS at Rated Symmetrical Voltage

#### Acoustics

Sound Power Levels, db re 10E-12 Watts

	Discharge	Inlet	Outdoor
63 Hz	92.4	86.7	85.9
125 Hz	86.0	81.4	87.9
250 Hz	81.2	74.6	85.6
500 Hz	78.6	71.1	84.4
1000 Hz	79.6	69.9	82.8
2000 Hz	76.1	64.6	78.5
4000 Hz	70.6	55.4	74.9
6000 Hz	62.7	48.7	72.5
A-Weighted	83.6	74.6	87.0



# Appendix G-1 cont. Rooftop Unit Specification Sheet

# Performance Summary For RTU-2 Project: 7-Eleven Site 1056100 Prepared By 03:32PM

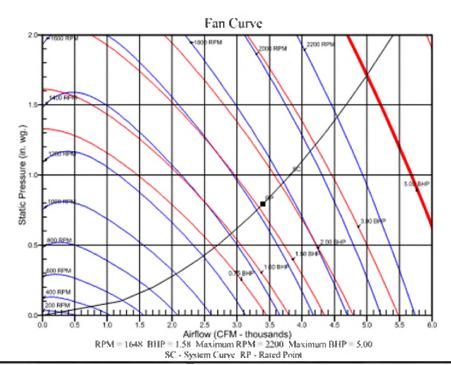
Indoor Fan Motor FLA (Total):	6.4
Combustion Fan Motor FLA (ea)	
Power Supply MCA:	43
Power Supply MOCP (Fuse or HACR):	50
Disconnect Size FLA:	45
Disconnect Size LRA:	215
Electrical Convenience Outlet:	None
Outdoor Fan [Qty / FLA (ea)]:	2 / 1.5

#### Control Panel SCCR: 5kA RMS at Rated Symmetrical Voltage

#### Acoustics

Sound Power Levels, db re 10E-12 Watts

	Discharge	Inlet	Outdoor
63 Hz	87.2	83.1	88.6
125 Hz	82 9	78.0	85.0
250 Hz	77.6	71.3	81.6
500 Hz	74.4	67.0	79.5
1000 Hz	75.7	67.3	77.4
2000 Hz	71.8	61.1	74.1
4000 Hz	67.3	53.8	71.0
8000 Hz	58.2	48.0	66.3
-Weighted	79.6	71.4	82.0



# **Appendix G-2 Exhaust Fan Specification Sheet**

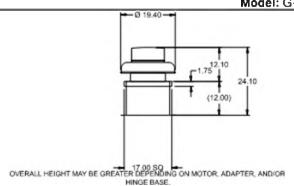


Printed Date: 01/14/2025 Job: 7-Eleven Site #1056100 Mark: EF-2

Model: G-070-E

## Model: G-070-E Direct Drive Centrifugal Roof Exhaust Fan

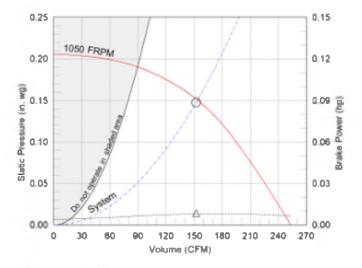
Dimensional				
Quantity	1			
Vreight w/o Acc's (lb)	17			
Weight w/ Acc's (lb)	23			
Weight w/ Acc's and Curb (lb)	37			
Standard Curb Cap Size (in.)	17 x 17			
Optional Damper (in.)	8 x 8			
Roof Opening (in.)	13.5 x 13.5			



Performance				
Requested Volume (CFM)	140			
Actual Volume (CFM)	152			
Total External SP (in, wg)	0.147			
Fan RPM	1050			
Operating Power (hp)	0.01			
Elevation (ft)	489			
Airstream Temp (F)	70			
Air Density (lb/ft3)	0.074			
Tip Speed (ft/min)	2,233			
Static Eff. (%)	45			

Misc Fan Da	ıta
Fan Energy Index (FEI)	*
Outlet Velocity (filmin)	390

Motor	
Motor Mounted	Yes
Size (hp)	1/100 (or greater)
Voltage/Cycle/Phase	115/60/1
Enclosure	ODP
Motor RPM	1050
Efficiency Rating	Standard
Windings	1



Δ	Operating Bhp point	
0	Operating point at Total External !	SP
	Fan curve	
	System curve	
	Brake horsepower curve	

## Static Pressure Calculations

External SP	0.125 m. wg
Direct Drive RPM Adjustment	0.022 in wg
Total External SP	0.147 m. wg

Process.
All diversions shown we in units of in.
This was consult factory for eithelf in it is amplitiate.
Lask - A weighted sound power lives I beset to AMSI 91 is
disk - A weighted sound power lives I beset to AMSI 91 is
disk - A weighted sound power lives I beset to mild 91 is dis
affects after per Orient bend at \$ 9 - dBA levels are not tice
by AMCA Membediates

Lives - calculated units AMSI AMCA 301 at 5 ft.

Sound Power by Octave Band

	Sourd Data	62.5	125	250	500	1000	2000	4000	8000	LwA	dBA	Some
ı	Inlet	62	58	49	39	35	32	24	23	46	35	1.5



# Spun Aluminum Model GRSI/GRSR/GRSF





#### Construction Features

When you buy a Greenheck gravity ventilator, you receive a ventilator with the industry's best performance and durability for intake (model GRSI) or relief (model GRSR) for natural gravity or positive pressure systems. Exceptional low silhouette design and construction features make this unit a rugged, efficient, and economical air inlet or outlet.

- Broadest performance in the industry, up to 18,400 cfm (31,300 m<sup>3</sup>/hr)
- Most advanced weather protection of any ventilator in its class
- Greenheck subjects these products to extensive life testing, ensuring the ventilator will provide years of reliable performance

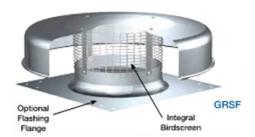
- All aluminum exterior for corrosion-resistant construction
- Integral birdscreen to prevent the entry of birds and/or small objects
- Built-in curb cap with prepunched holes for easy attachment to roof curbs
- Optional built-in flashing flange (model GRSF) with prepunched holes for quick and easy installations without a roof curb.

#### Use the GRS with the following accessories:

Gravity or motorized dampers to ensure weather tightness.

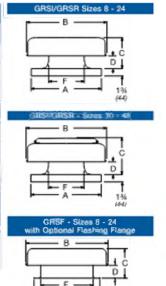
Prefab curbs to reduce installation time.

Protective coatings to extend the life of the unit or blend its color with other equipment.



	Dimensions									
Model Size	Α	8	С	D	E	F	Damper Size	Curb Thickness	Shroud Thickness	Unit Weight
8	19 (483)	20 (521)	75i (184)	1% (38)	20% (574)	81% (210)	8 x 8 (203 x 203)	0.051	0.061	7 (3)
10	19 (483)	(521)	7% (197)	2 (S1)	20% (574)	10/A (260)	10 x 10 @54 x 254	0.051	0.061	6 (4)
12	22 (559)	29 (737)	10 (254)	31/4 ( <b>839</b> )	23% (591)	12% (31f)	12 ± 12 (305 ± 305)	0.084 (7.49	0.064 (7.6)	10 (5)
15	22 (559)	29 (737)	10 (214)	31/4	23% /597)	14% (362)	16 = 16 (405 ± 406)	0.064	0 064	13
16	26 (660)	29 (737)	279	4½ (108)	27 % (692)	16% (413)	16 x 16 (406 x 406)	0.064	0.064	16
18	30 (762)	35%	9% (248)	1% (44)	31% (794)	20/A (\$14)	18 x 18 (457 a 457)	0.084	0.084	19 (9)
20	30 (762)	35%	11%	3 % (95)	31% /7941	20/4 (5 (4)	18 = 18 (457 ± 457)	0.064	0.084 (7.6)	24 (11)
24	34 (864)	381.	11 (279)	(102)	35 4 (896)	24V/ (622)	24 ± 24 (610 x 610)	0.064	0.064	29
30	40 (1016)	48 (1219)	18%	57± (138)	·	30% (775)	30 ± 30 (762 ± 762)	0.064	0.064 (1.6)	35 (76)
36	46 (1168)	56% (1441)	213 65408	10		(927)	35 ± 35 @14 x 914)	0.064 (1.6)	0,080	45 (20)
42	52 (1321)	83% (1607)	24% (676)	11%	-	42'/- (1089)	42 = 42 (1067 ± 1067)	0.064	0.080	60 (27)
48	58 (1473)	72 (1829)	26 A (667)	11%	-	481/A (1232)	48 = 48 (1219 x 1219)	0.064 (7.6)	0.080	(36)

All dimensions are in section instrument, and a pounds (blograme). NOTE: Sizer GRS-8 Prough 24 have a cre-piece power and shroud. Access is gained shrough the removal oil spress. Sizes GRS-30 (hrough 48 have a name) process. Size Grs-30 (hrough 48 have a name) process.



# Appendix K Transportation Impact Assessment

# TRANSPORTATION IMPACT STUDY

# WEED 7-ELEVEN PROJECT WEED, CALIFORNIA



# TRANSPORTATION IMPACT STUDY

# WEED 7-ELEVEN PROJECT WEED, CALIFORNIA

Submitted to:

Point View Environmental 1855 Point View Drive Placerville, California 95667

Prepared by:

LSA 3210 El Camino Real, Suite 100 Irvine, California 92602 (949) 553-0666

Project No. 20241871



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#### LIST OF ABBREVIATIONS AND ACRONYMS

AWSC all-way stop control

Caltrans California Department of Transportation

CEQA California Environmental Quality Act

City City of Weed

C-M Limited Industrial

County County of Siskiyou

General Plan City of Weed 2040 General Plan

HCM Highway Capacity Manual

HCM 7 Highway Capacity Manual 7

HDM Highway Design Manual

I Interstate

ITE Institute of Transportation Engineers

LDR Local Development Review

LOS level of service

mph miles per hour

OPR Office of Planning and Research

OWSC one-way stop control

PM Post Mile

STAGE Siskiyou Transit and General Express

TA Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR,

December 2018)

TASAS Traffic Accident Surveillance and Analysis System

TIS Transportation Impact Study

TPA Transit Priority Area

TWLT two-way-left-turn

TWSC two-way stop control

VMT vehicle miles traveled

#### 1.0 INTRODUCTION

This Transportation Impact Study (TIS) has been prepared to assess the potential circulation impacts associated with the proposed Weed 7-Eleven (project) in Weed, California. The proposed project is on a vacant lot approximately 700 feet east of the intersection of Black Butte Drive and Vista Drive. Figure 1-1 illustrates the regional and project location (figures and tables are at the end of each chapter).

This report is intended to satisfy the requirements established by the City of Weed (City) 2040 General Plan (General Plan), approved November 2017. The scope of work for this TIS, including trip generation, trip distribution, study area, and analysis methodologies, was approved by City staff via the Scoping Agreement process. A copy of the approved Scoping Agreement is included in Appendix A.

This study examines traffic operations in the vicinity of the proposed project under the following five scenarios:

- Existing Conditions
- Existing Plus Approved/Pending Conditions
- Existing Plus Approved/Pending Projects Plus Project Conditions
- Cumulative Conditions
- Cumulative Plus Project Conditions

Traffic conditions at the study area intersections were examined for the weekday a.m. and p.m. peak-hour conditions. The a.m. peak hour is defined as the 1 hour of highest traffic volumes between 7:00 and 9:00 a.m. The p.m. peak hour is the 1 hour of highest traffic volumes between 4:00 and 6:00 p.m.

#### 1.1 PROJECT DESCRIPTION

The proposed project includes a gasoline station with a 4,761-square-foot convenience store, 12 conventional fueling positions, 6 commercial truck fueling positions, two electric vehicle charging stations serving four parking stalls, and standard vehicle and truck parking along Vista Drive. The project site is on a vacant lot east of the intersection of Black Butte Drive and Vista Drive. The parcel for the proposed project is currently designated as vacant in the General Plan and is zoned Limited Industrial (C-M), which permits the use of service stations. Figure 1-2 depicts the conceptual site plan. As shown on Figure 1-2, access to the project site will be provided by the following five driveways:

- Driveway 1 (Black Butte Drive): This driveway will be a full-access driveway for passenger vehicles.
- **Driveway 2 (Vista Drive):** This driveway will be a full-access driveway for passenger vehicles.
- **Driveway 3 (Vista Drive):** This driveway will be a full-access driveway for passenger vehicles.



- **Driveway 4 (Vista Drive):** This driveway will be an ingress-only driveway for trucks.
- Driveway 5 (Vista Drive): This driveway will be an egress-only driveway for trucks.

#### 1.2 STUDY AREA

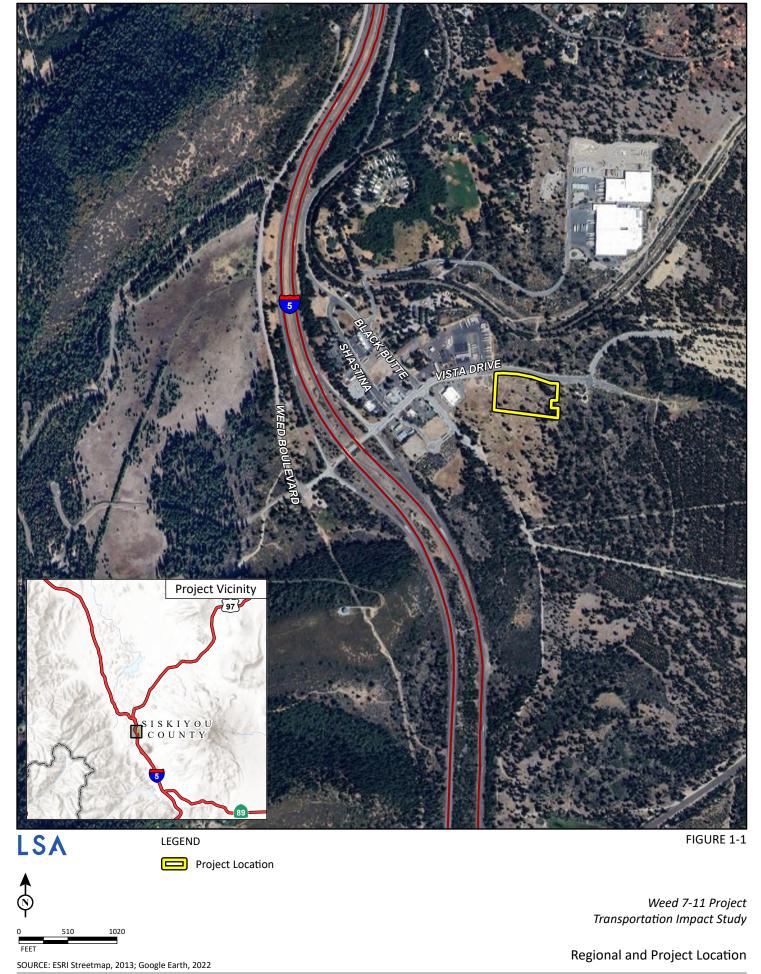
The following study area intersections for the proposed project were based on the distribution of project trips, examination of the local and regional roadway network, and the locations of commercial and residential areas in relation to the proposed project:

- 1. Interstate (I) 5 southbound ramps/Vista Drive (California Department of Transportation [Caltrans])
- 2. I-5 northbound ramps/Vista Drive (Caltrans)
- 3. Shastina Drive/Vista Drive (Weed)
- 4. Black Butte Drive/Vista Drive (Weed)
- 5. Black Butte Drive/Project Driveway 1 (Weed)
- 6. Project Driveway 2/Vista Drive (Weed)
- 7. Project Driveway 3/Vista Drive (Weed)
- 8. Project Driveway 4/Vista Drive (Weed)
- 9. Project Driveway 5/Vista Drive (Weed)

Figure 1-3 shows the study area intersections for the proposed project.

#### 1.3 LIST OF CHAPTER 1.0 FIGURES

- Figure 1-1: Regional and Project Location
- Figure 1-2: Conceptual Site Plan
- Figure 1-3: Study Area Intersections



#### 2.0 ANALYSIS METHODOLOGY

#### 2.1 LEVEL OF SERVICE DEFINITIONS

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS) (which are defined using letter grades A through F). These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., a momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will then form and continue to expand in length until the demand volume again declines.

A complete description of the meaning of "level of service" can be found in the Transportation Research Board Special Report 209, Highway Capacity Manual (HCM). The HCM establishes LOS A through F for intersections, as shown in Table 2.A. Table 2.B shows the LOS criteria for unsignalized and signalized intersections.

The Highway Capacity Manual 7 (HCM 7) analysis methodologies were used to determine intersection LOS for all study area intersections. Intersection LOS were calculated using Synchro 12 software, which uses the HCM 7 methodologies.

#### 2.2 LEVEL OF SERVICE PROCEDURES AND STANDARDS

Study area intersections analyzed in this report are under the jurisdiction of the City and Caltrans. Based on the City's General Background Report 5.3.2.10, LOS C has been considered as the threshold for all study area intersections under the jurisdiction of the City.

Caltrans considers an acceptable LOS to be between LOS C and D at all intersections under its jurisdiction. Caltrans does not have any operational deficiency criteria for study area intersections. Therefore, an operational deficiency occurs when the project causes an unsatisfactory condition (deterioration from LOS A through D to E or F) for intersections or when the project contributes to an existing or forecast deficiency. The project needs to identify improvements to improve the intersection LOS to an acceptable level.

#### 2.3 LIST OF CHAPTER 2.0 TABLES

- Table 2.A: Level of Service Definitions for Intersections
- Table 2.B: Level of Service Criteria for Unsignalized and Signalized Intersections

**Table 2.A: Level of Service Definitions for Intersections** 

LOS	Description
А	Traffic operations with a control delay of 10 seconds per vehicle or less and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
В	Traffic operations with control delay between 10 seconds per vehicle and 20 seconds per vehicle and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
С	Traffic operations with control delay between 20 and 35 seconds per vehicle and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	Traffic operations with control delay between 35 and 55 seconds per vehicle and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Traffic operations with control delay between 55 and 80 seconds per vehicle and a v/c ratio no greater than 1.0.  This level is typically assigned when v/c ratio is high, progression is unfavorable, and the cycle length is long.  Individual cycle failures are frequent.
F	Traffic operations with control delay exceeding 80 seconds per vehicle or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual (7th Edition).

LOS = level of service v/c = volume to capacity

**Table 2.B: Level of Service Criteria for Unsignalized and Signalized Intersections** 

Level of Service	Unsignalized Intersection Average Delay per Vehicle (sec.)	Signalized Intersection Average Delay per Vehicle (sec.)
Α	< 10	< 10
В	> 10 and < 15	> 10 and < 20
С	> 15 and < 25	> 20 and < 35
D	> 25 and < 35	> 35 and < 55
E	> 35 and < 50	> 55 and < 80
F	> 50	> 80

Source: Highway Capacity Manual (7th Edition).

sec. = seconds

#### 3.0 EXISTING CONDITIONS

#### 3.1 EXISTING ROADWAY NETWORK

This section provides a description of the existing intersection geometry and circulation network within the study area. Figures 3-1 depicts the study area intersection geometrics and traffic control. In the City, all major roadways are classified based on the *City of Weed General Plan Update Background Report 2015-2016*, dated January 2016. Figure 3-2 shows the City's General Plan Street Classifications. Following is a brief description of major roadways within the study area:

- I-5: I-5, known has the Cascade Wonderland Highway, is a north/south freeway that runs from San Ysidro, California, to Blaine, Washington. I-5 connects to Vista Drive in South Weed via a full-access diamond interchange. The posted speed limit is 65 miles per hour (mph).
- Shastina Drive: This roadway is designated as an arterial in the City General Plan. Shastina Drive north of Vista Drive is a divided two-lane roadway with a two-way-left-turn (TWLT) median. The posted speed limit is 30 mph.
- Black Butte Drive: Black Butte Drive north of Vista Drive is a divided two-lane roadway with a TWLT median. Black Butte Drive south of Vista Drive is an undivided two-lane facility. There is no posted speed limit on Black Butte Drive within the study area.
- Vista Drive: Vista Drive west of the I-5 southbound ramps a divided two-lane roadway with a striped median. Visa Drive between the I-5 southbound ramps and Black Butte Drive is a divided three-lane roadway (two eastbound lanes and one westbound lane) with a TWLT median. Vista Drive east of Black Butte Drive is a divided four-lane roadway with a TWLT median. The post speed limit is 30 mph.

#### 3.2 TRUCK, TRANSIT, BICYCLE, AND PEDESTRIAN FACILITIES

#### 3.2.1 Truck Network

Within the study area, Black Butte Drive from Shastina Drive to Vista Drive and Vista Drive from the I-5 interchange have been designated as truck routes. Figure 3-3 shows the dedicated truck routes for the City within the project study area.

#### 3.2.2 Transit Network

Siskiyou Transit and General Express (STAGE) Route 2 and Route 3 operate within the study area. Route 2 and Route 3 operate and provide three trips per day in both directions from Monday to Friday. Route 2 provides access to the communities of Castella, Dunsmuir, Mount Shasta, Weed, and Yreka. Route 3 provides access to the communities of McCloud, Mount Shasta, Weed, Gazelle, and Yreka. The nearest bus stop for Route 2 and Route 3 is on the southbound side of Black Butte Drive, north of the intersection Black Butte Drive and Vista Drive. Figure 3-4 shows the bus routes within Weed.

#### 3.2.3 Bicycle Facilities

The City of Weed promotes bicycling for recreation and mobility. Bicycling can be a viable alternative to local work commutes and offers children a healthy way to travel to and from school. The City emphasizes improvements to the bicycle network.

Currently, there are no existing bicycle facilities within the study area. According to the General Plan, the bikeway network within Weed is classified into three categories: multi-use trails, Class 2 bike routes, and Class 3 bike routes. Multi-use trails can be utilized by both bicyclists and pedestrians.

Class 3 bike routes are marked routes delineated by signs and striped bicycle lanes. Class 2 bike routes are similar to Class 3 bike routes, with the exception that the bicycle lanes are not striped along the facility and are typically delineated with signage. According to the City's General Plan, proposed future Class 2 bike routes are planned to be added along the eastbound and westbound directions of Vista Drive within the study area. In addition, proposed future Class 2 bike routes are planned to be added along the northbound and southbound directions of Shastina Drive and Black Butte Drive. Figure 3-5 depicts the proposed bikeways within the city of Weed.

#### 3.2.4 Pedestrian Facilities

The safety and convenience of pedestrians are important quality-of-life factors. Improved pedestrian access promotes safety, continuity, connectivity, and accessibility. Citywide, sidewalks should generally be provided on both sides of the street to link commercial, residential, open space, and other land uses.

Paved sidewalks are currently present on both sides of Shastina Drive between Black Butte Drive and Vista Drive. Paved sidewalks are present on both sides of Black Butte Drive between Shastina Drive and the southern parcel boundary of Grocery Outlet. Paved sidewalks are present only in the southbound direction of Black Butte Drive south of Grocery Outlet. Paved sidewalks are also present on both sides of Vista Drive east of Shastina Drive. According to the City's General Plan, proposed sidewalks are planned to be implemented along Vista Drive just east of Shastina Drive/Vista Drive. Figure 3-6 illustrates the network of existing and proposed existing sidewalks within the city.

#### 3.3 EXISTING TRAFFIC VOLUMES

Existing traffic volumes were developed based on traffic counts collected by Counts Unlimited in September 2024. Turning movement counts for the a.m. peak hour were collected between 7:00 and 9:00 a.m. and for the p.m. peak hour were collected between 4:00 and 6:00 p.m. at all existing study area intersections. Detailed count sheets are included in Appendix B.

Vehicle classification counts were collected at all study area intersections. The heavy vehicle percentage for each movement at every study area intersection was calculated based on the proportion of two-axle trucks, three-axle trucks, and four- or more-axle trucks to the respective turning movement volumes. Existing peak-hour traffic volumes at study area intersections are shown on Figure 3-7.

Detailed volume development worksheets are included in Appendix C.



#### 3.4 EXISTING LEVELS OF SERVICE

Previously referenced Figure 3-1 depicts existing study area intersections geometrics and stop control. An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed.

Table 3.A summarizes the results of the existing peak hour LOS analysis and shows that all study area intersections are currently operating at a satisfactory LOS.

Detailed LOS worksheets are included in Appendix D.

#### 3.5 EXISTING INTERSECTION QUEUING ANALYSIS

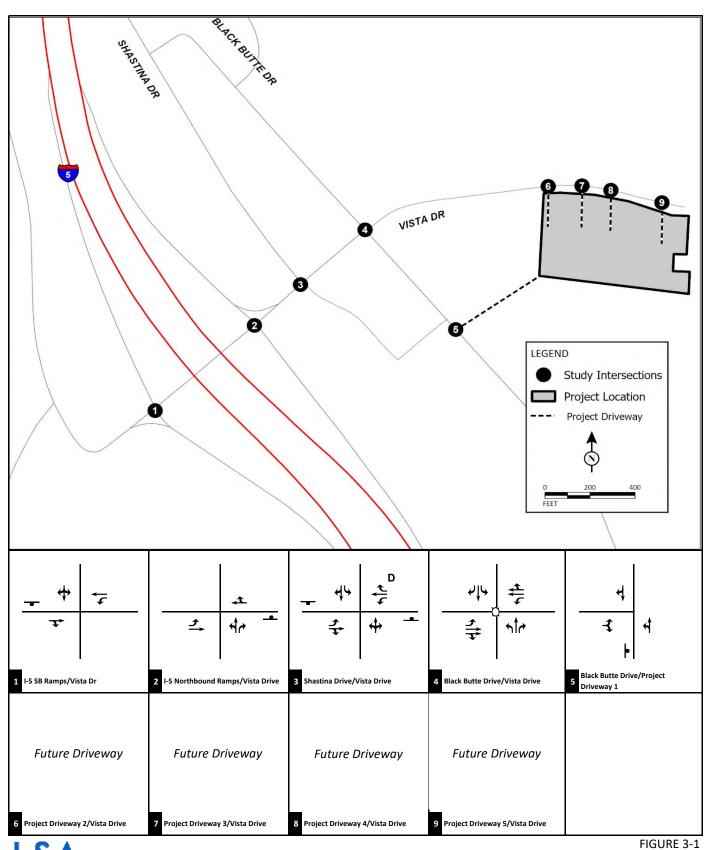
A queuing analysis was performed at all existing intersections within the study area under Existing conditions. Table 3.B lists the available turn-pocket storage lengths and summarizes the a.m. and p.m. peak-hour 95<sup>th</sup> percentile back-of-queue lengths at the study area intersections under Existing conditions. The queues for the signalized intersections have been reported from Synchro. For unsignalized intersections, SimTraffic queues have been reported since Synchro does not appropriately report queues at unsignalized intersections.

As shown in Table 3.B, all intersection turn-pocket storage lengths provide sufficient storage for the observed 95<sup>th</sup> percentile queues under existing conditions.

Detailed queuing worksheets are included in Appendix E.

#### 3.6 LIST OF CHAPTER 3.0 FIGURES AND TABLES

- Figure 3-1: Baseline Study Intersection Geometrics and Traffic Control
- Figure 3-2: City of Weed Street Classification
- Figure 3-3: City of Weed Truck Routes
- Figure 3-4: City of Weed Transit Routes
- Figure 3-5: City of Weed Proposed Bike Routes
- Figure 3-6: City of Weed Existing and Proposed Sidewalks
- Figure 3-7: Existing Peak Hour Traffic Volumes
- Table 3.A: Existing Intersection Levels of Service
- Table 3.B: Existing Intersection Queuing Analysis



LSA

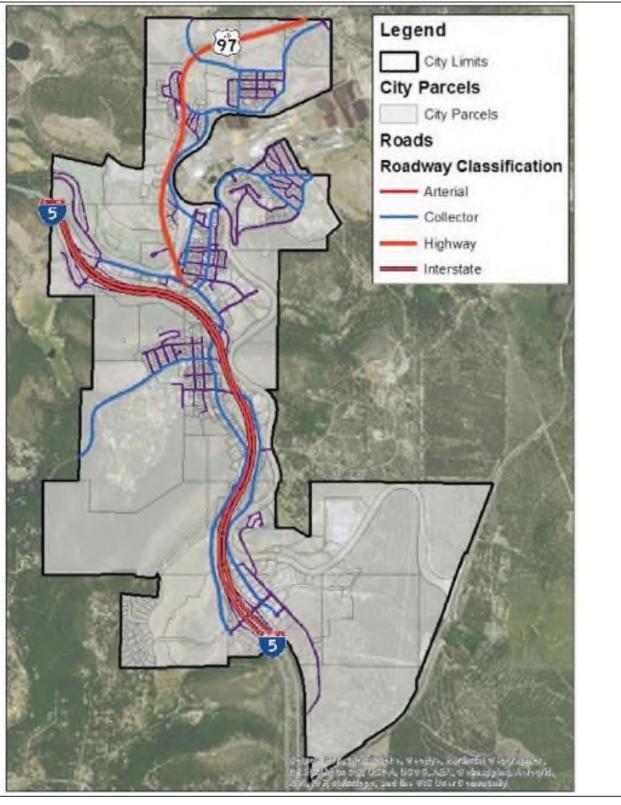
Legend

🛚 Signal De-Facto Right Turn

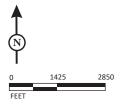
Stop Sign

Weed 7-11 Project Transportation Impact Study

No Project Study Intersection Geometrics and Traffic Control

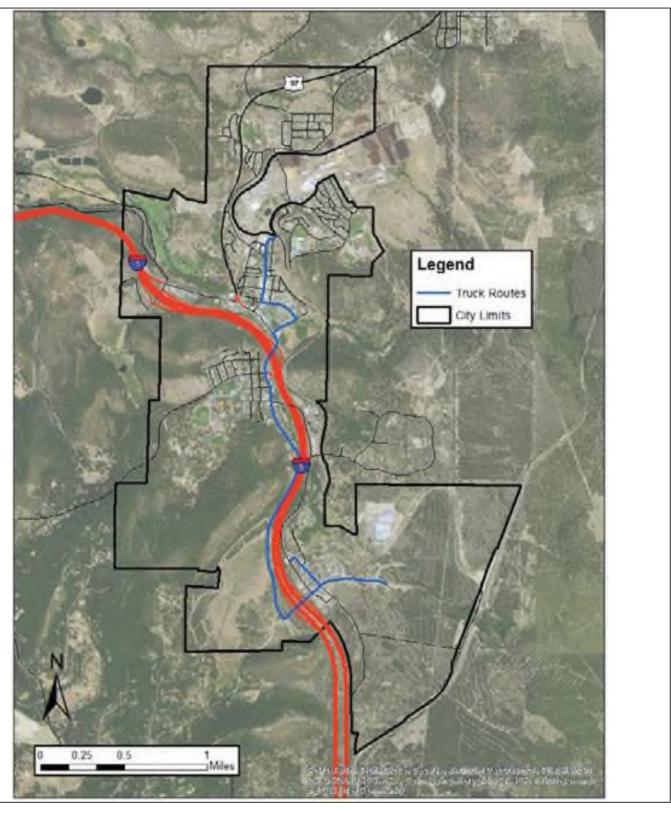


LSA FIGURE 3-2



Weed 7-11 Transportation Impact Study

City of Weed Street Classification

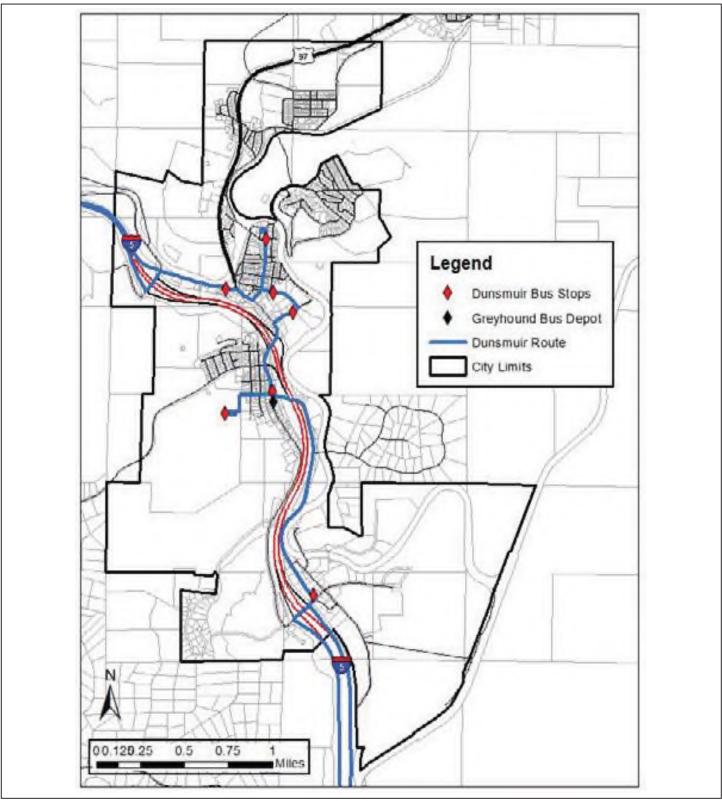


LSA

FIGURE 3-3



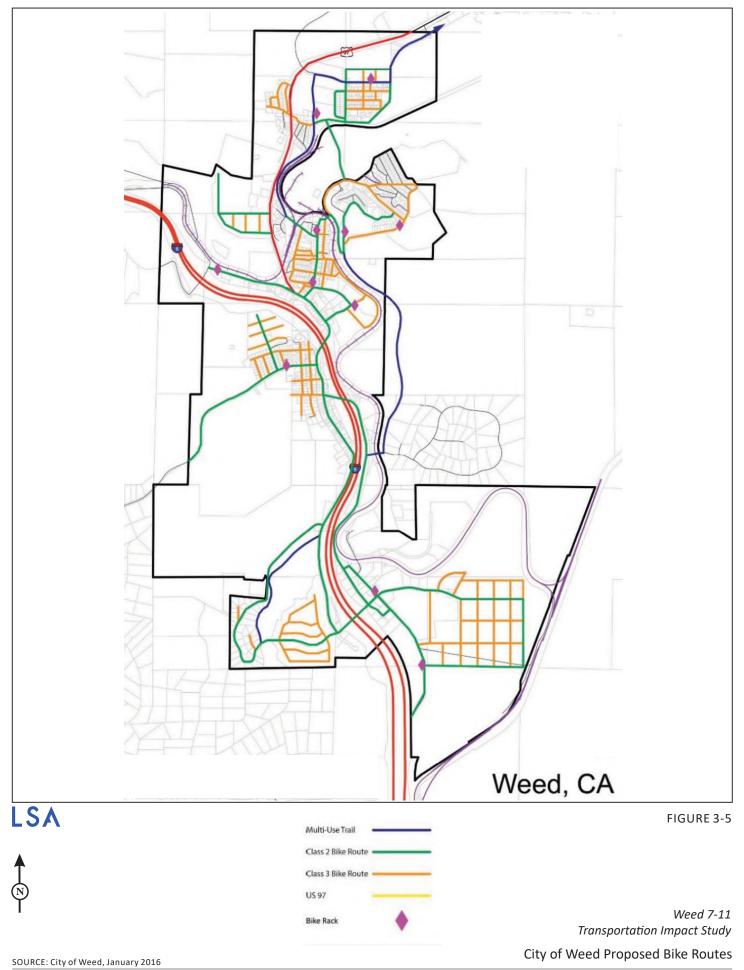
Weed 7-11 Transportation Impact Study

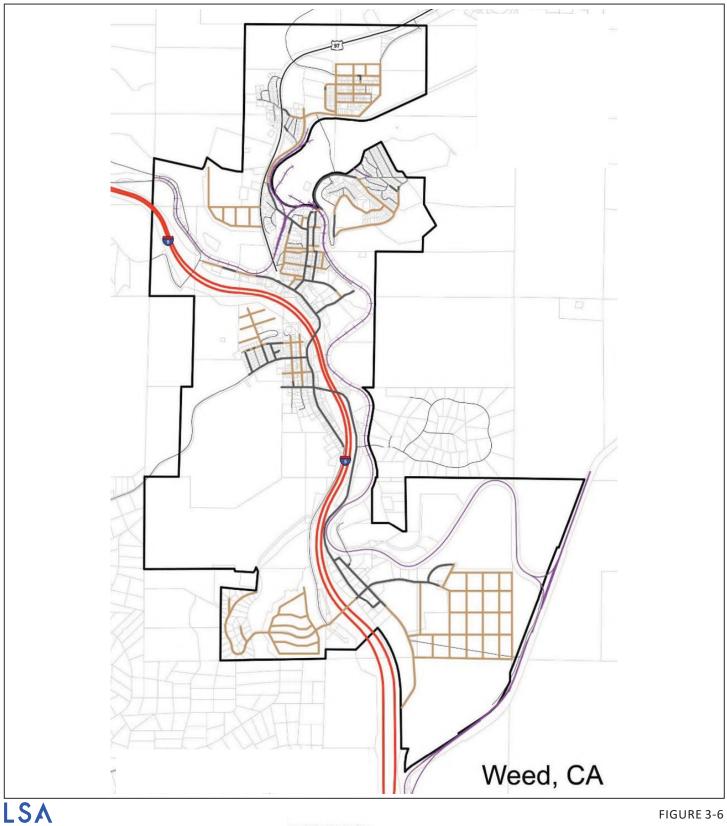


LSA FIGURE 3-4



Weed 7-11 Transportation Impact Study



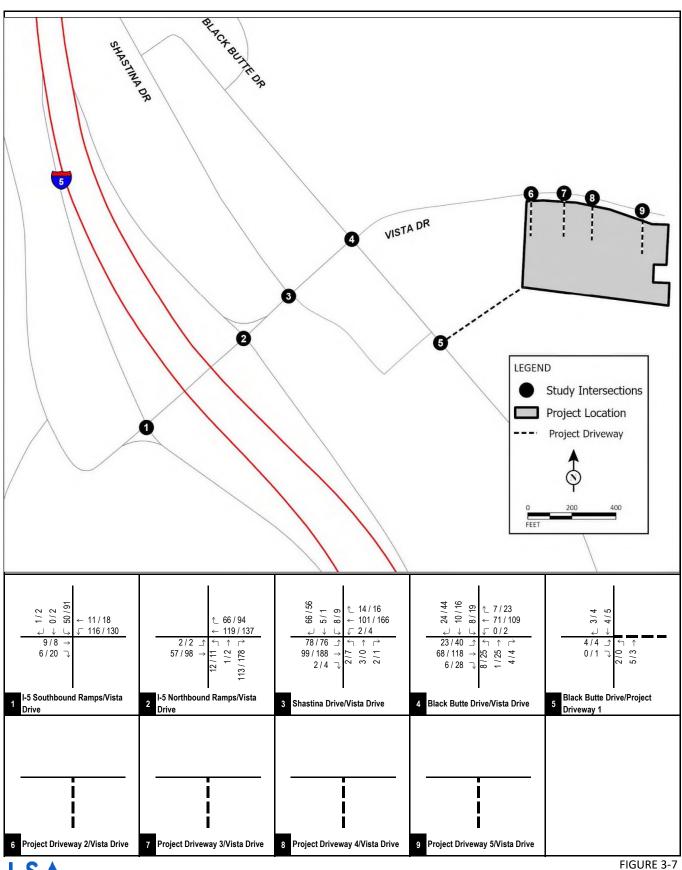


Pedestrian Circulation **Existing Sidewalks** Proposed Sidewalks

FIGURE 3-6

Weed 7-11 Transportation Impact Study

City of Weed Existing and Proposed Sidewalks



LSA

XXX / YYY
AM / PM Peak Hour Traffic Volumes

- Project Driveway

Weed 7-11 Project Transportation Impact Study

**Existing Peak Hour Traffic Volumes** 



**Table 3.A: Existing Intersection Levels of Service** 

					No Project			
				A.M. Peak Hour		P.M. P	eak Hour	
		LOS		Delay		Delay		
Intersection	Jurisdiction	Standard	Control	(sec.)	LOS	(sec.)	LOS	
4 150 111 12 151			011/00	100				
1 . I-5 Southbound Ramps/Vista Drive	Caltrans	D	OWSC	12.0	В	13.1	В	
2 . I-5 Northbound Ramps/Vista Drive	Caltrans	D	OWSC	9.7	Α	10.3	В	
3 . Shastina Drive/Vista Drive	Weed	С	TWSC	12.5	В	15.6	С	
4 . Black Butte Drive/Vista Drive	Weed	С	Signal	12.9	В	12.1	В	
5 . Black Butte Drive/Project Driveway 1	Weed	С	OWSC	9.4	Α	9.3	Α	
6 . Project Driveway 2/Vista Drive	Weed	С	-	Dwy Doe	s Not Exist	Dwy Doe	s Not Exist	
7 . Project Driveway 3/Vista Drive	Weed	С	-	Dwy Doe	s Not Exist	Dwy Doe	s Not Exist	
8 . Project Driveway 4/Vista Drive	Weed	С	-	Dwy Doe	s Not Exist	Dwy Doe	s Not Exist	
9 . Project Driveway 5/Vista Drive	Weed	С	-	Dwy Doe	s Not Exist	Dwy Doe	s Not Exist	

#### Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

<sup>\*</sup> Exceeds LOS Standard



**Table 3.B: Existing Intersection Queuing Analysis** 

			Exi	sting	
		Existing Storage Length <sup>1</sup>	Without Project <sup>2</sup>		
Intersection	Movement	(ft/ln)	AM	PM	
		4500	70	0.5	
1 . I-5 Southbound Ramps/Vista Drive	SBLTR	1500	70	95	
OWSC	WBL	90	10	45	
2 . I-5 Northbound Ramps/Vista Drive	NBTL	1600	35	25	
OWSC	NBR	510	80	115	
	EBL	100	0	0	
2. Charting Drive Mate Drive	CDI	F0	20	25	
3 . Shastina Drive/Vista Drive	SBL	50		25	
TWSC	EBL	100	35	65	
	WBL	50	0	10	
4 . Black Butte Drive/Vista Drive	NBL	75	15	25	
Signal	NBR	65	0	0	
Signal	SBL	50	15	20	
	SBR	25	0	5	
	EBL	60	20	35	
	WBL	50	0	5	

#### Notes:

ft/In = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

**Bold** = Queue exceeds available storage.

- <sup>1</sup> Storage length for all movements obtained from Google Earth measurements.
- <sup>2</sup> All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro, and queues for stop controlled intersections have been taken from SimTraffic.

#### 4.0 PROJECT TRAFFIC

#### 4.1 TRIP GENERATION

The trip generation for the proposed project was developed by using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11<sup>th</sup> Edition) for Land Use 945 — "Convenience Store/Gas Station — GFA (4-5.5k)" and Land Use 950 — "Truck Stop." Table 4.A summarizes the daily, a.m., and p.m. peak-hour project trip generation. As shown in Table 4.A, the proposed project is estimated to generate 4,430 gross daily trips, with 408 trips during the a.m. peak hour and 367 trips during the p.m. peak hour.

Due to the project's location and proximity to I-5, most of the project trips would already be traveling on I-5 and diverting to patronize the proposed project. Trips that require diversion from roadways within the vicinity are referred as "diverted" trips and affect traffic along the streets near the proposed project.

Convenience stores and gas stations typically also draw some trips from the traffic passing the site on an adjacent street or from traffic on other roadways within the vicinity. These trips are not "new" trips made for the sole purpose of visiting the site, but rather are trips made as an intermediate stop en route to a destination. However, due to the project's proximity to I-5, diverted trips were considered to only be existing trips heading in both the northbound and southbound directions of I-5. Truck fueling stations also draw trips from traffic traveling on I-5. Based on the project's location, it is anticipated that all truck trips using the commercial fueling station and truck parking would be diverted from I-5. The diverted trips were subtracted from the overall gross external trips to obtain the net external trips for these land uses.

Diverted trips for the convenience store and gas station were obtained from the ITE *Trip Generation Manual* (11<sup>th</sup> Edition). Total pass-by/diverted trips were subtracted from the gross trip generation to obtain the net trip generation for the proposed project. As shown in Table 4.A, the proposed project is anticipated to generate 756 net daily trips, with 78 net trips during the a.m. peak hour and 68 net trips during the p.m. peak hour.

These net trips are considered as primary trips to and from the proposed project.

#### 4.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Figure 4-1 illustrates the existing with project intersection geometries and traffic control. As shown on Figure 4-1, access to the project site will be provided via five project driveways:

- Driveway 1 (Black Butte Drive): This driveway will be a full access driveway for passenger vehicles.
- Driveway 2 (Vista Drive): This driveway will be a full access driveway for passenger vehicles.
- Driveway 3 (Vista Drive): This driveway will be a full access driveway for passenger vehicles.

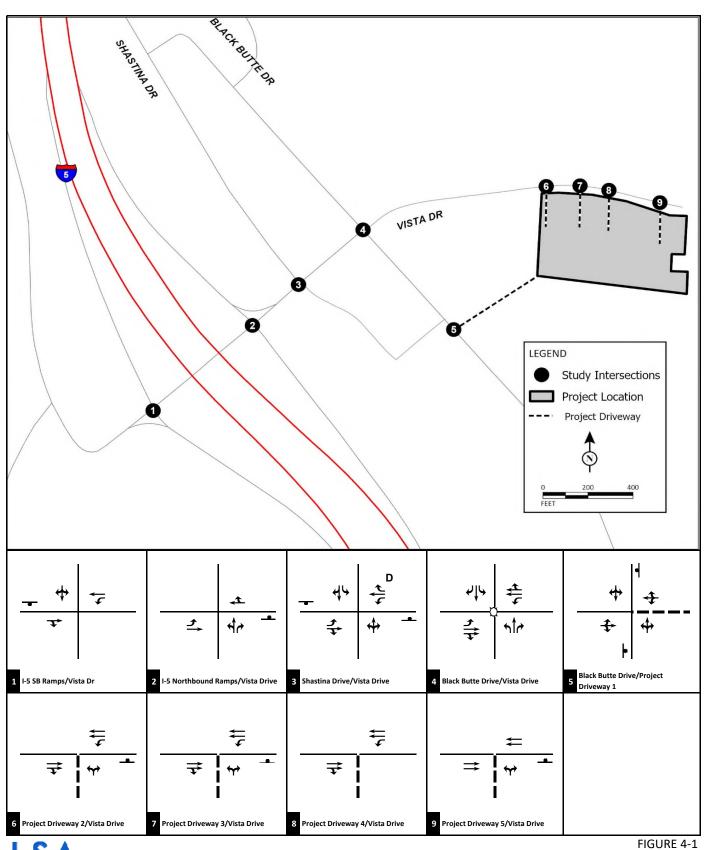
- **Driveway 4 (Vista Drive):** This driveway will be an ingress only driveway for trucks.
- Driveway 5 (Vista Drive): This driveway will be an egress only driveway for trucks.

The distribution of project trips is based on the regional roadway network and the location of residential, employment, and commercial centers in relation to the proposed project. Figure 4-2 illustrates the project trip distribution for the gas station with convenience store. Figure 4-3 shows the diverted project trip distribution for the gas station with convenience store. Figure 4-4 depicts the diverted project trip distribution for the truck fueling station.

The project trip assignment is the product of the project trip generation and trip distribution percentages. Figure 4-5 illustrates the primary trip assignment for the gas station with convenience store. Figure 4-6 shows the diverted trip assignment for the gas station with convenience store. Figure 4-7 depicts the diverted trip assignment for the truck fueling station. The total project net trip assignment is the sum of project trip assignment and diverted assignment is shown on Figure 4-8.

#### 4.3 LIST OF CHAPTER 4.0 FIGURES AND TABLES

- Figure 4-1: Plus Project Study Intersection Geometrics and Traffic Control
- Figure 4-2: Project Trip Distribution Gas Station with Convenience Store
- Figure 4-3: Diverted Trip Distribution Gas Station with Convenience Store
- Figure 4-4: Diverted Trip Distribution Truck Fueling
- Figure 4-5: Primary Trip Assignment Gas Station with Convenience Store
- Figure 4-6: Diverted Trip Assignment Gas Station with Convenience Store
- Figure 4-7: Diverted Trip Assignment Truck Fueling
- Figure 4-8: Total Project Net Trip Assignment
- Table 4.A: Project Trip Generation



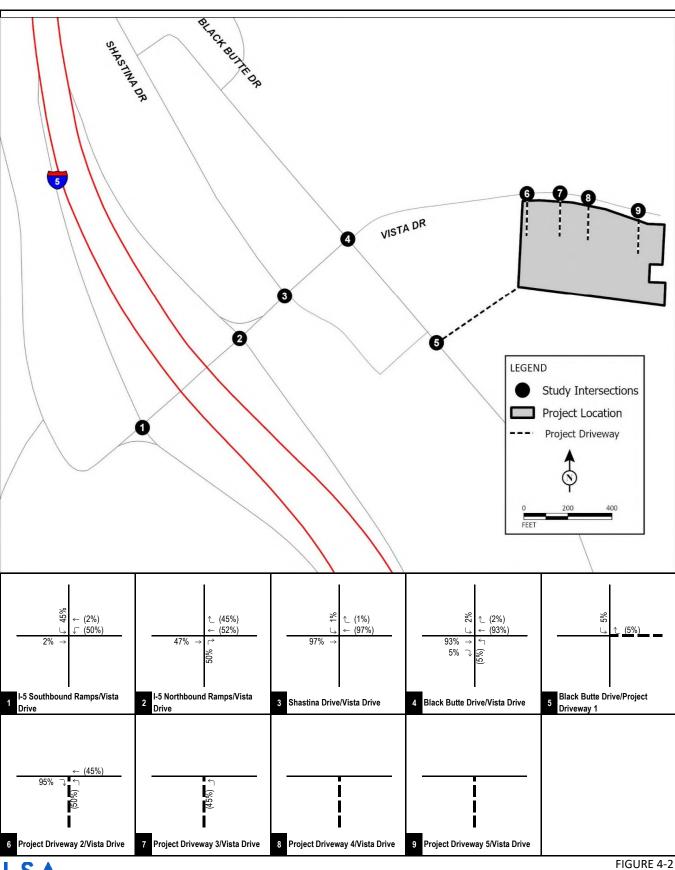
LSA

D De-Facto Right Turn

◀ Stop Sign -- Project Driveway

Weed 7-11 Project Transportation Impact Study

Plus Project Study Intersection Geometrics and Traffic Control

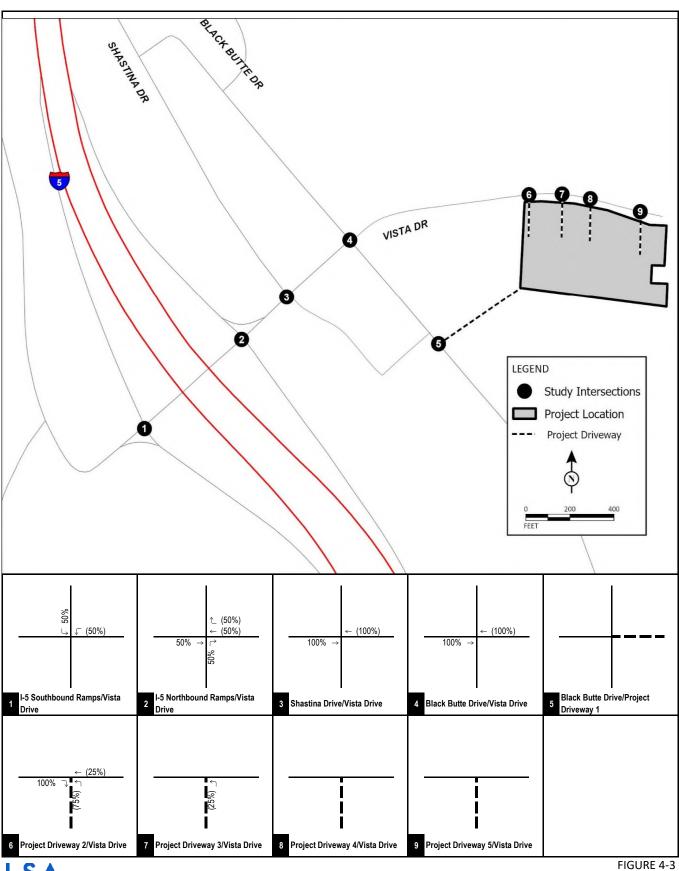


LSA

XX% (YY%) Inbound (Outbound) Trip Distribution ---- Project Driveway

Weed 7-11 Project Transportation Impact Study

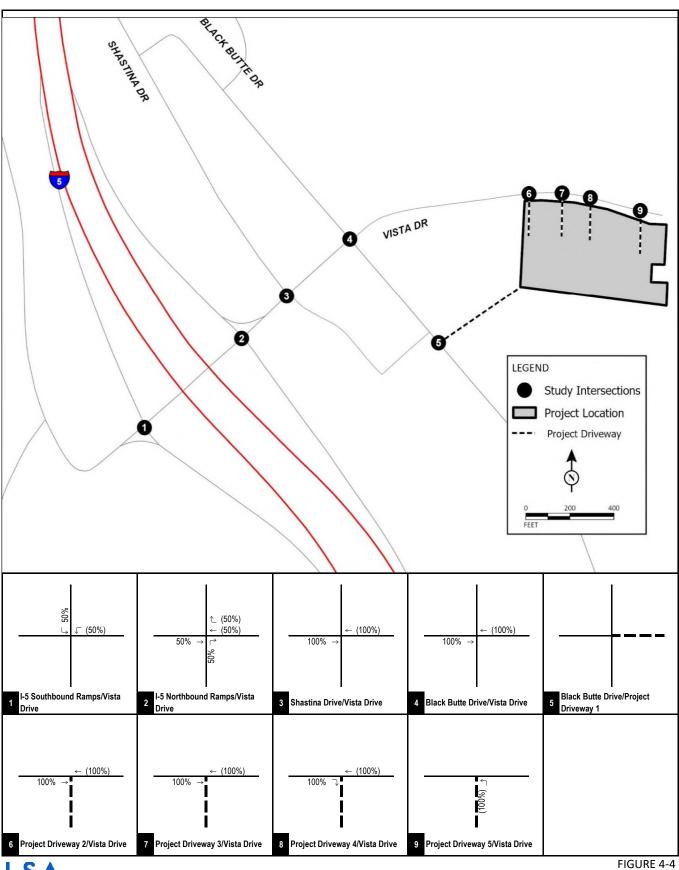
Project Trip Distribution – Gas Station with Convenience Store



XXX% (YYY%) Inbound (Outbound) Trip Distribution ---- Project Driveway

Weed 7-11 Project Transportation Impact Study

Diverted Trip Distribution – Gas Station with Convenience Store

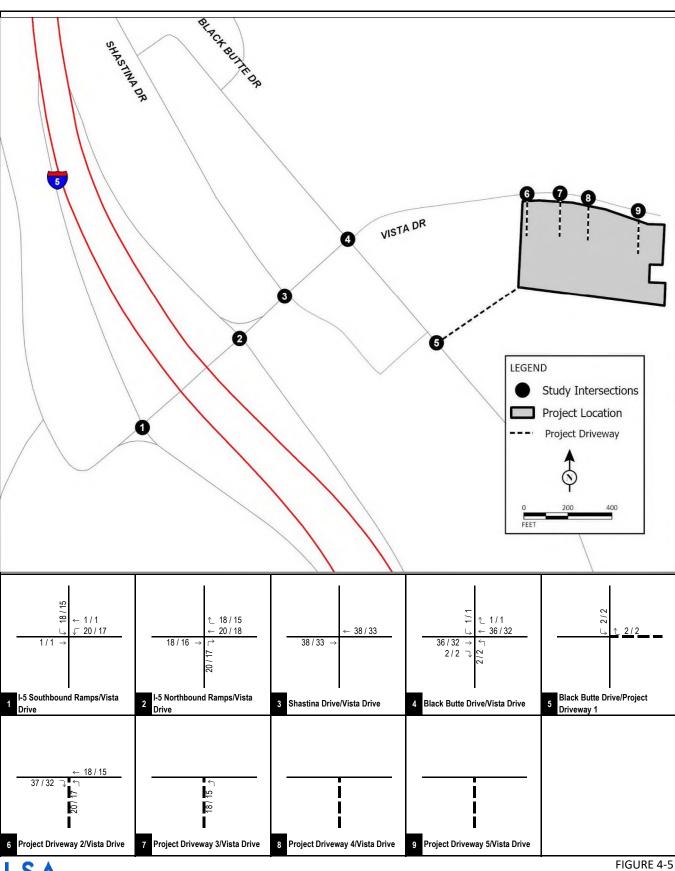




XXX% (YYY%) Inbound (Outbound) Trip Distribution ---- Project Driveway

Weed 7-11 Project Transportation Impact Study

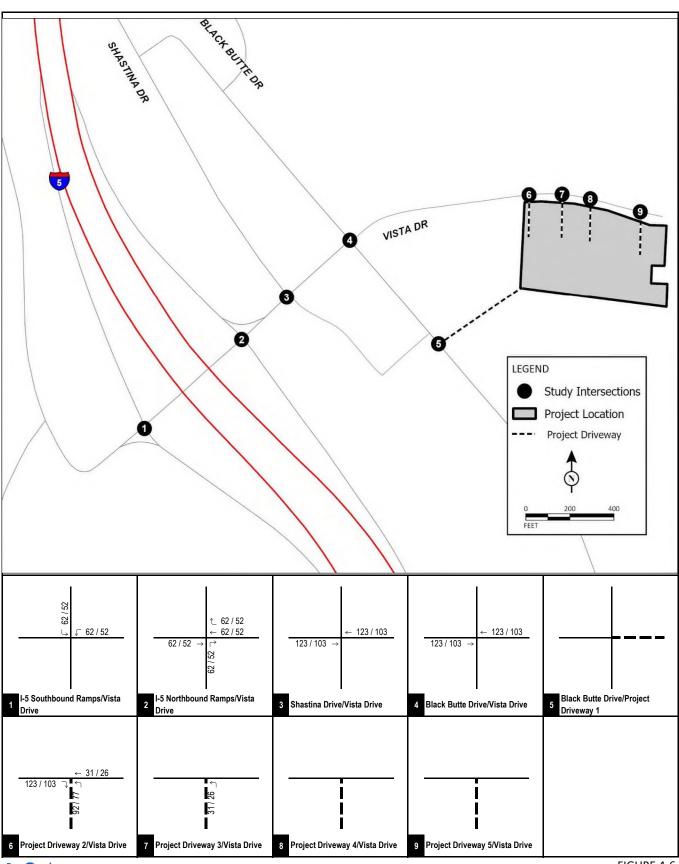
 ${\bf Diverted\ Trip\ Distribution\ \underline{-\ Truck\ Fueling}}$ 



XX / YY AM / PM Peak Hour Traffic Volumes

Weed 7-11 Project Transportation Impact Study

Primary Trip Assignment - Gas Station with Convenience Store



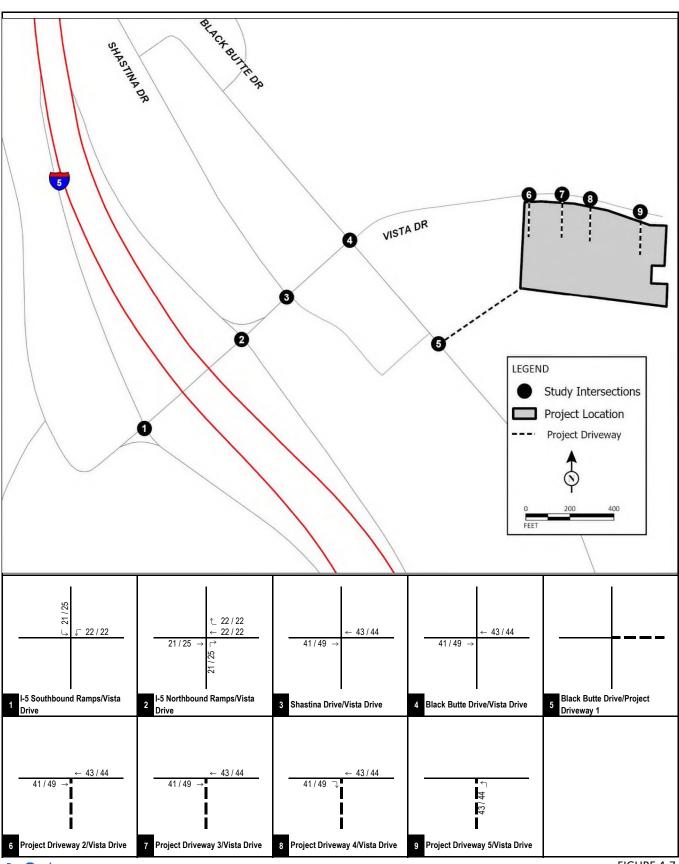


XXX / YYY
AM / PM Peak Hour Traffic Volumes

FIGURE 4-6

Weed 7-11 Project Transportation Impact Study

Diverted Trip Assignment – Gas Station with Convenience Store

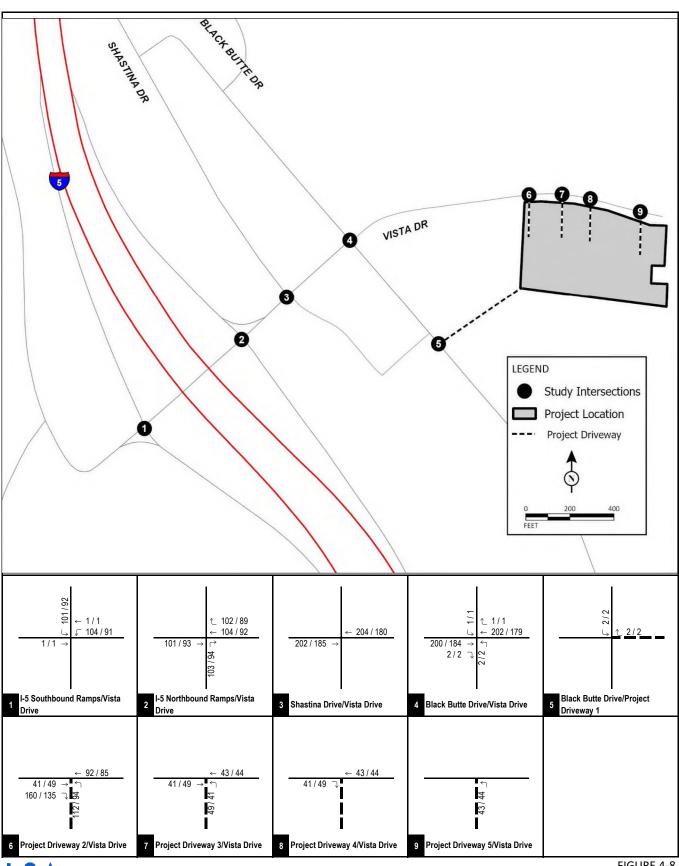


XX / YY
AM / PM Peak Hour Traffic Volumes

FIGURE 4-7

Weed 7-11 Project Transportation Impact Study

Diverted Trip Assignment – Truck Fueling



XXX / YYY AM / PM Peak Hour Traffic Volumes FIGURE 4-8

Weed 7-11 Project Transportation Impact Study

**Total Project Net Trip Assignment** 



**Table 4.A: Project Trip Generation** 

					/I. Peak H	ou.	Daile
Units	In	Out	Total	In	Out	Total	Daily
12 VFP							
	13.52	13.52	27.04	11.38	11.38	22.76	257.13
	162	162	324	137	137	274	3,086
	(123)	(123)	(246)	(103)	(103)	(206)	(2,330)
	39	39	78	34	34	68	756
6 VFP							
	6.85	7.12	13.97	8.17	7.25	15.42	224.00
	41	43	84	49	44	93	1,344
	(41)	(43)	(84)	(49)	(44)	(93)	(1,344)
	0	0	0	0	0	0	0
	203	205	408	186	181	367	4,430
	(164)	(166)	(330)	(152)	(147)	(299)	(3,674)
	39	39	78	34	34	68	756
	12 VFP	12 VFP  13.52 162 (123) 39  6 VFP  6.85 41 (41) 0	12 VFP  13.52 13.52 162 162 (123) (123) 39 39  6 VFP  6.85 7.12 41 43 (41) (43) 0 0  203 205 (164) (166)	12 VFP  13.52	12 VFP  13.52	12 VFP  13.52	12 VFP  13.52

VFP = Vehicle Fueling Position

<sup>&</sup>lt;sup>1</sup> Rates based on Land Use 945 - "Convenience Store/Gas Station - GFA (4-5.5k)" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Setting/Location - "General Urban/Suburban".

<sup>&</sup>lt;sup>2</sup> Diverted rates based on Land Use 945 - "Convenience Store/Gas Station" from ITE *Trip Generation Manual* (11th Edition). As such, diverted rates are not provided in the ITE *Trip Generation Manual* for projects with 9-20 vehicle fueling positions. Therefore, a diverted rate of 76 percent was calculated for the a.m. peak hour and a rate of 75 percent was calculated for the p.m. peak hour. Since daily rates are not provided, the averages of the a.m. and p.m. peak hour diverted rates were used as the daily rates.

<sup>&</sup>lt;sup>3</sup> Rates from ITE Trip Generation Manual, (11th Edition), Land Use 950 - "Truck Stop", Setting/Location - 'General Urban/Suburban'.

<sup>&</sup>lt;sup>4</sup> It has been assumed that the majority of the truck coming to the gas station will be diverted from the I-5 interchange. Therefore, all the truck trips have been considered as diverted trips.



# 5.0 EXISTING PLUS APPROVED/PENDING PROJECTS ANALYSIS

## 5.1 EXISTING PLUS APPROVED/PENDING PROJECTS TRAFFIC VOLUMES

As approved during the City's scoping agreement process (Appendix A), traffic volumes for the Existing Plus Approved/Pending baseline (no project) condition were developed by adding trips from approved and pending developments near the project study area. Information regarding approved and pending development projects was obtained from City staff. Figure 5-1 illustrates the approved and pending development projects near the project study area. The trip generation for approved and pending development projects were developed using rates from the ITE *Trip Generation Manual* (11<sup>th</sup> Edition) or based on recently approved TISs within Weed. Table 5.A summarizes the approved and pending projects trip generation. As shown in Table 5.A, the approved and pending projects are estimated to generate 2,715 net daily trips, with 169 net trips during the a.m. peak hour and 154 net trips during the p.m. peak hour. For projects where a traffic study was not available, the trip distribution and assignment were developed based on their locations in relation to surrounding land uses and regional roadways. Figure 5-2 depicts the total peak-hour approved/pending project trip assignment at study area intersections.

The total peak-hour approved/pending project trip assignment was added to the Existing traffic volumes to develop the Existing Plus Approved/Pending baseline traffic volumes. Figure 5-3 illustrates the peak-hour traffic volumes at study area intersections under Existing Plus Approved/Pending Projects baseline conditions.

# 5.2 EXISTING PLUS APPROVED/PENDING PROJECTS PLUS PROJECT TRAFFIC VOLUMES

Existing Plus Approved/Pending Plus Project traffic volumes were developed by adding the total project net trip assignment to the Existing Plus Approved/Pending Project traffic volumes. Figure 5-4 illustrates the peak-hour traffic volumes at study area intersections under Existing Plus Approved/Pending Projects Plus Project conditions.

Detailed volume development worksheets are included in Appendix C.

# 5.3 EXISTING PLUS APPROVED/PENDING PROJECTS LEVELS OF SERVICE

Previously referenced Figure 3-1 shows the baseline study area intersection geometrics and traffic control conditions. An intersection LOS analysis was conducted for Existing Plus Approved/Pending baseline conditions using the previously discussed methodologies. Table 5.B summarizes the results of this analysis and shows that the following intersection is forecast to operate at an unsatisfactory LOS under Existing Plus Approved/Pending Project baseline conditions:

3. Shastina Drive/Vista Drive (p.m. peak hour only)

All other intersections are forecast to operate at a satisfactory LOS. Detailed LOS worksheets are included in Appendix D.



# 5.4 EXISTING PLUS APPROVED/PENDING PROJECTS PLUS PROJECT LEVELS OF SERVICE

Previously referenced Figure 4-1 shows the Plus Project study area intersection geometrics and traffic control conditions. An intersection LOS analysis was conducted for Existing Plus Approved/Pending Plus Project conditions using the previously discussed methodologies. Table 5.B summarizes the results of this analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under Existing Plus Approved/Pending Plus Project conditions:

- 1. I-5 southbound ramps/Vista Drive (both a.m. and p.m. peak hours)
- 3. Shastina Drive/Vista Drive (both a.m. and p.m. peak hours)

The intersection of I-5 southbound ramps/Vista Drive is forecast to operate at an unsatisfactory LOS for both peak hours after implementation of the proposed project. While the intersection of Shastina Drive/Vista Drive is already forecast to operate at an unsatisfactory LOS under the p.m. peak hour under the Existing Plus Approved/Pending Project baseline condition, both peak hours are forecast to operate at an unsatisfactory LOS after implementation of the proposed project. Therefore, improvements would be required at both intersections.

All other intersections are forecast to operate at a satisfactory LOS under opening year with project conditions. Detailed LOS worksheets are included in Appendix D.

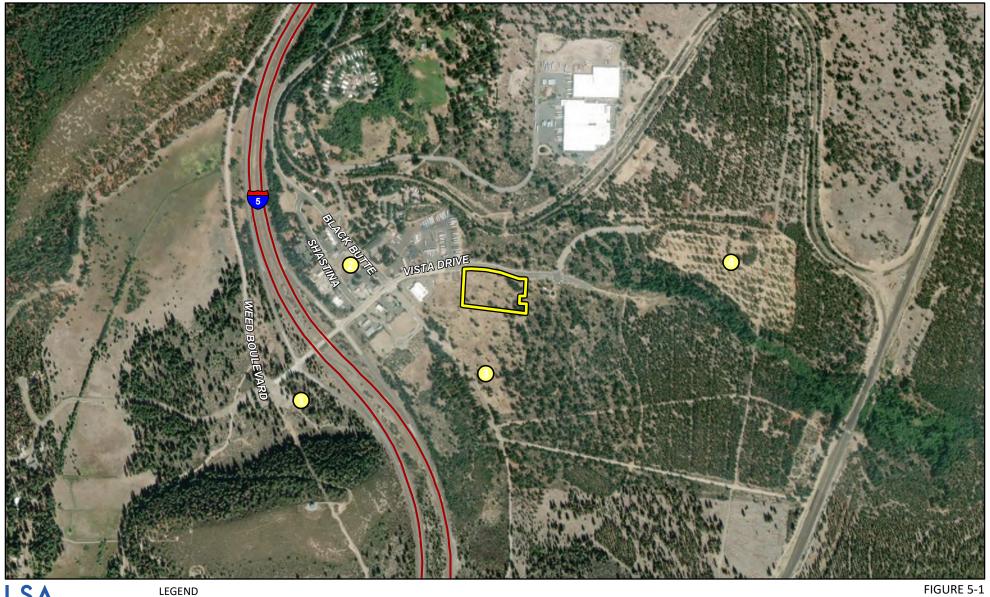
# 5.5 EXISTING PLUS APPROVED/PENDING PROJECTS QUEUEING ANALYSIS

A queuing analysis was performed at all existing intersections within the study area under Existing Plus Approved/Pending Projects baseline and Existing Plus Approved/Pending Projects Plus Project conditions. Table 5.C lists the available turn-pocket storage lengths and summarizes the a.m. and p.m. peak-hour 95<sup>th</sup> percentile back-of-queue lengths at the study area intersections under Existing Plus Approved/Pending baseline conditions and Existing Plus Approved/Pending Projects Plus Project conditions. The queues for the signalized intersections have been reported from Synchro. For unsignalized intersections, SimTraffic queues have been reported since Synchro does not appropriately report queues at unsignalized intersections.

As shown in Table 5.C, all intersection turn-pocket storage lengths provide sufficient storage for the observed 95<sup>th</sup> percentile queues under Existing Plus Approved/Pending baseline and Existing Plus Approved/Pending Plus Project conditions. Detailed queuing worksheets are included in Appendix E.

## 5.6 LIST OF CHAPTER 5.0 FIGURES AND TABLES

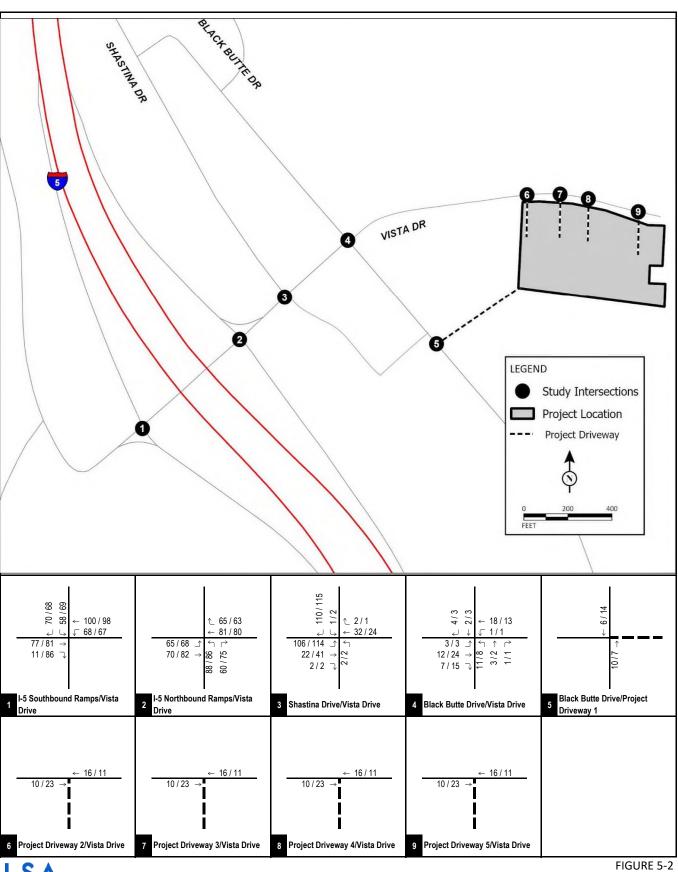
- Figure 5-1: Approved and Pending Project Locations
- Figure 5-2: Approved and Pending Project Trip Assignment
- Figure 5-3: Existing Plus Pending and Approved Projects Traffic Volumes
- Figure 5-4: Existing Plus Pending and Approved Projects Plus Project Traffic Volumes
- Table 5.A: Approved and Pending Project Trip Generation
- Table 5.B: Existing Plus Approved/Pending Projects Intersection Levels of Service
- Table 5.C: Existing Plus Approved/Pending Intersection Queueing Analysis



LEGEND
Project Location
Cumulative Projects

SOURCE: Maxar

Weed 7-11 Project Traffic Impact Study Approved and Pending Project Locations

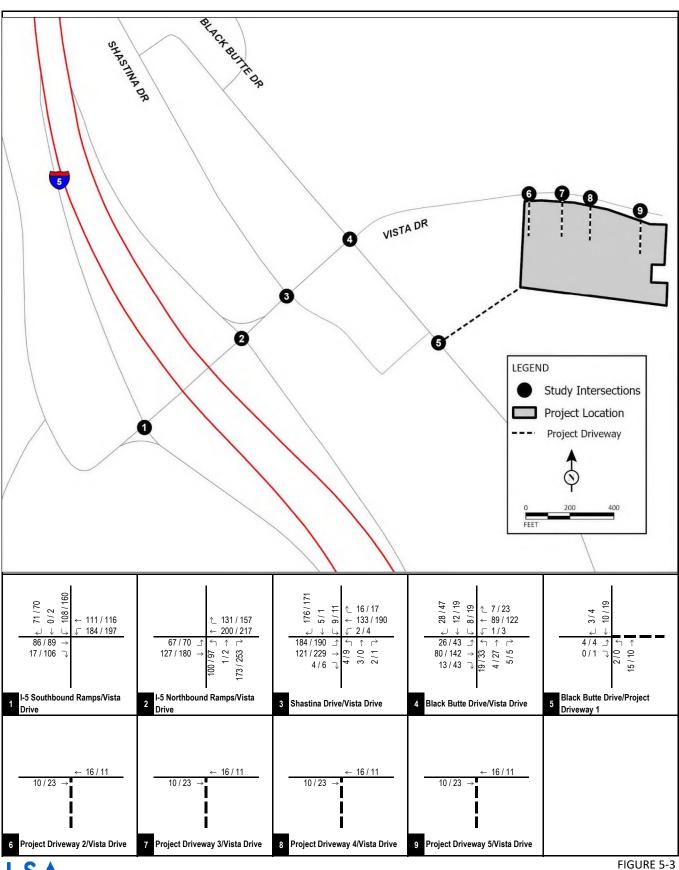


XXX / YYY
AM / PM Peak Hour Traffic Volumes

FIGURE 3-2

Weed 7-11 Project Transportation Impact Study

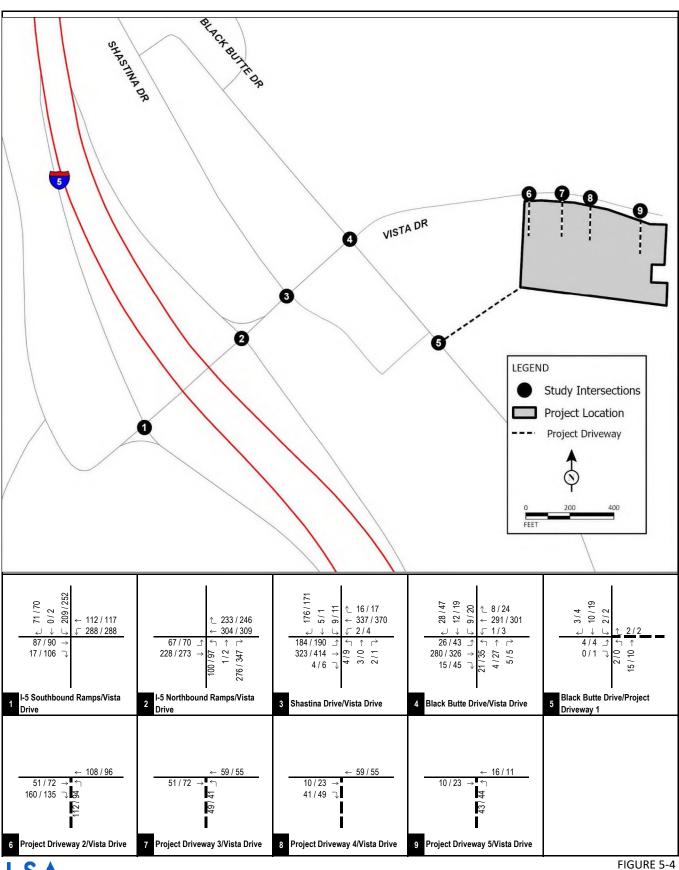
Approved and Pending Project Trip Assignment



XXX / YYY - Project Driveway
AM / PM Peak Hour Traffic Volumes

Weed 7-11 Project Transportation Impact Study

Existing plus Pending and Approved Projects Peak Hour Traffic Volumes



XXX / YYY
AM / PM Peak Hour Traffic Volumes

Project Driveway

Weed 7-11 Project Transportation Impact Study

Existing plus Pending and Approved Projects Peak Hour plus Project Traffic Volumes



**Table 5.A - Approved and Pending Projects Trip Generation** 

ject				A.I	M. Peak H	our	P.N	Daily		
lo.	Land Use/Builder/Applicant/Project Name		Units	In	Out	Total	In	Out	Total	Dally
1	Loves Travel Stop									
	Southwest corner of I-5 Southbound Interchange and Vista Drive									
	Love's Travel Stop Traffic Impact Analysis Report - PB									
	Trip Generation			230	213	443	234	232	466	6,100
	Internal Trips			(55)	(51)	(106)	(62)	(62)	(124)	(976
	Diverted Trips			(142)	(135)	(277)	(155)	(153)	(308)	(3,97
	Net New Trips <sup>1</sup>			33	27	60	17	17	34	1,149
2	. AM/PM									
	1886 Shastina Drive									
	Convenience Store/Gas Station - GFA (2-4k)	12	VFP							
	Trips/Unit <sup>2</sup>			8.03	8.03	16.06	9.21	9.21	18.42	265.1
	Trip Generation			96	96	192	111	111	222	3,18
	Internal Trips <sup>3</sup>			(4)	(12)	(16)	(9)	(7)	(16)	(32)
	Diverted Trips⁴			(70)	(64)	(134)	(78)	(79)	(157)	(2,39
	Net New Trips			22	20	42	24	25	49	756
	Fast-Food Restaurant with Drive-Through Window	1.480	TSF							
	Trips/Unit <sup>5</sup>			22.75	21.86	44.61	17.18	15.85	33.03	467.4
	Trip Generation			34	32	66	25	23	48	692
	Internal Trips <sup>3</sup>			(12)	(4)	(16)	(7)	(9)	(16)	(32)
	Diverted Trips <sup>6</sup>			(11)	(14)	(25)	(9)	(7)	(16)	(330
	Net New Trips			11	14	25	9	7	16	330
3	. Basecamp Park									
	South end of Black Butte Drive									
	Campground/Recreational Vehicle Park	75	NOC							
	Trips/Unit <sup>7</sup>			0.08	0.13	0.21	0.18	0.09	0.27	2.40
	Trip Generation			6	10	16	14	7	21	180
4	. Shasta Mountain RV Resort									
	East end of Vista Drive									
	Campground/Recreational Vehicle Park	125	NOC							
	Trips/Unit <sup>7</sup>			0.08	0.13	0.21	0.18	0.09	0.27	2.40
	Trip Generation			10	16	26	23	11	34	300
		Gross 1	rip Generation Internal Trips	376 (71)	367 (67)	743 (138)	407 (78)	384 (78)	791 (156)	10,45 (1,04
			Diverted Trips	(71) (223)	(213)	(436)	(242)	(78) (239)	(481)	(6,69
		Total Net 1	rip Generation	(223) 82	(213) 87	169	(242) 87	(239) 67	154	2,71
		i otal NEL I	inp deliciation	02	07	103	0,	07	134	2,71

VFP = Vehicle Fueling Positions; TSF = Thousand Square Feet; NOC = Number of Occupied Campsites

 $<sup>^{\</sup>rm 1}$  Trip generation based on the Love's Travel Stop Traffic Impact Analysis Report .

<sup>&</sup>lt;sup>2</sup> Rates from Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), Land Use 945 - "Convenience Store/Gas Station - GFA (2-4k)", Setting/Location - 'General Urban/Suburban'

<sup>&</sup>lt;sup>3</sup> Internal capture based on National Cooperative Highway Research Program (NCHRP) Report 684 Trip Capture Estimation Tool.

<sup>&</sup>lt;sup>4</sup> Diverted rates from the ITE Trip Generation Manual (11th Edition) for Land Use 945 - 'Convenience Store/Gas Station - GFA (2-4k).' A diverted rate of 76% was used for the a.m. peak hour and a diverted rate of 75% was used for the p.m. peak hour. Since daily diverted rate are not available for this land use in the ITE Trip Generation Manual, the average of a.m and p.m. diverted rate was used as the daily diverted rate

<sup>&</sup>lt;sup>5</sup> Rates from ITE Trip Generation Manual (11th Edition), Land Use 934 - "Fast-Food Restaurant with Drive-Through Window", Setting/Location - 'General Urban/Suburban'.

<sup>&</sup>lt;sup>6</sup> Diverted rates from the ITE Trip Generation Manual (11th Edition) for Land Use 934 - 'Fast-Food Restaurant with Drive-Through Window.' A diverted rate of 50% was used for the a.m. peak hour and a diverted rate of 55% was used for the p.m. peak hour. Since daily diverted rate are not available for this land use in the ITE Trip Generation Manual, the average of a.m and p.m. diverted rate was used

Rates from ITE Trip Generation Manual (11th Edition), Land Use 416 - "Campground/Recreational Vehicle Park", Setting/Location - 'General Urban/Suburban'.

Table 5.B: Existing Plus Approved/Pending Projects Intersection Levels of Service

					No Project				F	Plus Proje	ct				
				A.M. P	eak Hour	P.M. P	eak Hour		A.M. P	eak Hour	•	P.M. P	eak Hour		
		LOS		Delay		Delay			Delay			Delay			Improvement
Intersection	Jurisdiction	Standard	Control	(sec.)	LOS	(sec.)	LOS	Control	(sec.)	LOS		(sec.)	LOS		Required?
1 . I-5 Southbound Ramps/Vista Drive	Caltrans	D	OWSC	18.5	С	26.6	D	owsc	>100	F	*	>100	F	*	Yes
2 . I-5 Northbound Ramps/Vista Drive	Caltrans	D	OWSC	14.9	В	15.1	С	OWSC	20.7	С		19.6	С		No
3 . Shastina Drive/Vista Drive	Weed	С	TWSC	19.3	С	28.2	D *	TWSC	39.0	E	*	58.9	F	*	Yes
4 . Black Butte Drive/Vista Drive	Weed	С	Signal	13.4	В	12.1	В	Signal	11.3	В		11.9	В		No
5 . Black Butte Drive/Project Driveway 1	Weed	С	OWSC	9.6	Α	9.5	Α	TWSC	9.7	Α		9.5	Α		No
6 . Project Driveway 2/Vista Drive	Weed	С	-	Dwy Doe	s Not Exist	Dwy Doe	s Not Exist	OWSC	10.6	В		10.4	В		No
7 . Project Driveway 3/Vista Drive	Weed	С	-	Dwy Doe	s Not Exist	Dwy Doe	s Not Exist	OWSC	9.5	Α		9.5	Α		No
8 . Project Driveway 4/Vista Drive	Weed	С	-	Dwy Doe	s Not Exist	Dwy Doe	s Not Exist	-	No C	Conflict		No C	onflict		No
9 Project Driveway 5/Vista Drive	Weed	С	-	Dwy Doe	s Not Exist	Dwy Doe	s Not Exist	OWSC	10.4	В		10.5	В		No

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

<sup>\*</sup> Exceeds LOS Standard



**Table 5.C: Existing Plus Approved/Pending Projects Intersection Queuing Analysis** 

			Exi	sting Plus Ap	proved/Pend	ing
		Existing Storage Length <sup>1</sup>	Without	Project <sup>2</sup>	Plus P	roject²
Intersection	Movement	(ft/ln)	AM	PM	AM	PM
1 . I-5 Southbound Ramps/Vista Drive	SBLTR	1500	120	130	195	320
OWSC	WBL	90	60	75	75	85
2 . I-5 Northbound Ramps/Vista Drive	NBTL	1600	60	60	70	75
OWSC	NBR	510	85	120	115	155
	EBL	100	50	55	50	55
3 . Shastina Drive/Vista Drive	SBL	50	30	35	25	50
TWSC	EBL	100	60	70	80	80
	WBL	50	0	0	0	15
4 . Black Butte Drive/Vista Drive	NBL	75	20	30	25	35
Signal	NBR	65	0	0	0	0
-	SBL	50	15	20	15	25
	SBR	25	0	5	0	5
	EBL	60	25	35	30	40
	WBL	50	5	10	5	10

ft/In = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

**Bold** = Queue exceeds available storage.

<sup>&</sup>lt;sup>1</sup> Storage length for all movements obtained from Google Earth measurements.

<sup>2</sup> All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro, and queues for stop controlled intersections have been taken from SimTraffic.

# **6.0 CUMULATIVE ANALYSIS**

#### 6.1 CUMULATIVE TRAFFIC VOLUMES

Cumulative conditions generally refer to the buildout conditions of the City identified under their General Plan. Typically, regional travel demand forecast models are used to forecast traffic volumes for buildout conditions. However, the County of Siskiyou (County) does not have its own regional travel demand model. As such, traffic volumes for the unadjusted Cumulative (2040) conditions were developed by applying a 0.2 percent per annum growth rate to the existing traffic volumes, consistent with the General Plan 2040 Populations & Housing Projections population growth rate. Based on the 0.2 percent annual growth rate, the total growth rate between Existing (2024) and Cumulative (2040) conditions is 3.2 percent.

The unadjusted Cumulative (2040) baseline traffic volumes were developed using the 0.2 percent annual growth rate and were compared to the Existing Plus Approved/Pending baseline traffic volumes. If traffic volumes for the Existing Plus Approved/Pending baseline conditions were higher than the unadjusted Cumulative (2040) traffic volumes, an additional 3.2 percent of growth was applied to the Existing Plus Approved/Pending baseline traffic volumes to develop the adjusted Cumulative (2040) traffic volumes. Figure 6-1 depicts Cumulative baseline peak-hour traffic volumes at study area intersections.

## 6.2 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

Cumulative Plus Project traffic volumes were developed by adding proposed project traffic to the Cumulative baseline traffic volumes. Figure 6-2 illustrates Cumulative Plus Project peak-hour traffic volumes at study area intersections. Detailed volume development worksheets are included in Appendix C.

# 6.3 CUMULATIVE LEVELS OF SERVICE

Previously referenced Figure 3-1 shows the baseline study area intersection geometrics and traffic control conditions. An intersection LOS analysis was conducted for Cumulative baseline conditions using the methodologies previously discussed. Table 6.A summarizes the results of the analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under Cumulative baseline conditions:

3. Shastina Drive/Vista Drive (p.m. peak hour only)

All other intersections are forecast to operate at a satisfactory LOS. Detailed LOS worksheets are included in Appendix D.

## 6.4 CUMULATIVE PLUS PROJECT LEVELS OF SERVICE

Previously referenced Figure 4-1 shows the Plus Project study area intersection geometrics and traffic control conditions. An intersection LOS analysis was conducted for Cumulative Plus Project conditions using the methodologies previously discussed. Table 6.A summarizes the results of the



analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under Cumulative Plus Project conditions:

- 1. I-5 southbound ramps/Vista Drive (both a.m. and p.m. peak hours)
- 3. Shastina Drive/Vista Drive (both a.m. and p.m. peak hours)

The intersection of I-5 southbound ramps/Vista Drive is forecast to operate at an unsatisfactory LOS for both peak hours after implementation of the project. While the intersection of Shastina Drive/Vista Drive is already forecast to operate at an unsatisfactory LOS under the p.m. peak hour under the Cumulative baseline condition, both peak hours are forecast to operate at an unsatisfactory LOS after implementation of the proposed project. Therefore, improvements would be required at both intersections.

All other intersections are forecast to operate at a satisfactory LOS under Cumulative Plus Project conditions. Detailed LOS worksheets are included in Appendix D.

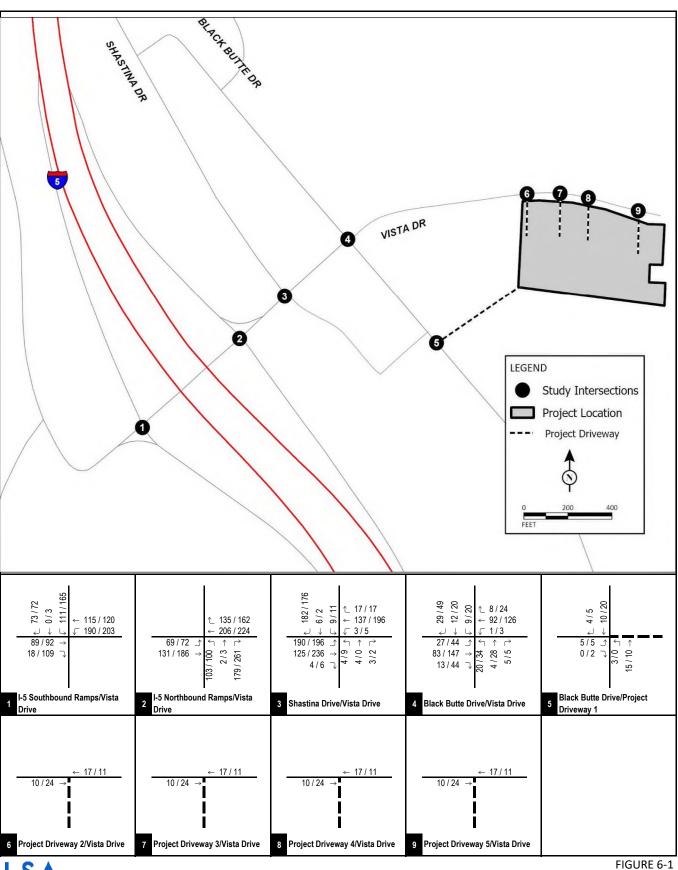
## 6.5 CUMULATIVE QUEUING ANLAYSIS

A queuing analysis was performed at all existing intersections within the study area under Cumulative baseline and Cumulative Plus Project conditions. Table 6.B lists the available turn-pocket storage lengths and summarizes the a.m. and p.m. peak-hour 95<sup>th</sup> percentile back-of-queue lengths at the study area intersections under Cumulative baseline conditions and Cumulative Plus Project conditions. The queues for the signalized intersections have been reported from Synchro. For unsignalized intersections, SimTraffic queues have been reported since Synchro does not appropriately report queues at unsignalized intersections.

As shown in Table 5.C, all intersection turn-pocket storage lengths provide sufficient storage for the observed 95<sup>th</sup> percentile queues under Cumulative baseline and Cumulative Plus Project conditions. Detailed queuing worksheets are included in Appendix E.

# 6.6 LIST OF CHAPTER 6.0 FIGURES AND TABLES

- Figure 6-1: Cumulative Traffic Volumes
- Figure 6-2: Cumulative Plus Project Traffic Volumes
- Table 6.A: Cumulative Intersection Levels of Service
- Table 6.B: Cumulative Intersection Queueing Analysis

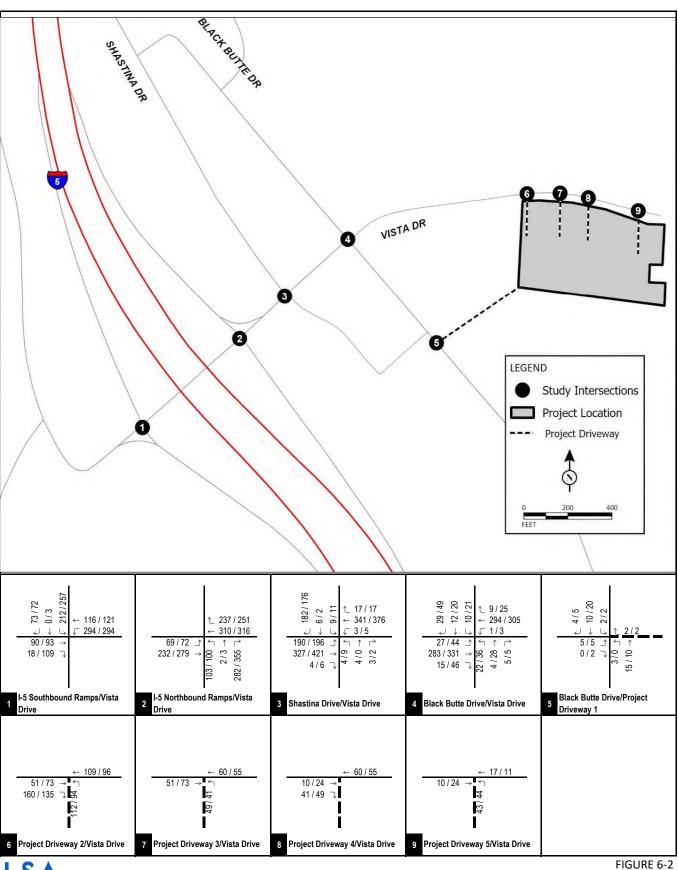


XXX / YYY
AM / PM Peak Hour Traffic Volumes

- · Project Driveway

Weed 7-11 Project Transportation Impact Study

**Cumulative Traffic Volumes** 



LSA xxx/yyy

Project Driveway

AM / PM Peak Hour Traffic Volumes

Weed 7-11 Project Transportation Impact Study

Cumulative plus Project Traffic Volumes

**Table 6.A: Cumulative Intersection Levels of Service** 

				ı	No Project				P	lus Proje	ct			
				A.M. Po	eak Hour	P.M. P	eak Hour		A.M. P	eak Hour		P.M. Pe	ak Hour	
		LOS		Delay		Delay			Delay			Delay		Improvement
Intersection	Jurisdiction	Standard	Control	(sec.)	LOS	(sec.)	LOS	Control	(sec.)	LOS		(sec.)	LOS	Required?
1 . I-5 Southbound Ramps/Vista Drive	Caltrans	D	OWSC	18.4	С	29.6	D	OWSC	>100	F	*	>100	F	* Yes
2 . I-5 Northbound Ramps/Vista Drive	Caltrans	D	OWSC	14.6	В	15.6	С	OWSC	19.7	С		20.5	С	No
3 . Shastina Drive/Vista Drive	Weed	С	TWSC	18.5	С	28.2	D *	TWSC	35.6	E	*	59.1	F	* Yes
4 . Black Butte Drive/Vista Drive	Weed	С	Signal	13.4	В	12.2	В	Signal	10.9	В		12.1	В	No
5 . Black Butte Drive/Project Driveway 1	Weed	С	OWSC	9.4	Α	9.4	Α	TWSC	9.5	Α		9.5	Α	No
6 . Project Driveway 2/Vista Drive	Weed	С	-	Dwy Doe	s Not Exist	Dwy Doe	s Not Exist	OWSC	10.6	В		10.5	В	No
7 . Project Driveway 3/Vista Drive	Weed	С	-	Dwy Doe	s Not Exist	Dwy Doe	s Not Exist	OWSC	9.5	Α		9.5	Α	No
8 . Project Driveway 4/Vista Drive	Weed	С	-	Dwy Doe	s Not Exist	Dwy Doe	s Not Exist	-	No C	onflict		No Co	onflict	No
9 Project Driveway 5/Vista Drive	Weed	С	-	Dwy Doe.	s Not Exist	Dwy Doe	s Not Exist	OWSC	10.4	В		10.5	В	No

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

<sup>\*</sup> Exceeds LOS Standard



**Table 6.B: Cumulative Intersection Queuing Analysis** 

				Cumu	lative	
		Existing Storage Length <sup>1</sup>	Without	: Project <sup>2</sup>	Plus P	roject²
Intersection	Movement	(ft/ln)	AM	PM	AM	PM
1 . I-5 Southbound Ramps/Vista Drive	SBLTR	1500	105	140	185	455
OWSC	WBL	90	55	80	90	90
2 . I-5 Northbound Ramps/Vista Drive	NBTL	1600	65	55	85	75
OWSC	NBR	510	85	125	120	150
	EBL	100	45	60	50	55
3 . Shastina Drive/Vista Drive	SBL	50	30	25	25	20
TWSC	EBL	100	70	70	100	90
	WBL	50	0	0	15	20
4 . Black Butte Drive/Vista Drive	NBL	75	20	30	25	35
Signal	NBR	65	0	0	0	0
	SBL	50	15	25	15	25
	SBR	25	0	10	0	5
	EBL	60	25	40	30	40
	WBL	50	5	10	5	10

ft/In = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

**Bold** = Queue exceeds available storage.

<sup>&</sup>lt;sup>1</sup> Storage length for all movements obtained from Google Earth measurements.

<sup>2</sup> All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro, and queues for stop controlled intersections have been taken from SimTraffic.

## 7.0 SITE ACCESS ANALYSIS

#### 7.1 SIGHT DISTANCE

A sight distance analysis was conducted at the project driveways along Black Butte Drive and Vista Drive to evaluate safe access in and out of the proposed project. Sight distance is the length of the visible roadway a driver can see approaching vehicles before their line of sight is blocked by any object. For purposes of this analysis, only the stopping sight distance and corner sight distance have been evaluated. That is because those are the only two sight distance issues that would affect safe maneuver of ingress/egress traffic from the project driveway.

# 7.1.1 Stopping Sight Distance

According to the Caltrans *Highway Design Manual* (HDM) (dated July 2020), the stopping sight distance is the minimum sight distance along a roadway required to allow a driver to decrease their speed from the design speed to a complete stop. The corner sight distance is the minimum sight distance in which a driver at a stop-controlled approach can see oncoming traffic on the major street to safely maneuver onto the roadway.

The stopping sight distance was evaluated on the local street abutting the proposed project (i.e., Black Butte Drive and Vista Drive). The prima facie speed on Black Butte Drive was assumed to be 25 mph. The posted speed limit on Vista Drive is 25 mph. For purposes of this analysis, the prima facie speed limit and posted speed limit have been considered as the design speed. As stated in Table 201.1 of the HDM, the minimum stopping distance is 150 feet for a design speed of 25 mph. Therefore, the minimum stopping sight distance for the project driveways have been considered as 150 feet.

Project Driveway 1 would have adequate stopping sight distance based on existing curvature of Black Butte Drive. All project driveways along Vista Drive would have adequate stopping sight distance based on existing curvature of Vista Drive and the lack of significant vision-obstructing objects along Vista Drive.

## 7.1.2 Corner Sight Distance

Section 405.1 of the HDM states that corner sight distance requirements are not applicable for urban driveways unless signalized. However, as a conservative approach, corner sight distance was also evaluated for the project driveways. At the project driveways, the minimum corner sight distance was based on design speed, time gap, and types of vehicles from the minor road (project driveway) entering the major roads (Black Butte Drive and Vista Drive).

## 7.1.2.1 Black Butte Drive/Project Driveway 1

Based on the requirements established in the HDM, it was determined that minimum corner sight distances of 240 feet and 280 feet would be required for vehicles approaching from the left and from the right, respectively, at Project Driveway 1. As shown on Figure 7-1, proposed Project Driveway 1 would not have adequate corner sight distance. However, the proposed project would

widen the northbound direction of Black Butte Drive along the project frontage. As such, current obstacles impeding sight distance can be remediated.

# 7.1.2.2 Project Driveway 2/Vista Drive

Based on the requirements established in the HDM, it was determined that a minimum corner sight distance of 240 feet would be required for eastbound approaching vehicles and 315 feet would be required for westbound approaching vehicles at Project Driveway 2. As shown on Figure 7-2, proposed Project Driveway 2 would have adequate corner sight distance.

# 7.1.2.3 Project Driveway 3/Vista Drive

Based on the requirements established in the HDM, it was determined that a minimum corner sight distance of 240 feet would be required for eastbound approaching vehicles and 315 feet would be required westbound approaching vehicles at Project Driveway 3. As shown on Figure 7-3, proposed Project Driveway 3 would have adequate corner sight distance.

# 7.1.2.4 Project Driveway 5/Vista Drive

Based on the requirements established in the HDM, it was determined that a minimum corner sight distance of 390 feet would be required for eastbound approaching vehicles and 475 feet would be required for westbound approaching vehicles at Project Driveway 5. As shown on Figure 7-4, proposed Project Driveway 5 would have adequate corner sight distance.

## 7.2 PEDESTRIAN ACCESSIBLITY

Based on the City's General Plan Sidewalk Condition Map and aerial surveys, paved sidewalks are present on both sides along Shastina Drive between Black Butte Drive and Vista Drive, paved sidewalks are present on both sides of Black Butte Drive north of Vista Drive; however, paved sidewalks are present on the southbound side of Black Butte Drive south of Vista Drive. Paved sidewalks are present on Vista Drive east of the I-5 southbound ramps. Marked crosswalks are also present across Shastina Drive, Black Butte Drive, and Vista Drive.

Paved sidewalks along Vista Drive along the project frontage, with a continuous network of sidewalks and marked crosswalks within the main commercial areas of South Weed, provide direct and convenient access for visitors and employees arriving at the project site on foot. According to the City's General Plan, a proposed sidewalk is planned to be placed along Vista Drive just east of Shastina Drive/Vista Drive. Furthermore, the proposed project would extend the sidewalks along the northbound direction of Black Butte Drive between Grocery Outlet and Project Driveway 1. As such, the proposed project would provide pedestrian safety for people who would access the adjacent commercial uses.

# 7.3 BICYCLE ACCESSIBLITY

Based on the City's General Plan Regional Bike Route Map and aerial surveys, no bicycle routes are within the study area. According to the City's General Plan, proposed future Class 2 bike routes have been planned to be added along the eastbound and westbound directions of Vista Drive within the



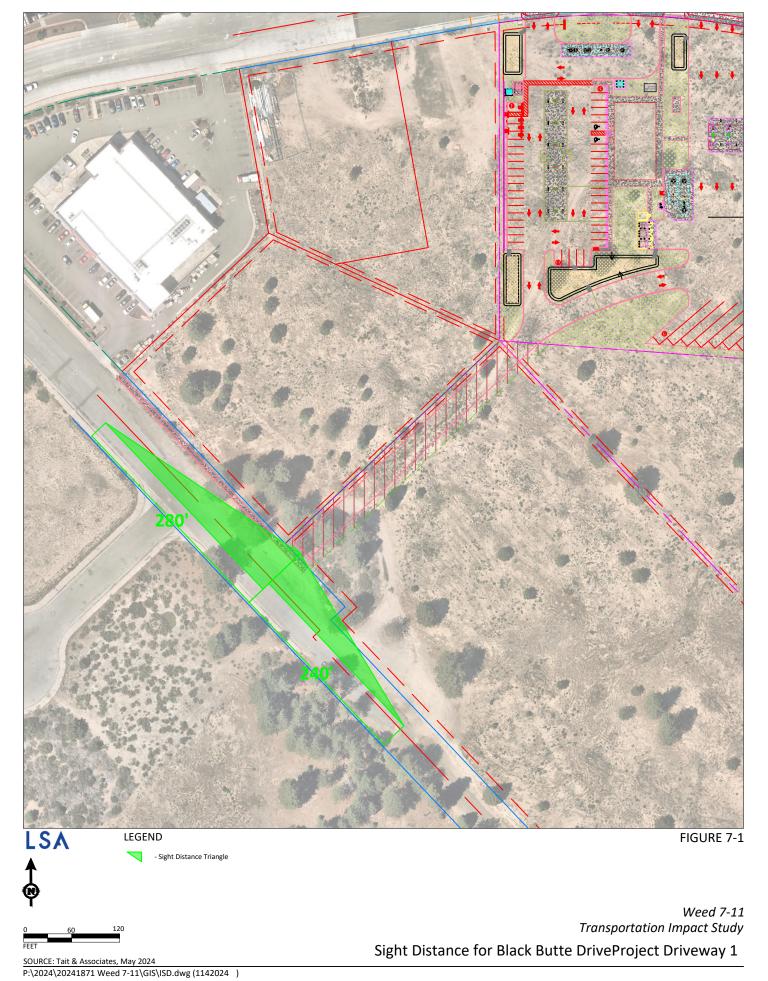
study area. In addition, proposed future Class 2 bike routes are planned to be added along the northbound and southbound directions of Shastina Drive and Black Butte Drive.

# 7.4 TRANSIT ACCESSIBILITY

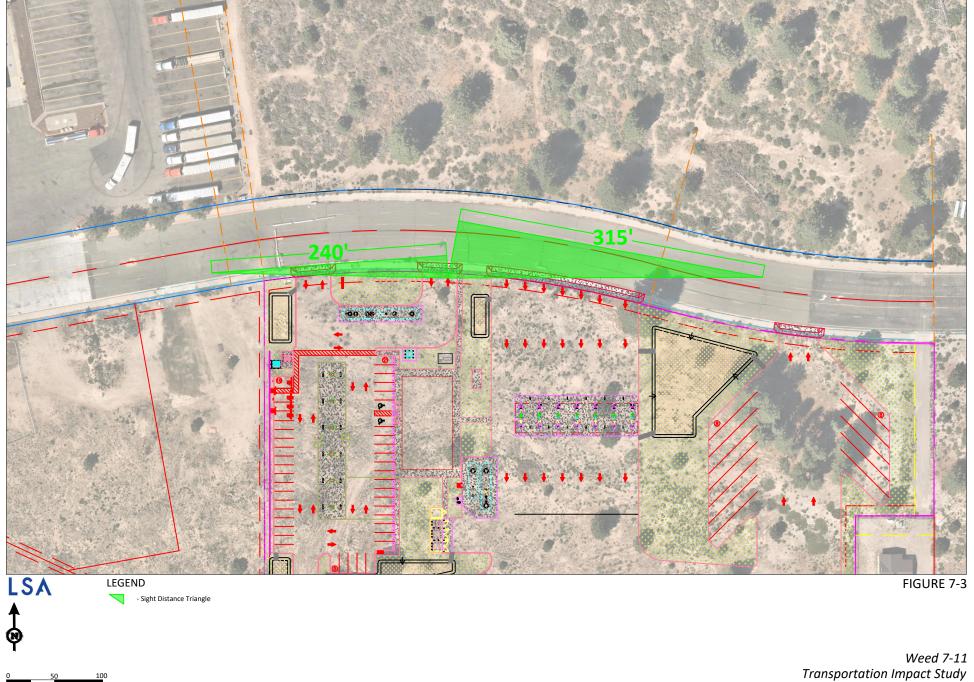
STAGE Routes 2 and 3 operate within the study area. The nearest bus stop for Route 2 and Route 3 is located on the south side of Black Butte Drive. People arriving at and departing from the project site can access the bus stop using the sidewalks on Vista Drive.

# 7.5 LIST OF CHAPTER 7.0 FIGURES

- Figure 7-1: Sight Distance for Black Butte Drive/Project Driveway 1
- Figure 7-2: Sight Distance for Project Driveway 2/Vista Drive
- Figure 7-3: Sight Distance for Project Driveway 3/Vista Drive
- Figure 7-4: Sight Distance for Project Driveway 4/Vista Drive







Sight Distance for Project Driveway 3Vista Drive





# 8.0 CIRCULATION IMPROVEMENTS AND FUNDING SOURCES

#### 8.1 RECOMMENDED IMPROVEMENTS

Improvements have been recommended at the study area intersection where an operational deficiency has been identified based on the results of the LOS analysis. Table 8.A summarizes the recommended improvements. Figure 8-1 illustrates the study intersection geometrics and traffic control under Plus Project conditions with recommended improvements.

For the intersection of I-5 southbound ramps/Vista Drive, converting the existing one-way stop control (OWSC) to all-way stop control (AWSC) would eliminate the forecasted operational deficiency under Existing Plus Approved/Pending Projects Plus Project and Cumulative Plus Project conditions. Additionally, extending the existing westbound left-turn pocket length from 90 feet to 150 feet would provide adequate storage for the forecasted westbound left 95<sup>th</sup> percentile queue under Existing Plus Approved/Pending Projects Plus Project and Cumulative Plus Project conditions.

For the intersection of Shastina Drive/Vista Drive, converting the existing two-way stop control (TWSC) to AWSC would eliminate the forecasted operational deficiency under Existing Plus Approved/Pending Projects Plus Project and Cumulative Plus Project conditions. Additionally, extending the existing eastbound left-turn pocket length from 100 feet to 115 feet would provide adequate storage for the forecasted eastbound left 95<sup>th</sup> percentile queue under Existing Plus Approved/Pending Projects Plus Project and Cumulative Plus Project conditions.

Based on the recommended improvements, Table 8.B shows that all study area intersections are forecast to operate at a satisfactory LOS under Existing Plus Approved/Pending Projects Plus Project conditions. Table 8.C shows that all study area intersections are forecast to have sufficient turn pocket storage lengths under Existing Plus Approved/Pending Projects Plus Project conditions. Table 8.D shows that all study area intersections are forecast to operate at a satisfactory LOS under Cumulative Plus Project conditions. Table 8.E shows that all study area intersections are forecast to have sufficient turn pocket storage lengths under Cumulative Plus Project conditions.

Detailed LOS worksheets are included in Appendix D. Detailed queuing worksheets are included in Appendix E.

## 8.2 IMPLEMENTATION

At study locations where the addition of project traffic creates an operational deficiency (Existing Plus Approved and Pending Projects Plus Project conditions) and there is no funding mechanism in place, the project will be responsible for implementation of the improvement. As such, the project will be implementing the recommended improvements at the intersections of I-5 southbound ramps/Vista Drive and Shastina Drive/Vista Drive.

Table 8.A summarizes the recommended improvements identified for intersections forecasted to operate at an unsatisfactory LOS. Table 8.A illustrates the two study area intersections that are forecast to operate at deficient LOS and will require the following improvements:



# 1. I-5 southbound ramps/Vista Drive

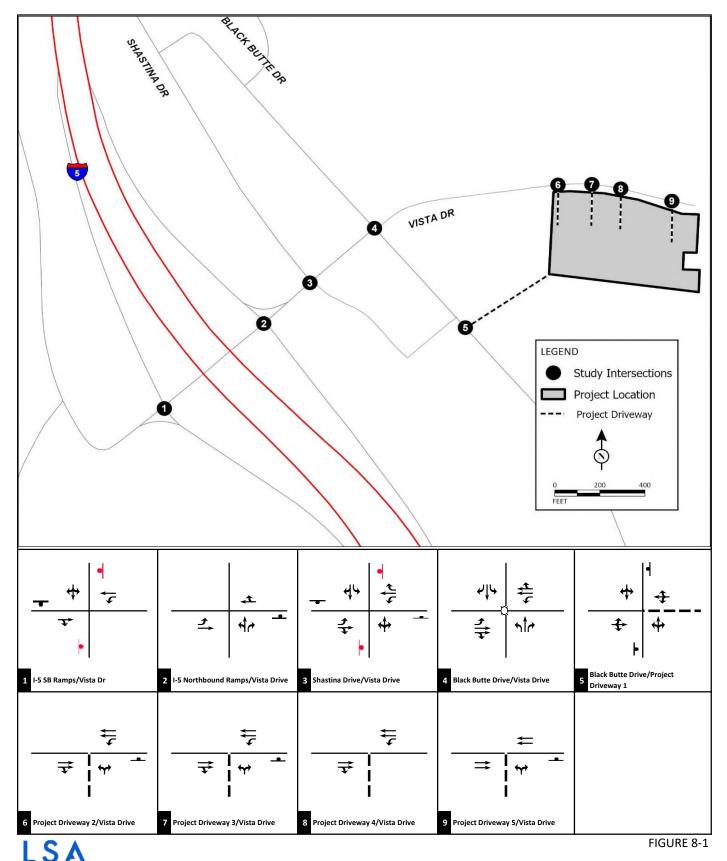
- Convert OWSC to AWSC.
- Extend westbound storage from 90 feet to 150 feet.

#### 3. Shastina Drive/Vista Drive

- Convert TWSC to AWSC.
- Extend westbound storage from 100 feet to 115 feet.

# 8.3 LIST OF CHAPTER 8.0 FIGURES AND TABLES

- Figure 8-1: Plus Approved/Pending Projects and Cumulative Plus Project with Improvements Study Intersection Geometrics and Traffic Control
- Table 8.A: Recommended Improvements for Intersections
- Table 8.B: Existing Plus Approved/Pending Projects Plus Project with Recommended Improvements Intersection Levels of Service
- Table 8.C: Existing Plus Approved/Pending Projects Plus Project with Recommended Improvements Queues
- Table 8.D: Cumulative Plus Project with Recommended Improvements Intersection Levels of Service
- Table 8.E: Cumulative Plus Project with Recommended Improvements Queue



Legend

🗅 Signal De-Facto Right Turn

Recommended Improvements

Weed 7-11 Project Transportation Impact Study

◀ Stop Sign -- Project Driveway

Plus Project with Improvements Study Intersection Geometrics and Traffic Control



# **Table 8.A - Recommended Improvements for Intersections**

Intersection	Jurisdiction	Existing Plus Approved/Pending Projects Plus Project Improvements	Cumulative Plus Project Improvements
1 . I-5 Southbound Ramps/Vista Drive	Caltrans	Convert from OWSC to AWSC. Extend WBL storage from 90 feet to 150 feet.	Convert from OWSC to AWSC. Extend WBL storage from 90 feet to 150 feet.
3 . Shastina Drive/Vista Drive	Weed	Convert from TWSC to AWSC. Extend EBL storage from 100 to 115 feet.	Convert from TWSC to AWSC. Extend EBL storage from 100 to 115 feet.

#### Notes:

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

L = Left, T = Through, R = Right

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control



Table 8.B - Existing Plus Approved/Pending Projects Plus Project with Recommended Improvements Intersection Levels of Service

			P	lus Project V	Nithout Ir	npro	ovements				Plus Project	us Project With Improvements			
				A.M. P	eak Hour		P.M. Peak Hour		1. Peak Hour		A.M. Peak Hour		P.M. Pe	eak Hour	
		LOS		Delay		Delay				Delay		Delay			
Intersection	Jurisdiction	Standard	Control	(sec.)	LOS		(sec.)	LOS		Control	(sec.)	LOS	(sec.)	LOS	
1 . I-5 Southbound Ramps/Vista Drive	Caltrans	D	OWSC	>100	F	*	>100	F	*	AWSC	14.7	В	16.0	С	
3 . Shastina Drive/Vista Drive	Weed	С	TWSC	39.0	E	*	58.9	F	*	AWSC	19.5	С	21.4	С	

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

<sup>\*</sup> Exceeds LOS Standard



Table 8.C: Existing plus Approved/Pending Projects plus Project with Recommended Improvements Queues

			Plus Project	Exi	isting Plus Ap	proved/Pend	ing
		Existing	Recommended	Plus P	roject <sup>2</sup>		ject with
		Storage Length <sup>1</sup>	Storage Length <sup>1</sup>	11451		Improve	ements <sup>2</sup>
Intersection	Movement	(ft/ln)	(ft/ln)	AM	PM	AM	PM
1 . I-5 Southbound Ramps/Vista Drive	SBLTR	1500	1500	195	320	130	135
AWSC	WBL	90	150	75	85	125	120
3 . Shastina Drive/Vista Drive	SBL	50	50	25	50	30	30
AWSC	EBL	100	115	80	80	95	90
	WBL	50	50	0	15	10	20

ft/In = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

**Bold** = Queue exceeds available storage.

 $<sup>^{\,\,1}\,</sup>$  Storage length for all movements obtained from Google Earth measurements.

<sup>&</sup>lt;sup>2</sup> All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro, and queues for stop controlled intersections have been taken from SimTraffic.



Table 8.D - Cumulative Plus Project with Recommended Improvements Intersection Levels of Service

			Pl	us Project \	Nithout Impr	rovements			Plus Project	: With Impro	vements	
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Pe	eak Hour
		LOS		Delay	Delay		Delay		Delay		Delay	
Intersection	Jurisdiction	Standard	Control	(sec.)	(sec.) LOS		(sec.) LOS		(sec.)	LOS	(sec.)	LOS
1 . I-5 Southbound Ramps/Vista Drive	Caltrans	D	OWSC	>100	F *	>100	F *	AWSC	14.4	В	16.6	С
3 . Shastina Drive/Vista Drive	Weed	С	TWSC	35.6	E *	59.1	F *	AWSC	18.9	С	22.5	С

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

<sup>\*</sup> Exceeds LOS Standard



Table 8.E: Cumulative plus Project with Recommended Improvements Queue

			Plus Project		Cumu	lative	
		Existing	Recommended	Plus P	roject <sup>2</sup>		ject with
		Storage Length <sup>1</sup>	Storage Length <sup>1</sup>	11431		Improve	ements <sup>2</sup>
Intersection	Movement	(ft/ln)	(ft/ln)	AM	PM	AM	PM
1 . I-5 Southbound Ramps/Vista Drive	SBLTR	1500	1500	185	455	130	160
AWSC	WBL	90	150	90	90	110	140
3 . Shastina Drive/Vista Drive	SBL	50	50	25	20	20	30
AWSC	EBL	100	115	100	90	85	85
	WBL	50	50	15	20	30	45

#### Notes:

ft/In = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

**Bold** = Queue exceeds available storage.

 $<sup>^{\,\,1}\,</sup>$  Storage length for all movements obtained from Google Earth measurements.

<sup>&</sup>lt;sup>2</sup> All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro, and queues for stop controlled intersections have been taken from SimTraffic.

#### 9.0 CALTRANS SAFETY ANALYSIS REVIEW

Consistent with Caltrans' Local Development Review (LDR) Safety Review Practitioner's Guidance, dated February 2024, a safety analysis is required at all Caltrans facilities for which the project traffic may create an operational deficiency and/or safety concern. The safety analysis consists of a collision analysis and a freeway queuing analysis.

#### 9.1 COLLISION ANALYSIS

A collision analysis was performed at I-5 freeway segments adjacent to the study area. The freeway segments within the study area were evaluated to estimate the current collision rate at these locations. For the freeway facilities in the project vicinity, a Traffic Accident Surveillance and Analysis System (TASAS) crash data summary from January 1, 2019, to December 31, 2023, was obtained from Caltrans. The Caltrans TASAS crash summary report is included in Appendix F.

### 9.1.1 I-5 Freeway Segment PM 15.339 to PM 17.441 Collision Analysis Summary

#### 9.1.1.1 Northbound

A total of 32 collisions occurred on the I-5 northbound segment from Post Mile (PM) 15.339 to PM 17.441 over a 36-month period. This segment had a fatal collision rate of 0.00 per million vehicle miles (MVM), a fatal-plus-injury collision rate of 0.15 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.67 per MVM. For similar facilities, the average fatal collision rate is 0.008 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.22 per MVM and the average total collision rate is 0.63 per MVM.

Overall, no fatal crashes were reported within this freeway segment, the fatal-plus-injury rate is below the average for similar facilities statewide, and the actual total injury rate is above the average for similar facilities statewide.

## 9.1.1.2 Southbound

A total of 31 collisions occurred on the I-5 southbound segment from PM 15.339 to PM 17.441 over a 36-month period. This segment had a fatal collision rate of 0.00 per MVM, a fatal-plus-injury collision rate of 0.13 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.65 per MVM. For similar facilities, the average fatal collision rate is 0.008 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.22 per MVM and the average total collision rate is 0.63 per MVM.

Overall, no fatal crashes were reported within this freeway segment, the fatal-plus-injury rate is below the average for similar facilities statewide, and the actual total injury rate is above the average for similar facilities statewide.



## 9.1.2 I-5 Freeway Segment PM 17.441 to PM 19.07 Collision Analysis Summary

#### 9.1.2.1 Northbound

A total of 14 collisions occurred on the I-5 northbound segment from PM 17.441 to PM 19.07 over a 36-month period. This segment had a fatal collision rate of 0.00 per MVM, a fatal-plus-injury collision rate of 0.24 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.68 per MVM. For similar facilities, the average fatal collision rate is 0.007 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.31 per MVM and the average total collision rate is 0.90 per MVM.

Overall, no fatal crashes were reported within this freeway segment, the fatal-plus-injury rate is below the average for similar facilities statewide, and the actual total injury rate is below the average for similar facilities statewide.

#### 9.1.2.2 Southbound

A total of 31 collisions occurred on the I-5 southbound segment from PM 17.441 to PM 19.07 over a 36-month period. This segment had a fatal collision rate of 0.00 per MVM, a fatal-plus-injury collision rate of 0.10 per MVM, and a total collision rate (fatal, injury, and property damage) of 0.53 per MVM. For similar facilities, the average fatal collision rate is 0.007 per MVM. Additionally, the average fatal-plus-injury collision rate is 0.30 per MVM and the average total collision rate is 0.90 per MVM.

Overall, no fatal crashes were reported within this freeway segment, the fatal-plus-injury rate is below the average for similar facilities statewide, and the actual total injury rate is below the average for similar facilities statewide.

## 9.2 FREEWAY OFF-RAMP QUEUING ANALYSIS

A freeway off-ramp queuing analysis was performed to determine safety impacts at the I-5/Vista Drive interchange off-ramps within the study area. The queuing analysis examines how many car lengths the proposed project may add to the existing ramp queues and reviews the speed differential between the off-ramp queue and mainline traffic during the peak hours. Per the *LDR Safety Review Practitioners Guidance*, if a project adds two or more car lengths to the existing ramp queues that would extend into the freeway mainline, then the speed differential between the off-ramp queue and the mainline of the freeway must be reviewed to determine if traffic safety improvements are needed to offset operational deficiencies in traffic safety. A car length is considered to be 25 feet for the purposes of this analysis.

Previously referenced Tables 5.C and 6.B summarize the 95<sup>th</sup> percentile queues at the off-ramp intersections under Existing Plus Approved/Pending Projects Plus Project and Cumulative Plus Project conditions, respectively. As shown in these tables, the forecasted off-ramp queues do not spill over into the freeway mainline during both peak hours for both off-ramps at the intersections of I-5 southbound ramps/Vista Drive and I-5 northbound ramps/Vista Drive under Existing Plus Approved/Pending Projects Plus Project and Cumulative Plus Project conditions. Therefore, no additional analyses or traffic safety mitigation are required at either off-ramp.

Detailed queuing analysis worksheets are included in Appendix E.



# 10.0 CEQA ASSESSMENT – VEHICLE MILES TRAVELED ANALYSIS AND ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ACCESS

#### 10.1 VEHICLE MILES TRAVELED ANALYSIS

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and LOS from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT).

The City has yet to adopt its own CEQA VMT analysis guidelines. For jurisdictions that have yet to adopt their own VMT analysis guidelines, the California Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (TA), dated December 2018, is typically utilized for preparation of a VMT analysis. Therefore, for purposes of this analysis, the VMT analysis for the proposed project was prepared based on the OPR TA.

For development projects, screening factors may include a project's size, location, proximity to transit, and trip-making potential. One or more of the following screening factors associated with the project's attributes may be presumed to produce a less than significant VMT impact:

- **Project in Transit Priority Area (TPA):** The proposed project is not within a TPA; therefore, this screening criterion does not apply.
- Residential or Office Project in Low-VMT Area: The proposed project is not a residential or office project; therefore, this criterion does not apply.
- **Project Type (Land Use) Screening:** Based on the project description and the City's comment letter dated January 4, 2024, the proposed project is screened out, since it would cater mostly to travelers and passing truck traffic. Therefore, the proposed project is presumed to have a less than significant VMT impact and is screened from a VMT analysis.

Therefore, the project is not anticipated to have a significant VMT impact and is screened out from a detailed VMT analysis.

## 10.2 ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS

A significant impact occurs when a project conflicts with adopted plans, policies, or programs regarding active transportation or public transit facilities, or otherwise decreases the performance or safety of such facilities.

Currently, there are no existing bicycle facilities within the study area. According to the City's General Plan, proposed future Class 2 bike routes have been planned to be added along the eastbound and westbound directions of Vista Drive within the study area. In addition, proposed future Class 2 bike routes have been planned to be added along the northbound and southbound



directions of Shastina Drive and Black Butte Drive. As such, the proposed project would not decrease the performance or safety of any existing or proposed bicycle facility.

According to the City of Weed General Plan Circulation Element, sidewalks are present on both sides of Shastina Drive between Black Butte Drive and Vista Drive. Paved sidewalks are present on both sides of Black Butte Drive between Shastina Drive and the southern parcel boundary of Grocery Outlet. Paved sidewalks are present only in the southbound direction of Black Butte Drive south of Grocery Outlet. Paved sidewalks are also present on both sides of Vista Drive east of Shastina Drive. According to the City's General Plan, there is a proposed sidewalk planned along Vista Drive just east of Shastina Drive/Vista Drive. Furthermore, the proposed project would extend the sidewalk along the northbound direction of Black Butte Drive between Grocery Outlet and Project Driveway 1. As such, the proposed project would not decrease the performance or safety of any existing or proposed pedestrian facility.

STAGE Routes 2 and 3 operate within the study area. Route 2 and Route 3 operate three trips per day in both directions from Monday to Friday. Route 2 provides access to the communities of Castella, Dunsmuir, Mount Shasta, Weed, and Yreka. Route 3 provides access to the communities of McCloud, Mount Shasta, Weed, Gazelle, and Yreka. The nearest bus stop for Route 2 and Route 3 is located on the south side of Black Butte Drive. The proposed project would not remove any existing bus stops or affect existing bus service; as such, the proposed project would not decrease the performance or safety of any existing or proposed transit facility.

The proposed project does not conflict with any existing or proposed bicycle, pedestrian, or public transit facilities. Therefore, it can be considered to conform to all adopted policies, plans, or programs concerning these facilities and would not have a significant impact.

#### 11.0 SUMMARY AND CONCLUSIONS

The proposed project includes a gasoline station with a 4,761-square-foot convenience store, 12 conventional fueling positions, 6 commercial truck fueling positions, two electric vehicle charging stations serving four parking stalls, and standard vehicle and truck parking along Vista Drive. Access to the project site will be provided by the following five driveways:

- Driveway 1 (Black Butte Drive): This driveway will be a full-access driveway for passenger vehicles.
- **Driveway 2 (Vista Drive):** This driveway will be a full-access driveway for passenger vehicles.
- **Driveway 3 (Vista Drive):** This driveway will be a full-access driveway for passenger vehicles.
- Driveway 4 (Vista Drive): This driveway will be an ingress-only driveway for trucks.
- Driveway 5 (Vista Drive): This driveway will be an egress-only driveway for trucks.

The proposed project is estimated to generate 4,430 gross daily trips, with 408 trips during the a.m. peak hour and 367 trips during the p.m. peak hour. However, not all trips from and to convenience store/gas stations are "new" trips made for the sole purpose of visiting the site, but rather are trips made as an intermediate stop en route to a destination. Due to the proposed project's close proximity to I-5, total pass-by/diverted trips were subtracted from the gross trip generation to obtain the net trip generation for the proposed project. After accounting for pass-by/diverted trips, the proposed project is anticipated to generate 756 net daily trips, with 78 net trips during the a.m. peak hour and 68 net trips during the p.m. peak hour.

#### 11.1 EXISTING CONDITIONS SUMMARY

All study area intersections are currently operating at satisfactory LOS under Existing conditions. All turn-pocket 95<sup>th</sup> percentile queues are within existing available turn-pocket storage lengths under Existing conditions.

## 11.2 EXISTING PLUS APPROVED/PENDING PROJECTS CONDITIONS SUMMARY

#### 11.2.1 Levels of Service

All study area intersections, with the exception of Shastina Drive/Vista Drive in the p.m. peak hour, are forecast to operate at a satisfactory LOS under Existing Plus Approved/Pending Projects conditions.

The proposed project is forecasted to contribute to the operational deficiency at the intersection of Shastina Drive/Vista Drive and cause the intersection to operate at an unsatisfactory LOS for both peak hours under Existing Plus Approved/Pending Projects Plus Project conditions. The proposed project is also forecast to cause the intersection of I-5 southbound ramps/Vista Drive to operate at a satisfactory LOS for both peak hours.

As such, conversion of an OWSC intersection to AWSC at I-5 southbound ramps/Vista Drive and a TWSC intersection to AWSC at Shastina Drive/Vista Drive have been recommended in Table 8.A. With implementation of the recommended improvements, both intersections are forecast to operate at a satisfactory LOS under Existing Plus Approved/Pending Project Plus Project conditions, as shown in Table 8.B.

#### **11.2.2** Queues

All 95<sup>th</sup> percentile queues under Existing Plus Approved/Pending Project baseline and Existing Plus Approved/Pending Projects Plus Project conditions are forecast to be within existing turn-pocket storage lengths.

However, with the recommendation to implement AWSC to alleviate operational deficiencies at both deficient study area intersections, the westbound left at I-5 southbound ramps/Vista Drive and the eastbound left at Shastina Drive/Vista Drive were also recommended to be extended to accommodate the longer queues caused by conversion of an OWSC/TWSC intersection to an AWSC intersection. With the recommendation to extend the westbound left at I-5 southbound ramps/Vista Drive and eastbound left at Shastina Drive/Vista Drive, all 95<sup>th</sup> percentile queues are forecast to be within the proposed turn-pocket storage lengths under the Existing Plus Approved/Pending Projects Plus Project conditions.

#### 11.3 CUMULATIVE CONDITIONS SUMMARY

### 11.3.1 Levels of Service

All study area intersections, with the exception of Shastina Drive/Vista Drive in the p.m. peak hour, are forecast to operate at a satisfactory LOS under Cumulative conditions.

The proposed project is forecast to add to the operational deficiency at the intersection of Shastina Drive/Vista Drive and cause the intersection to operate at an unsatisfactory LOS for both peak hours under Existing Plus Approved/Pending Projects Plus Project conditions. The proposed project is also forecast to cause the intersection of I-5 southbound ramps/Vista Drive to operate at an unsatisfactory LOS for both peak hours.

As such, improvements have been recommended in Table 8.A. With implementation of the recommended improvements, both intersections are forecast to operate at a satisfactory LOS under Cumulative Plus Project conditions, as shown in Table 8.D.

#### **11.3.2** Queues

All 95<sup>th</sup> percentile queues under Cumulative baseline and Cumulative Plus Project conditions are forecast to be within existing turn-pocket storage lengths.

However, with the recommendation to implement AWSC to alleviate operational deficiencies at both deficient study area intersections, the westbound left at I-5 southbound ramps/Vista Drive and eastbound left at Shastina Drive/Vista Drive were also recommended to be extended to accommodate the longer queue caused by conversion of an OWSC/TWSC intersection to an AWSC intersection. With the recommendation to extend the westbound left at I-5 southbound ramps/



Vista Drive and eastbound left at Shastina Drive/Vista Drive, all 95<sup>th</sup> percentile queues are forecast to be within the proposed turn-pocket storage lengths under the Cumulative Plus Project conditions.

#### 11.4 SITE ACCESS ANALYSIS

#### 11.4.1 Vehicular Access

The stopping sight distance was evaluated on the local streets abutting the proposed project (i.e., Black Butte Drive and Vista Drive) to ensure adequate minimum sight distance along a roadway required to allow a driver to decrease their speed from the design speed to a complete stop. The prima facie speed on Black Butte Drive was assumed to be 25 mph and the posted speed limit on Vista Drive is 25 mph. For purposes of this analysis, the prima facie speed limit and posted speed limit have been considered as the design speed. Therefore, the minimum stopping sight distance has been considered as 150 feet. Based on the roadway curvature on Black Butte Drive, it was determined that vehicles at Project Driveway 1 would have adequate stopping sight distance. Based on the roadway curvature and the lack of significant obstructions on Vista Drive, it was determined that vehicles at all project driveways on Vista Drive would have adequate stopping sight distance.

A corner sight distance was evaluated on project driveways to ensure adequate sight distance for vehicles exiting the project driveways onto Black Butte Drive and Vista Drive. Based on the analysis, vehicles egressing Project Driveway 1 would not have adequate corner sight distance. However, the proposed project would widen the northbound direction of Black Butte Drive to the project frontage, which would remove obstacles impeding existing sight distance obstacles. For Project Driveway 2, Project Driveway 3, and Project Driveway 5, it was determined that vehicles exiting these driveways would have adequate corner sight distance based on the design of the proposed project.

## 11.4.2 Pedestrian Accessibility

Based on the City's General Plan Sidewalk Condition Map and aerial surveys, paved sidewalks are present within the study area east of the I-5 northbound ramps. The proposed project would extend the sidewalks along the northbound direction of Black Butte Drive between Grocery Outlet and Project Driveway 1. As such, the proposed project would provide pedestrian safety for people who would access the adjacent commercial uses.

## 11.4.3 Bicycle Accessibility

Based on the City's General Plan Regional Bike Route Map and aerial surveys, there are no bicycle routes within the study area. However, proposed Class 2 bike routes are planned to be added on Vista Drive, Shastina Drive, and Black Butte Drive within the study area.

## 11.4.4 Transit Accessibility

The nearest bus stop for STAGE Route 2 and Route 3 is located on the south side of Black Butte Drive. People arriving at and departing from the project site can access the bus stop using the sidewalks on Vista Drive.

#### 11.5 CALTRANS SAFETY ANALYSIS

## 11.5.1 Collision Analysis

A collision analysis was performed at the I-5 freeway segments adjacent to the study area. The freeway segments within the study area were evaluated to estimate the current collision rate at these locations.

Based on the collision analysis, for I-5 PM 15.339 to PM 17.441 in the northbound direction, no fatal crashes were reported within this freeway segment, the fatal-plus-injury rate is below the average for similar facilities statewide, and the actual total injury rate is above the average for similar facilities statewide.

For I-5 PM 15.339 to PM 17.441 in the southbound direction, no fatal crashes were reported within this freeway segment, the fatal-plus-injury rate is below the average for similar facilities statewide, and the actual total injury rate is above the average for similar facilities statewide.

For I-5 PM 17.441 to PM 19.07 in the northbound direction, no fatal crashes were reported within this freeway segment, the fatal-plus-injury rate is below the average for similar facilities statewide, and the actual total injury rate is below the average for similar facilities statewide.

For I-5 PM 17.441 to PM 19.07 in the southbound direction, no fatal crashes were reported within this freeway segment, the fatal-plus-injury rate is below the average for similar facilities statewide, and the actual total injury rate is below the average for similar facilities statewide.

## 11.5.2 Free Off-Ramp Queueing Analysis

A freeway off-ramp queuing analysis was performed to determine safety impacts at the interchange off-ramps within the study area. The queuing analysis examines how many car lengths the proposed project may add to the existing ramp queues and reviews the speed differential between the off-ramp queue and mainline traffic during the peak hours. Per the *LDR Safety Review Practitioners Guidance*, if a project adds two or more car lengths to the existing ramp queues that would extend into the freeway mainline, then the speed differential between the off-ramp queue and the mainline of the freeway must be reviewed to determine if traffic safety improvements are needed to offset operational deficiencies in traffic safety.

Based on 95<sup>th</sup> percentile queues at the off-ramp intersections under Existing Plus Approved/Pending Projects Plus Project and Cumulative Plus Project conditions, the proposed project is not anticipated to cause the forecasted ramp queues in either peak hour to extend into the freeway mainline at both off-ramps at the intersections of I-5 southbound ramps/Vista Drive or I-5 northbound ramps/Vista Drive. As such, no additional analyses or traffic safety mitigation measures are required at either off-ramp.



## 11.6 CEQA ASSESSMENT

### 11.6.1 Vehicle Miles Traveled Analysis

The proposed project is anticipated to cater mostly to travelers and passing truck traffic. Therefore, the proposed project is presumed to have a less than significant VMT impact and is screened from a VMT analysis.

## 11.6.2 Active Transportation and Public Transit Analysis

A significant impact occurs when a project conflicts with adopted plans, policies, or programs regarding active transportation or public transit facilities, or otherwise decreases the performance or safety of such facilities.

Based on the design of the proposed project, the proposed project is not anticipated to inhibit the construction of any proposed bicycle facility in the City's General Plan. The proposed project would also extend the sidewalks along the northbound direction of Black Butte Drive between Grocery Outlet and Project Driveway 1. As such, the proposed project would not decrease the performance or safety of any existing or proposed pedestrian facility. The proposed project is also not anticipated to adversely affect existing STAGE Route 2 and Route 3 operations within the study area. As such, the proposed project does not conflict with any existing or proposed bicycle, pedestrian, or public transit facilities. Therefore, it can be considered to conform to all adopted policies, plans, or programs concerning these facilities and would not have a significant impact.

## **APPENDIX A**

## **SCOPING AGREEMENT**



CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

August 22, 2024

Sandra Duchi, City Clerk City of Weed Administration Department 550 Main Street Weed, CA 96094

Subject: Scope of Work for the Weed 7-11 Project Transportation Impact Study (LSA Project No.

20241871)

Dear Ms. Duchi:

LSA has prepared this scoping agreement for preparation of a Transportation Impact Study (TIS) for the proposed Weed 7-11 Project (project) in Weed, California. The project will include a gasoline station with a 4,761-square-foot convenience store, 12 conventional fueling positions, six commercial truck fueling positions, two electric vehicle charging stations serving four parking stalls, and standard vehicle and truck parking along Vista Drive. Figure 1 (all figures and tables attached) illustrates the regional and project location. Figure 2 illustrates the conceptual site plan for the project. As illustrated in Figure 2, access to the project site will be provided via five driveways:

- Two full access driveways on Vista Drive;
- An ingress-only driveway on Vista Drive for truck fueling positions;
- An egress-only driveway at the easterly driveway on Vista Drive that would allow for means of departure for all trucks leaving the project site; and
- A full access southern driveway on Black Butte Drive.

LSA anticipates that the following scope of work will be required for preparation of the TIS.

#### SCOPE OF WORK: LEVEL OF SERVICE ANALYSIS

While level of service (LOS) analysis is no longer a determinant of California Environmental Quality Act (CEQA) impacts, the project will need to demonstrate consistency with the City of Weed's General Plan goals and policies.

#### **Study Intersections**

Given the location of the project, the following nine intersections were included for the analysis:

- 1. Interstate 5 (I-5) Southbound Ramps/Vista Drive (Caltrans);
- 2. I-5 Northbound Ramps/Vista Drive (Caltrans);
- 3. Shastina Drive/Vista Drive (City of Weed);
- Black Butte Drive/Vista Drive (City of Weed);
- 5. Black Butte Drive/Project Driveway 1 (City of Weed);

- 6. Project Driveway 2/Vista Drive (City of Weed);
- 7. Project Driveway 3/Vista Drive (City of Weed);
- 8. Project Driveway 4/Vista Drive (City of Weed); and
- 9. Project Driveway 5/Vista Drive (City of Weed).

Figure 3 illustrates the study area intersections.

Traffic operations at all study intersections will be analyzed during the weekday a.m. and p.m. peak hours. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. while the p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Intersection LOS will be calculated using the *Highway Capacity Manual 7th Edition* (HCM 7) analysis methodologies and using Synchro 12 software.

## **Analysis Scenarios**

The following scenarios will be included in the TIS:

- Existing Conditions;
- Existing Plus Approved/Pending Projects Conditions;
- Existing Plus Approved/Pending Projects Plus Project Conditions;
- Cumulative Conditions; and
- Cumulative Plus Project Conditions.

## **Project Trip Generation**

The proposed project includes a gasoline station with a convenience store. The trip generation for the gasoline station and the convenience store was developed using rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) for Land Use 945 – "Convenience Store/Gas Station – GFA (4.5-5k)".

Trips that require diversion from other roadways within the vicinity are referred to as "diverted" trips and affect traffic along streets near the project. Diverted trip rates for the gasoline station with convenience store and drive through restaurant were obtained from the ITE Trip Generation Manual for Land Use 945 – "Convenience Store/Gas Station – GFA (4.5k-5k)" respectively. For purposes of this analysis, diverted trips were considered to only be existing trips heading in both the northbound and southbound directions of I-5. The diverted trips were subtracted from the overall gross external trips to obtain the net external trips for these land uses.

For the truck fueling positions, the trip generation was developed using rates obtained from the ITE Trip Generation Manual (11th Edition) for Land Use 950 – "Truck Stop". Based on the location of the project, it was determined that all truck trips using the commercial fueling station and truck parking will be trips that are getting diverted from I-5.

The net external trips for all land uses were added to obtain the overall net trips for the project. Table A summarizes the daily, a.m., and p.m. peak hour project trip generation. The proposed project is estimated to generate 756 net daily total trips, with 78 net trips occurring during the a.m. peak hour and 68 net trips occurring during the p.m. peak hour.

Generalized trip distribution patterns were developed based on the location of the proposed project in relation to surrounding land uses and the regional roadway network. Figure 4 illustrates the project passenger vehicle trip distribution at study intersections for the gasoline station with convenience store. Figure 5 illustrates the gasoline station with convenience store diverted trip distribution at the study intersections. As previously referenced, these passenger vehicles diverted trips are considered as diverted trips from the I-5 interchange. Figure 6 illustrates the truck fueling positions diverted trip distribution at the study intersections. As previously referenced, these truck trips are considered as diverted trips from the I-5 interchange.

The project net trip assignment is the product of the project net trip generation and the trip distribution percentages. Figure 7 illustrates the gasoline station with convenience store net trip assignment. Figure 8 illustrates the gasoline station with convenience store diverted trips from northbound I-5. Figure 9 illustrates the truck fueling positions diverted trip assignment. Figure 10 illustrates the total project net trip assignment at study intersections.

### **Volume Development and Analysis Methodology**

Traffic volumes for existing conditions will be developed using existing count data collected at study intersections. LSA will obtain a.m. and p.m. peak hour intersection turn movement counts at study intersections.

Traffic volumes for existing plus approved/pending project without project conditions will be developed by applying a growth rate to the existing volumes and adding traffic volumes from approved and pending development projects in the vicinity of the project. The growth rate will be determined based on discussions with City of Weed (City) staff. Approved/pending project information will be obtained from the City staff.

Traffic volumes for cumulative without project conditions are typically developed using forecast volumes obtained from the regional travel demand model. However, it is LSA's understanding that currently, the County of Siskiyou does not have a countywide regional travel demand model. Therefore, traffic volumes will be developed by applying a growth rate to the existing traffic volumes as appropriate and recommended in the *2021 Siskiyou County Regional Transportation Plan*.

Traffic volumes for existing plus approved/pending project plus project, and cumulative plus project conditions will be developed by adding project traffic to traffic volumes for the respective 'without project' scenarios.

#### **Analysis of Traffic Operations and Recommended Circulation Improvements**

LOS without the project will be compared to LOS with the project for all analysis scenarios to determine operational deficiencies based on the LOS standards and significance threshold criteria as applicable for the City and Caltrans. Furthermore, necessary improvements will be recommended to offset these deficiencies. Improvements may include addition of intersection turn lanes, and signalization. The LOS with the proposed improvements will be calculated and summarized, along with a comparison of the LOS without improvements.

### **Site Access Analysis**

LSA will evaluate intersection sight distance, adequacy of driveway lengths, corner clearance issues, necessity of dedicated right-turn lanes at the project driveways, adequacy of pedestrian facilities, bicycle accessibility, and accessibility from nearby transit stops.

### **Signal Warrant Analysis (if required)**

A signal warrant analysis will be conducted at the project driveway if it is determined that a signal is required at this intersection as an operational improvement. Peak hour approach volumes for the study intersections will be examined to determine whether signalization may be warranted per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices* (CA-MUTCD).

### **Intersection Queuing Analysis**

An intersection queuing analysis will be performed at all study intersections. The queuing analysis will be performed using Synchro for signalized intersections and using SimTraffic for unsignalized intersections. Improvements will be recommended if queuing deficiencies are observed at study intersections.

## Fee Plans/Fair Share Contributions

LSA will evaluate whether the operational improvements identified in the LOS assessment are included as part of the City's adopted fee plans or any countywide fee program. If it is determined that an improvement is not covered through any fee program, the project's fair-share cost contribution will be calculated based on project traffic as a percentage of total growth from existing to background plus project conditions.

## **Caltrans Safety Analysis Review**

Consistent with Caltrans' *Local Development Review (LDR) Safety Review Practitioner's Guidance*, dated February 2024, a safety analysis is required at all Caltrans facilities in which the project traffic may create an operational deficiency and/or a safety concern. The safety analysis includes a collision analysis and a freeway queuing analysis.

The collision analysis will summarize recent traffic accident data from Caltrans' Traffic Accident Surveillance and Analysis System (TASAS) Table C – "All" Crashes and "Wet" Crashes around the project study area.

The freeway queuing analysis will examine the traffic safety impacts at the interchange off-ramps. The queuing analysis will examine how many car lengths the project will add to the existing ramp queues and review the speed differential between the off-ramp queue and mainline traffic during the peak hours. Per the LDR Safety Review Practitioner's Guidance, if the project adds two or more car lengths to the existing ramp queues that will extend into the freeway mainline, then the speed differential between the off-ramp queue and the mainline of the freeway must be reviewed to determine if traffic safety improvements will need to be identified to offset operational deficiencies in traffic safety.



## **CEQA ASSESSMENT – VEHICLE MILES TRAVELED ANALYSIS**

The TIS will include a vehicle miles traveled (VMT) analysis to meet CEQA requirements. Based on the project description and City's comment letter dated January 4, 2024, the proposed project could be screened out, since it would cater mostly to travelers and passing truck traffic. Therefore, the proposed project may be presumed to have a less than significant VMT impact and may be screened from a VMT analysis.

## **CEQA ASSESSMENT – ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS**

The TIS will include an analysis of potential project impacts on public transit, bicycle, and pedestrian facilities. Significant impacts would be determined based on whether the project conflicts with adopted policies, plans, or programs for these facilities, or whether the project decreases the performance or safety of these facilities.

Should you have any questions, please do not hesitate to contact me at (949) 553-0666 or email me at Dean.Arizabal@lsa.net.

Sincerely,

LSA Associates, Inc.

Dean Arizabal Principal

Attachments: A: Figures

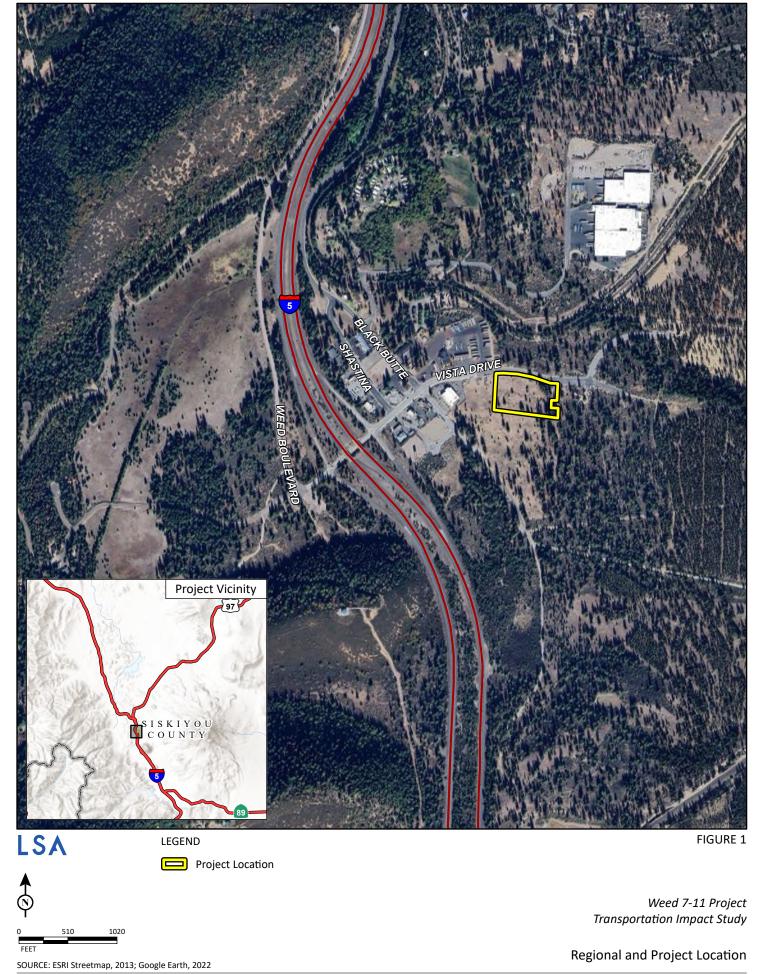
Dean Arizabal

B: Table A: Project Trip Generation

## **ATTACHMENT A**

## **FIGURES**

- Figure 1: Regional and Project Location
- Figure 2: Conceptual Site Plan
- Figure 3: Study Area Intersections
- Figure 4: Project Trip Distribution Gas Station with Convenience Store
- Figure 5: Diverted Trip Distribution Gas Station with Convenience Store
- Figure 6: Diverted Trip Distribution Truck Fueling
- Figure 7: Net Trip Assignment Gas Station with Convenience Store
- Figure 8: Diverted Trip Assignment Gas Station with Convenience Store
- Figure 9: Diverted Trip Assignment Truck Fueling
- Figure 10: Total Project Net Trip Assignment



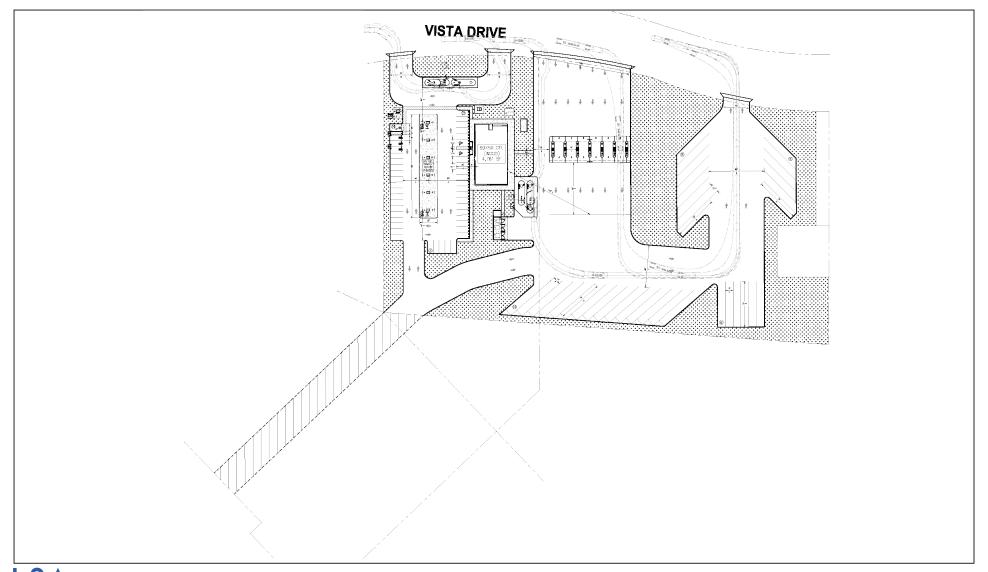
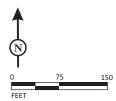


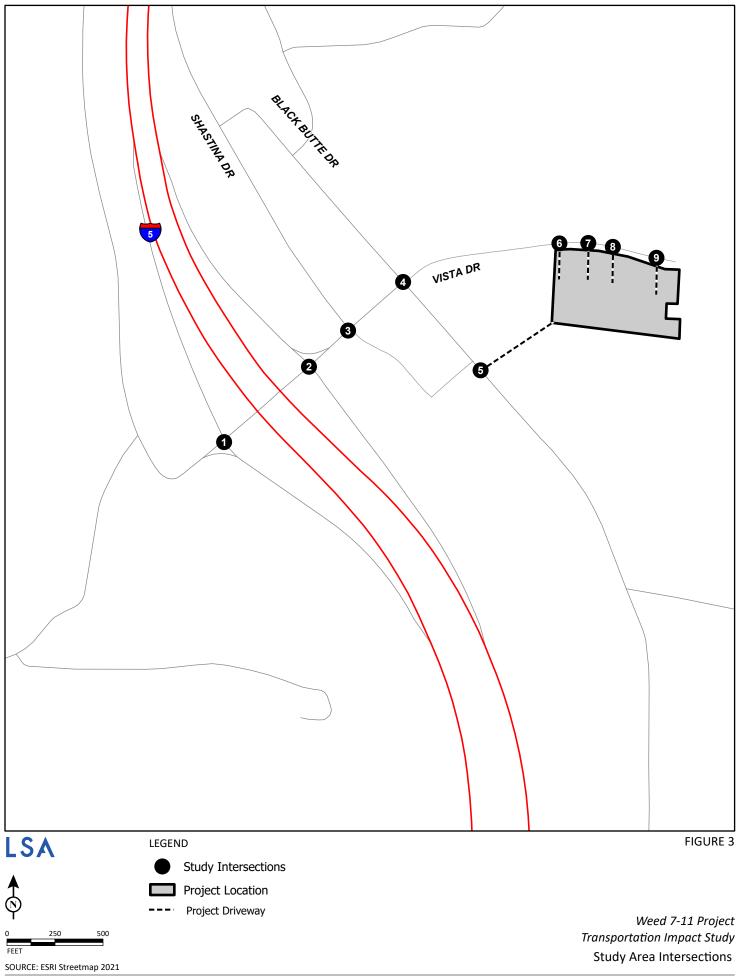
FIGURE 2

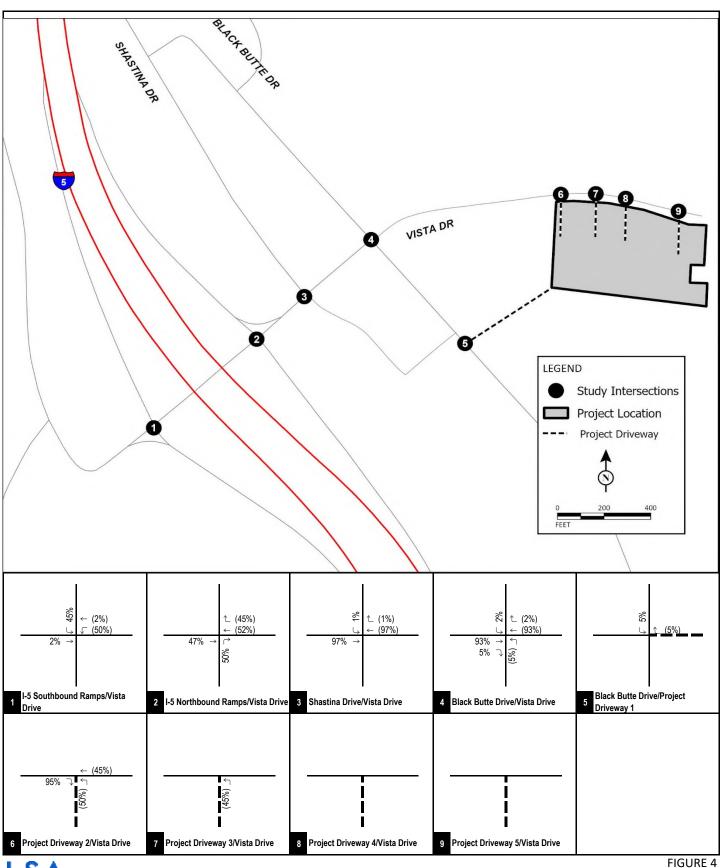


Weed 7-11 Project Transportation Impact Study

Conceptual Site Plan

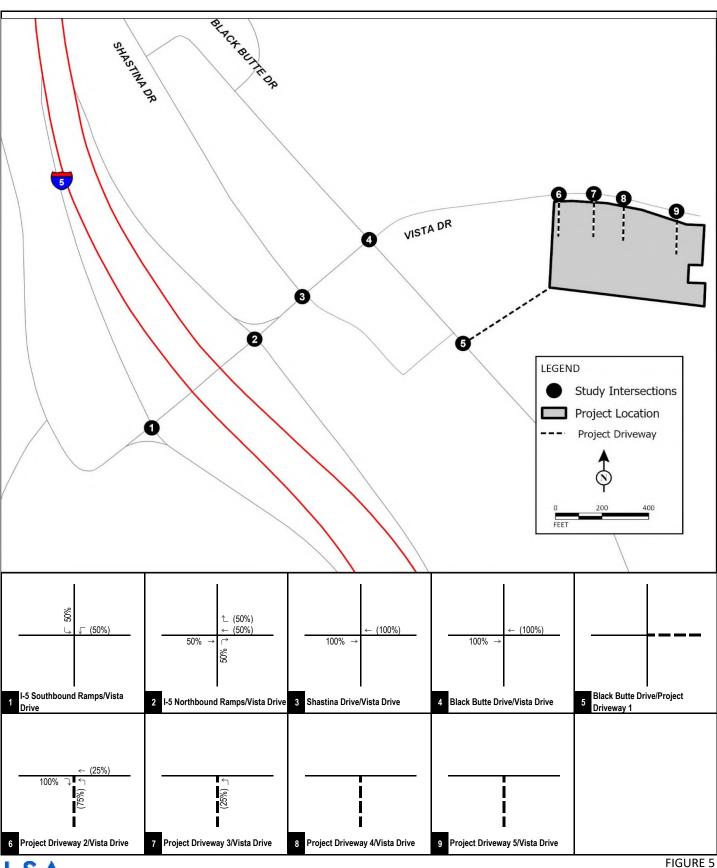
SOURCE: TAIT & Associates, October 2023





XX% (YY%)
Inbound (Outbound) Trip Distribution
---- Project Driveway

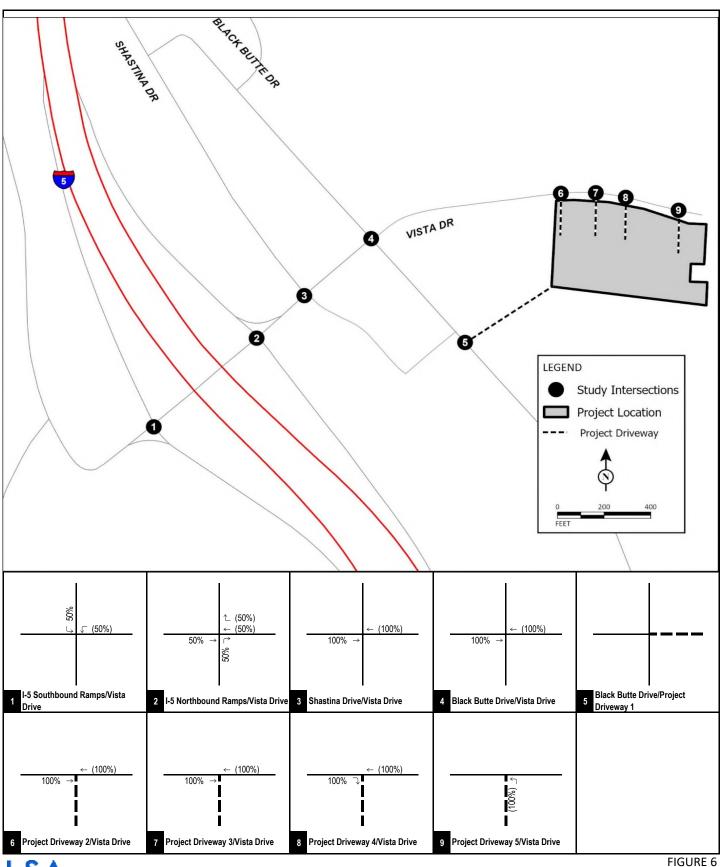
Weed 7-11 Project Transportation Impact Study



XXX% (YYY%)
Inbound (Outbound) Trip Distribution
---- Project Driveway

Weed 7-11 Project Transportation Impact Study

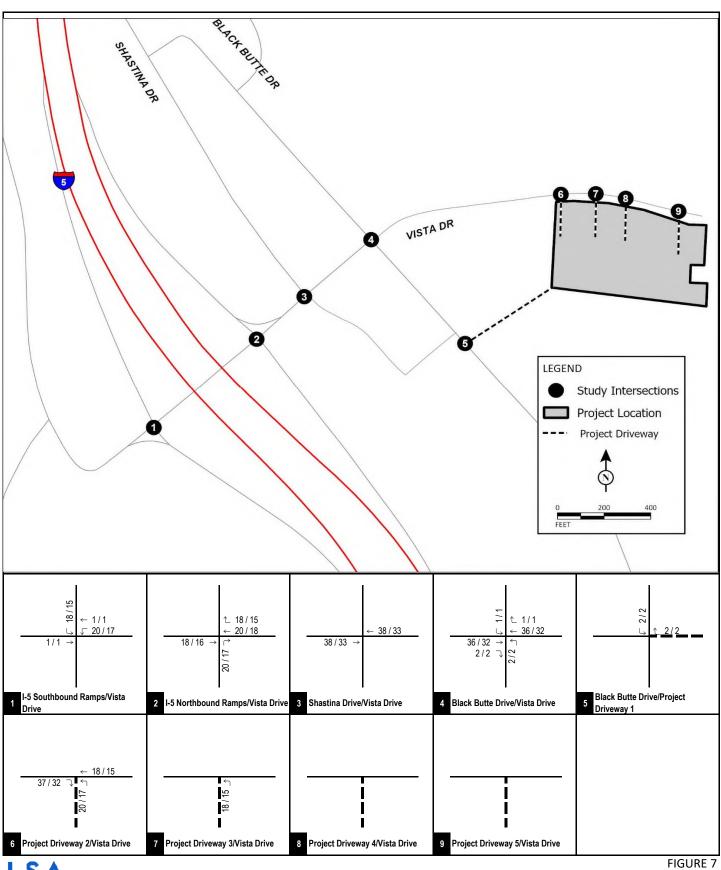
Diverted Trip Distribution – Gas Station with Convenience Store



XXX% (YYY%)
Inbound (Outbound) Trip Distribution
---- Project Driveway

Weed 7-11 Project Transportation Impact Study

Diverted Trip Distribution – Truck Fueling

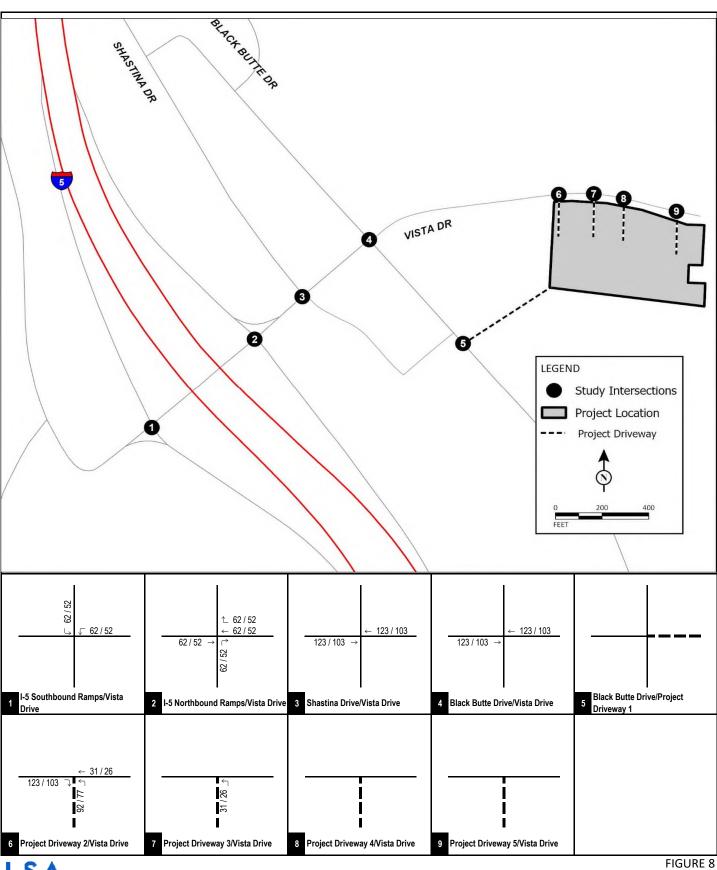


XX / YY

AM / PM Peak Hour Traffic Volumes

Weed 7-11 Project Transportation Impact Study

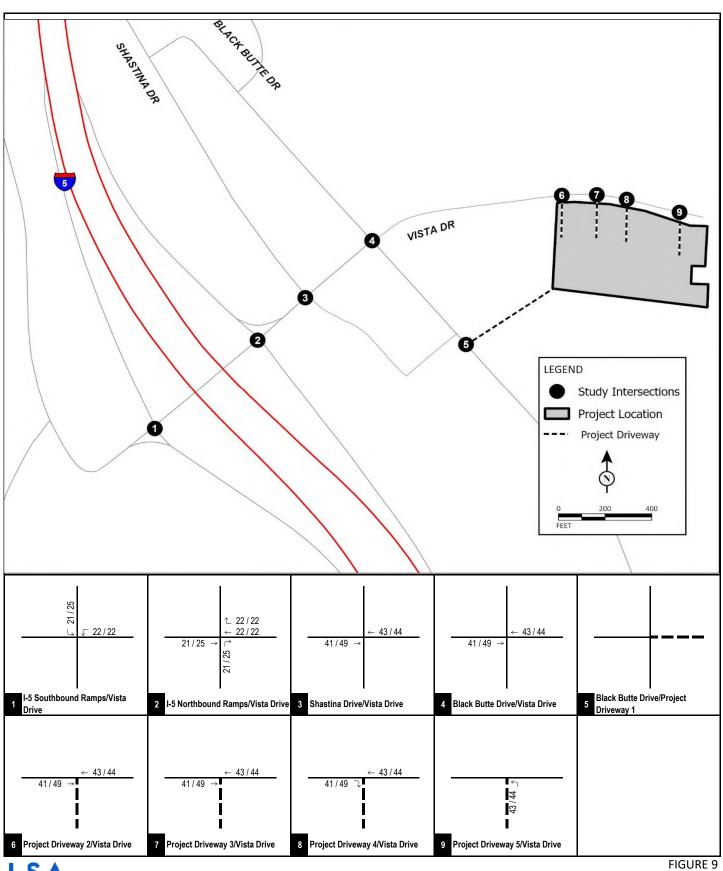
Net Trip Assignment - Gas Station with Convenience Store



XXX / YYY
AM / PM Peak Hour Traffic Volumes

Weed 7-11 Project Transportation Impact Study

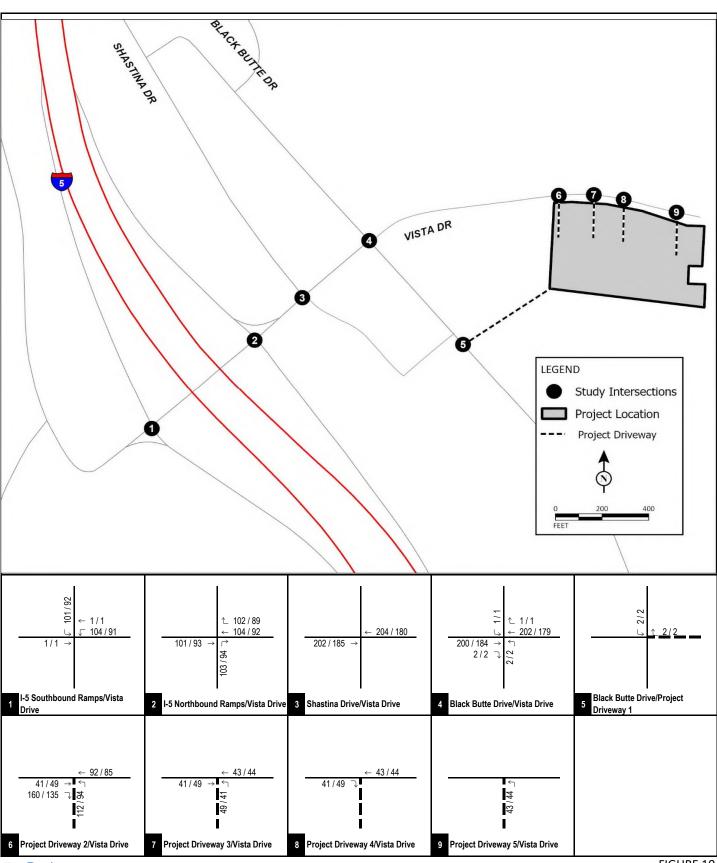
Diverted Trip Assignment – Gas Station with Convenience Store



XX / YY
AM / PM Peak Hour Traffic Volumes

Weed 7-11 Project Transportation Impact Study

Diverted Trip Assignment – Truck Fueling



XXX / YYY
AM / PM Peak Hour Traffic Volumes

FIGURE 10

Weed 7-11 Project Transportation Impact Study

Total Project Net Trip Assignment

## **ATTACHMENT B**

## **TABLE A: PROJECT TRIP GENERATION**



**Table A - Project Trip Generation** 

		A.I	Л. Peak H	our	P.N	И. Peak H	our	Daile
Land Use	Units	In	Out	Total	In	Out	Total	Daily
Proposed Project								
Convenience Store/Gas Station - GFA (4-5.5k)	12 VFP							
Trips/Unit <sup>1</sup>		13.52	13.52	27.04	11.38	11.38	22.76	257.13
Gross Trip Generation		162	162	324	137	137	274	3,086
Diverted Trips <sup>2</sup>		(123)	(123)	(246)	(103)	(103)	(206)	(2,330)
Net Trip Generation		39	39	78	34	34	68	756
Truck Stop	6 VFP							
Trips/Unit <sup>3</sup>		6.85	7.12	13.97	8.17	7.25	15.42	224.00
Gross Trip Generation		41	43	84	49	44	93	1,344
Diverted Trips <sup>4</sup>		(41)	(43)	(84)	(49)	(44)	(93)	(1,344)
Net Trip Generation		0	0	0	0	0	0	0
Total Gross Trip Generation		203	205	408	186	181	367	4,430
Total Diverted Trips		(164)	(166)	(330)	(152)	(147)	(299)	(3,674)
<b>Total Net Trip Generation</b>		39	39	78	34	34	68	756

#### Notes:

VFP = Vehicle Fueling Position

<sup>&</sup>lt;sup>1</sup> Rates based on Land Use 945 - "Convenience Store/Gas Station - GFA (4-5.5k)" from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Setting/Location - "General Urban/Suburban".

<sup>&</sup>lt;sup>2</sup> Diverted rates based on Land Use 945 - "Convenience Store/Gas Station" from ITE *Trip Generation Manual* (11th Edition). As such, diverted rates are not provided in the ITE *Trip Generation Manual* for projects with 9-20 vehicle fueling positions. Therefore, a diverted rate of 76 percent was calculated for the a.m. peak hour and a rate of 75 percent was calculated for the p.m. peak hour. Since daily rates are not provided, the averages of the a.m. and p.m. peak hour diverted rates were used as the daily rates.

<sup>&</sup>lt;sup>3</sup> Rates from ITE Trip Generation Manual, (11th Edition), Land Use 950 - "Truck Stop", Setting/Location - 'General Urban/Suburban'.

<sup>&</sup>lt;sup>4</sup> It has been assumed that the majority of the truck coming to the gas station will be diverted from the I-5 interchange. Therefore, all the truck trips have been considered as diverted trips.

## **APPENDIX B**

## **SURVEY COUNTS AND SIGNAL TIMING SHEETS**

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

City of Weed

N/S: I-15 Southbound Ramps

E/W: E Vista Drive Weather: Clear

File Name: 01\_WED\_15S\_Vista AM Site Code: 00324824

Site Code : 00324824 Start Date : 9/24/2024

Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

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	I-15 S	Southbo	ound Of	f Ramp		E Vis	ta Drive	)	I-15 S	Southbo	ound Or	n Ramp		E Vist	ta Drive	)	
		Soutl	hbound			Wes	tbound			Nortl	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	0	0	11	23	1	0	24	0	0	0	0	0	3	0	3	38
07:15 AM	12	0	0	12	13	3	0	16	0	0	0	0	0	0	1	1	29
07:30 AM	8	0	0	8	28	2	0	30	0	0	0	0	0	4	4	8	46
07:45 AM	12	0	0	12	35	4	0	39	0	0	0	0	0	1	2	3	54
Total	43	0	0	43	99	10	0	109	0	0	0	0	0	8	7	15	167
08:00 AM	11	0	0	11	28	1	0	29	0	0	0	0	0	3	0	3	43
08:15 AM	19	0	1	20	25	4	0	29	0	0	0	0	0	1	0	1	50
08:30 AM	8	0	0	8	28	6	0	34	0	0	0	0	0	3	0	3	45
08:45 AM	14	0	1	15	26	4	0	30	0	0	0	0	0	2	3	5	50
Total	52	0	2	54	107	15	0	122	0	0	0	0	0	9	3	12	188
Grand Total	95	0	2	97	206	25	0	231	0	0	0	0	0	17	10	27	355
Apprch %	97.9	0	2.1		89.2	10.8	0		0	0	0		0	63	37		
Total %	26.8	0	0.6	27.3	58	7	0	65.1	0	0	0	0	0	4.8	2.8	7.6	
Passenger Vehicles	52	0	2	54	122	24	0	146	0	0	0	0	0	15	10	25	225
% Passenger Vehicles	54.7	0	100	55.7	59.2	96	0	63.2	0	0	0	0	0	88.2	100	92.6	63.4
Large 2 Axle Vehicles	0	0	0	0	3	1	0	4	0	0	0	0	0	1	0	1	5
% Large 2 Axle Vehicles	0	0	0	0	1.5	4	0	1.7	0	0	0	0	0	5.9	0	3.7	1.4
3 Axle Vehicles	5	0	0	5	13	0	0	13	0	0	0	0	0	0	0	0	18
% 3 Axle Vehicles	5.3	0	0	5.2	6.3	0	0	5.6	0	0	0	0	0	0	0	0	5.1
4+ Axle Trucks	38	0	0	38	68	0	0	68	0	0	0	0	0	1	0	1	107
% 4+ Axle Trucks	40	0	0	39.2	33	0	0	29.4	0	0	0	0	0	5.9	0	3.7	30.1

	I-15 S	outhbo	und Of	f Ramp		E Vis	ta Drive	,	I-15 S	Southbo	ound Or	Ramp		E Vis	ta Drive		
		South	bound	-		West	tbound			North	nbound	•		East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 07:	00 AM	to 08:45	AM - Po	eak 1 c	of 1										
Peak Hour for	Entire In	ntersec	tion Be	gins at 0	7:30 AM	1											
07:30 AM	8	0	0	8	28	2	0	30	0	0	0	0	0	4	4	8	46
07:45 AM	12	0	0	12	35	4	0	39	0	0	0	0	0	1	2	3	54
08:00 AM	11	0	0	11	28	1	0	29	0	0	0	0	0	3	0	3	43
08:15 AM	19	0	1	20	25	4	0	29	0	0	0	0	0	1	0	1	50
Total Volume	50	0	1	51	116	11	0	127	0	0	0	0	0	9	6	15	193
% App. Total	98	0	2		91.3	8.7	0		0	0	0		0	60	40		
PHF	.658	.000	.250	.638	.829	.688	.000	.814	.000	.000	.000	.000	.000	.563	.375	.469	.894

City of Weed

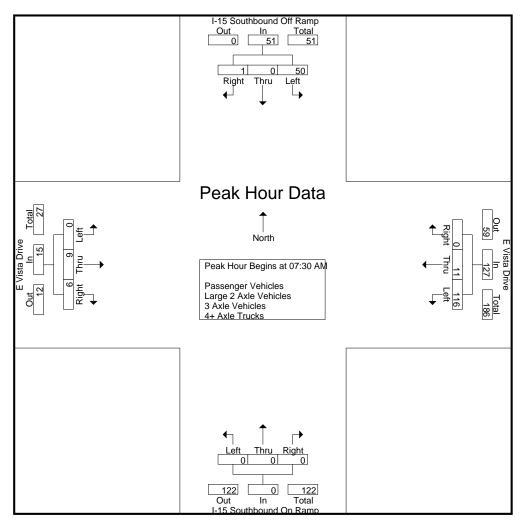
N/S: I-15 Southbound Ramps

E/W: E Vista Drive Weather: Clear

File Name: 01\_WED\_15S\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024

Page No : 2



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

Peak Hour for	Each A	Approach	Begins at:
	08:00 A	M	

Peak Hour for	Each Ap	proacr	<u>ı Begin</u>	s at:												
	08:00 AM				07:45 AM	1			07:00 AN	Л			07:00 AN	1		
+0 mins.	11	0	0	11	35	4	0	39	0	0	0	0	0	3	0	3
+15 mins.	19	0	1	20	28	1	0	29	0	0	0	0	0	0	1	1
+30 mins.	8	0	0	8	25	4	0	29	0	0	0	0	0	4	4	8
+45 mins.	14	0	1	15	28	6	0	34	0	0	0	0	0	1	2	3
Total Volume	52	0	2	54	116	15	0	131	0	0	0	0	0	8	7	15
% App. Total	96.3	0	3.7		88.5	11.5	0		0	0	0		0	53.3	46.7	
PHF	.684	.000	.500	.675	.829	.625	.000	.840	.000	.000	.000	.000	.000	.500	.438	.469

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

City of Weed N/S: I-15 Southbound Ramps E/W: E Vista Drive

Weather: Clear

File Name: 01\_WED\_15S\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- Passenger Vehicles

						GIO	ups Fili	illeu- ras	senger	venici	62						
	I-15 S	Southbo	und Of	f Ramp		E Vist	ta Drive		I-15 S	Southbo	ound Or	n Ramp		E Vis	ta Drive	!	
		South	nbound			West	tbound			Nort	hbound			Eas	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	0	0	4	13	1	0	14	0	0	0	0	0	2	0	2	20
07:15 AM	6	0	0	6	6	3	0	9	0	0	0	0	0	0	1	1	16
07:30 AM	4	0	0	4	15	1	0	16	0	0	0	0	0	3	4	7	27
07:45 AM	4	0	0	4	25	4	0	29	0	0	0	0	0	1	2	3	36
Total	18	0	0	18	59	9	0	68	0	0	0	0	0	6	7	13	99
08:00 AM	9	0	0	9	16	1	0	17	0	0	0	0	0	3	0	3	29
08:15 AM	10	0	1	11	15	4	0	19	0	0	0	0	0	1	0	1	31
08:30 AM	4	0	0	4	16	6	0	22	0	0	0	0	0	3	0	3	29
08:45 AM	11	0	1	12	16	4	0	20	0	0	0	0	0	2	3	5	37
Total	34	0	2	36	63	15	0	78	0	0	0	0	0	9	3	12	126
Grand Total	52	0	2	54	122	24	0	146	0	0	0	0	0	15	10	25	225
Apprch %	96.3	0	3.7		83.6	16.4	0		0	0	0		0	60	40		
Total %	23.1	0	0.9	24	54.2	10.7	0	64.9	0	0	0	0	0	6.7	4.4	11.1	

	I-15 S	Southbo	und Of	f Ramp		E Vist	a Drive	)	I-15 S	Southbo	ound Or	Ramp		E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour And	alysis F	rom 07:	30 AM	to 08:15	AM - P	eak 1 o	f 1								_		
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:30 AM	1											
07:30 AM	4	0	0	4	15	1	0	16	0	0	0	0	0	3	4	7	27
07:45 AM	4	0	0	4	25	4	0	29	0	0	0	0	0	1	2	3	36
08:00 AM	9	0	0	9	16	1	0	17	0	0	0	0	0	3	0	3	29
08:15 AM	10	0	1	11	15	4	0	19	0	0	0	0	0	1	0	1	31
Total Volume	27	0	1	28	71	10	0	81	0	0	0	0	0	8	6	14	123
% App. Total	96.4	0	3.6		87.7	12.3	0		0	0	0		0	57.1	42.9		
PHF	.675	.000	.250	.636	.710	.625	.000	.698	.000	.000	.000	.000	.000	.667	.375	.500	.854

City of Weed

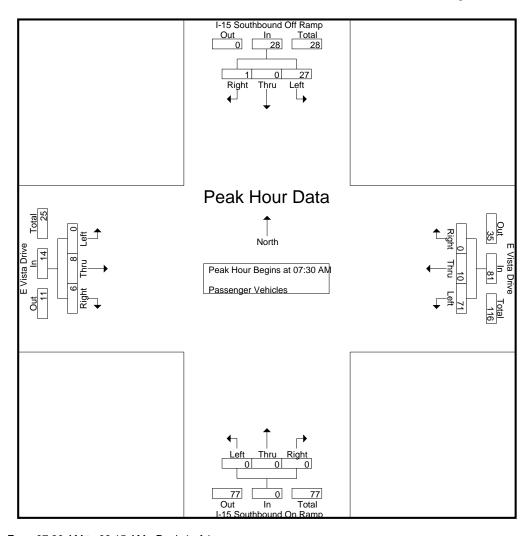
N/S: I-15 Southbound Ramps

E/W: E Vista Drive Weather: Clear

File Name: 01\_WED\_15S\_Vista AM Site Code: 00324824

Site Code : 00324824 Start Date : 9/24/2024

Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for	Each Ap	proact	n Begin:	s at:												
	07:30 AM	-	_		07:30 AM	1			07:30 AN	1			07:30 AN	1		
+0 mins.	4	0	0	4	15	1	0	16	0	0	0	0	0	3	4	7
+15 mins.	4	0	0	4	25	4	0	29	0	0	0	0	0	1	2	3
+30 mins.	9	0	0	9	16	1	0	17	0	0	0	0	0	3	0	3
+45 mins.	10	0	1	11	15	4	0	19	0	0	0	0	0	1	0	1
Total Volume	27	0	1	28	71	10	0	81	0	0	0	0	0	8	6	14
% App. Total	96.4	0	3.6		87.7	12.3	0		0	0	0		0	57.1	42.9	
PHF	.675	.000	.250	.636	.710	.625	.000	.698	.000	.000	.000	.000	.000	.667	.375	.500

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

City of Weed N/S: I-15 Southbound Ramps E/W: E Vista Drive

Weather: Clear

File Name: 01\_WED\_15S\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed Large 2 Ayle Vehicles

						Grou	ps Print	ted- Larg	e 2 Axie	<u>Vehic</u>	eles						
	I-15 S	outhbo	und Of	f Ramp		E Vist	a Drive		I-15 S	outhbo	ound Or	n Ramp		E Vis	ta Drive		
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	3	1	0	4	0	0	0	0	0	1	0	1	5
Apprch %	0	0	0		75	25	0		0	0	0		0	100	0		
Total %	0	0	0	0	60	20	0	80	0	0	0	0	0	20	0	20	

	I-15 S	outhbo	und Of	f Ramp		E Vist	a Drive	)	I-15 S	Southbo	ound Or	Ramp		E Vis	ta Drive	)	
		South	bound	-		West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour And	alysis F	rom 07	:30 AM	to 08:15	AM - P	eak 1 c	of 1										
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:30 AN	1											
07:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1_
Total Volume	0	0	0	0	2	1	0	3	0	0	0	0	0	1	0	1	4
% App. Total	0	0	0		66.7	33.3	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.500	.250	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.333

City of Weed

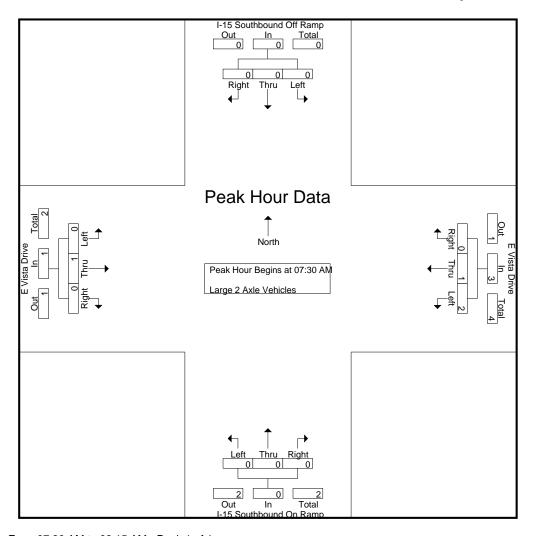
N/S: I-15 Southbound Ramps

E/W: E Vista Drive Weather: Clear

File Name: 01\_WED\_15S\_Vista AM Site Code: 00324824

Site Code : 00324824 Start Date : 9/24/2024

Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for	Each Ap	proact	n Begin	s at:												
	07:30 AM	-	_		07:30 AM	1			07:30 AN	1			07:30 AM	1		
+0 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	1	0	3	0	0	0	0	0	1	0	1
% App. Total	0	0	0		66.7	33.3	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.500	.250	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250

City of Weed N/S: I-15 Southbound Ramps

E/W: E Vista Drive Weather: Clear

File Name: 01\_WED\_15S\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- 3 Axle Vehicles

_							G	roups r	rintea- 3	Axie v	enicies							
		I-15 S	outhbo	ound Of	f Ramp		E Vist	a Drive		I-15 S	Southbo	ound Or	n Ramp		E Vis	ta Drive		
			South	nbound			West	bound			North	nbound	•		East	tbound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	07:00 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
	07:15 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
	07:30 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
	07:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2_
	Total	3	0	0	3	6	0	0	6	0	0	0	0	0	0	0	0	9
	08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
	08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
	08:30 AM	1	0	0	1	4	0	0	4	0	0	0	0	0	0	0	0	5
	08:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
	Total	2	0	0	2	7	0	0	7	0	0	0	0	0	0	0	0	9
	Grand Total	5	0	0	5	13	0	0	13	0	0	0	0	0	0	0	0	18
	Apprch %	100	0	0		100	0	0		0	0	0		0	0	0		
	Total %	27.8	0	0	27.8	72.2	0	0	72.2	0	0	0	0	0	0	0	0	

	I-15 S	outhbo	und Of	f Ramp		E Vist	a Drive	.	I-15 S	Southbo	ound Or	Ramp		E Vis	ta Drive	)	
		South	bound	-		West	bound			North	nbound	-		East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 07:	30 AM	to 08:15	AM - Po	eak 1 o	f 1										
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:30 AM	1											
07:30 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	1_	0	0	1	0	0	0	0	0	0	0	0	1_
Total Volume	2	0	0	2	4	0	0	4	0	0	0	0	0	0	0	0	6
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0		
PHF	.500	.000	.000	.500	1.00	.000	.000	1.00	.000	.000	.000	.000	.000	.000	.000	.000	.750

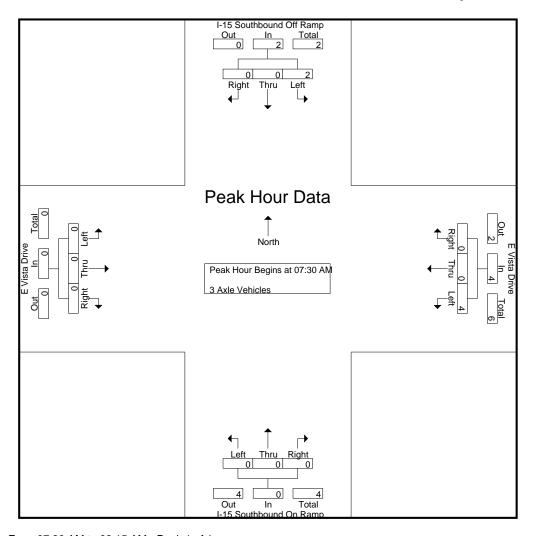
N/S: I-15 Southbound Ramps

E/W: E Vista Drive Weather: Clear

File Name: 01\_WED\_15S\_Vista AM Site Code: 00324824

Start Date : 9/24/2024

Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour	tor Eac	:h Approa	ch Begins at:

Peak Hour for	Each Ap	oproacr	ı Begin:	s at:												
	07:30 AM	-	_		07:30 AM	1			07:30 AN	Л			07:30 AM	1		
+0 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	4	0	0	4	0	0	0	0	0	0	0	0
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0	
PHF	.500	.000	.000	.500	1.000	.000	.000	1.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Weed N/S: I-15 Southbound Ramps E/W: E Vista Drive

Weather: Clear

File Name: 01\_WED\_15S\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- 4+ Axle Trucks

_							G	roups P	<u>rintea- 4</u>	+ Axie	<u>i rucks</u>							
		I-15 S	Southbo	und Of	f Ramp		E Vist	a Drive		I-15 S	Southbo	ound Or	n Ramp		E Vis	ta Drive	!	
L			South	nbound			West	bound			North	nbound			East	tbound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	07:00 AM	7	0	0	7	7	0	0	7	0	0	0	0	0	1	0	1	15
	07:15 AM	5	0	0	5	6	0	0	6	0	0	0	0	0	0	0	0	11
	07:30 AM	3	0	0	3	11	0	0	11	0	0	0	0	0	0	0	0	14
	07:45 AM	7	0	0	7	9	0	0	9	0	0	0	0	0	0	0	0	16
	Total	22	0	0	22	33	0	0	33	0	0	0	0	0	1	0	1	56
	08:00 AM	2	0	0	2	11	0	0	11	0	0	0	0	0	0	0	0	13
	08:15 AM	9	0	0	9	8	0	0	8	0	0	0	0	0	0	0	0	17
	08:30 AM	3	0	0	3	7	0	0	7	0	0	0	0	0	0	0	0	10
	08:45 AM	2	0	0	2	9	0	0	9	0	0	0	0	0	0	0	0	11
	Total	16	0	0	16	35	0	0	35	0	0	0	0	0	0	0	0	51
	Grand Total	38	0	0	38	68	0	0	68	0	0	0	0	0	1	0	1	107
	Apprch %	100	0	0		100	0	0		0	0	0		0	100	0		
	Total %	35.5	0	0	35.5	63.6	0	0	63.6	0	0	0	0	0	0.9	0	0.9	

	I-15 S	outhbo	und Of	f Ramp		E Vist	a Drive	)	I-15 S	Southbo	ound Or	Ramp		E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour And	alysis Fi	rom 07:	30 AM	to 08:15	AM - Po	eak 1 c	f 1										
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:30 AM	1											
07:30 AM	3	0	0	3	11	0	0	11	0	0	0	0	0	0	0	0	14
07:45 AM	7	0	0	7	9	0	0	9	0	0	0	0	0	0	0	0	16
08:00 AM	2	0	0	2	11	0	0	11	0	0	0	0	0	0	0	0	13
08:15 AM	9	0	0	9	8	0	0	8	0	0	0	0	0	0	0	0	17
Total Volume	21	0	0	21	39	0	0	39	0	0	0	0	0	0	0	0	60
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0		
PHF	.583	.000	.000	.583	.886	.000	.000	.886	.000	.000	.000	.000	.000	.000	.000	.000	.882

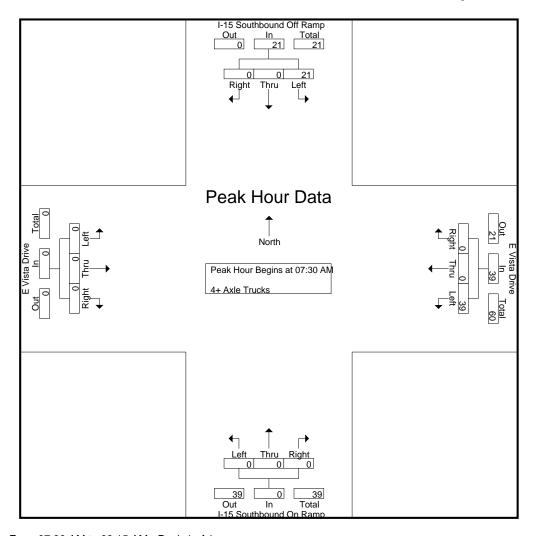
N/S: I-15 Southbound Ramps

E/W: E Vista Drive Weather: Clear

File Name: 01\_WED\_15S\_Vista AM Site Code: 00324824

Start Date : 9/24/2024

Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for	Each /	Approach	Begins at:

Peak Hour for	Each Ap	proacr	ı Begins	s at:												
	07:30 AM		_		07:30 AM	1			07:30 AN	Л			07:30 AM	1		
+0 mins.	3	0	0	3	11	0	0	11	0	0	0	0	0	0	0	0
+15 mins.	7	0	0	7	9	0	0	9	0	0	0	0	0	0	0	0
+30 mins.	2	0	0	2	11	0	0	11	0	0	0	0	0	0	0	0
+45 mins.	9	0	0	9	8	0	0	8	0	0	0	0	0	0	0	0
Total Volume	21	0	0	21	39	0	0	39	0	0	0	0	0	0	0	0
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0	
PHF	.583	.000	.000	.583	.886	.000	.000	.886	.000	.000	.000	.000	.000	.000	.000	.000

City of Weed

N/S: I-15 Southbound Ramps

E/W: E Vista Drive Weather: Clear

File Name: 01\_WED\_15S\_Vista PM Site Code: 00324824

Site Code : 00324824 Start Date : 9/24/2024

Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

						assenge							enicies -	4+ AXIC				
		I-15 S			f Ramp			ta Drive	•	1-15 8			n Ramp			ta Drive		
				bound				tbound_				<u>nbound</u>				bound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	04:00 PM	14	0	0	14	40	6	0	46	0	0	0	0	0	2	5	7	67
	04:15 PM	11	0	0	11	34	6	0	40	0	0	0	0	0	4	0	4	55
	04:30 PM	18	0	0	18	32	4	0	36	0	0	0	0	0	2	6	8	62
	04:45 PM	27	2	0	29	27	3	0	30	0	0	0	0	0	1	5	6	65
	Total	70	2	0	72	133	19	0	152	0	0	0	0	0	9	16	25	249
	05:00 PM	20	0	0	20	30	4	0	34	0	0	0	0	0	2	5	7	61
	05:15 PM	21	0	2	23	38	6	0	44	0	0	0	0	0	1	6	7	74
	05:30 PM	23	0	0	23	35	5	0	40	0	0	0	0	0	4	4	8	71
	05:45 PM	8	1	0	9	32	7	0	39	0	0	0	0	0	1	1	2	50
	Total	72	1	2	75	135	22	0	157	0	0	0	0	0	8	16	24	256
G	and Total	142	3	2	147	268	41	0	309	0	0	0	0	0	17	32	49	505
	Apprch %	96.6	2	1.4		86.7	13.3	0		0	0	0		0	34.7	65.3		
	Total %	28.1	0.6	0.4	29.1	53.1	8.1	0	61.2	0	0	0	0	0	3.4	6.3	9.7	
Pa	assenger Vehicles	73	3	2	78	204	40	0	244	0	0	0	0	0	16	31	47	369
%	Passenger Vehicles	51.4	100	100	53.1	76.1	97.6	0	79	0	0	0	0	0	94.1	96.9	95.9	73.1
La	rge 2 Axle Vehicles	2	0	0	2	4	1	0	5	0	0	0	0	0	0	1	1	8
9/	Large 2 Axle Vehicles	1.4	0	0	1.4	1.5	2.4	0	1.6	0	0	0	0	0	0	3.1	2	1.6
3	Axle Vehicles	5	0	0	5	3	0	0	3	0	0	0	0	0	0	0	0	8
%	3 Axle Vehicles	3.5	0	0	3.4	1.1	0	0	1	0	0	0	0	0	0	0	0	1.6
4	+ Axle Trucks	62	0	0	62	57	0	0	57	0	0	0	0	0	1	0	1	120
%	4+ Axle Trucks	43.7	0	0	42.2	21.3	0	0	18.4	0	0	0	0	0	5.9	0	2	23.8

	I-15 S	outhbo	und Of	f Ramp		E Vist	a Drive	)	I-15 S	Southbo	ound Or	Ramp		E Vist	ta Drive		
		South	bound			West	bound			North	nbound	•		East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 04:	:00 PM	to 05:45	PM - P	eak 1 c	of 1				_				_		
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	4:45 PN	1											
04:45 PM	27	2	0	29	27	3	0	30	0	0	0	0	0	1	5	6	65
05:00 PM	20	0	0	20	30	4	0	34	0	0	0	0	0	2	5	7	61
05:15 PM	21	0	2	23	38	6	0	44	0	0	0	0	0	1	6	7	74
05:30 PM	23	0	0	23	35	5	0	40	0	0	0	0	0	4	4	8	71
Total Volume	91	2	2	95	130	18	0	148	0	0	0	0	0	8	20	28	271
% App. Total	95.8	2.1	2.1		87.8	12.2	0		0	0	0		0	28.6	71.4		
PHF	.843	.250	.250	.819	.855	.750	.000	.841	.000	.000	.000	.000	.000	.500	.833	.875	.916

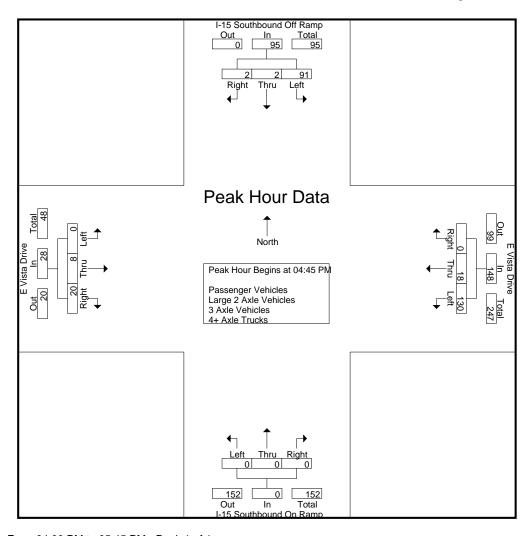
N/S: I-15 Southbound Ramps

E/W: E Vista Drive Weather: Clear

File Name: 01\_WED\_15S\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024

Page No : 2



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

<u> </u>	eak Hour for	Each A	oproacr	ı Begin:	s at:												
		04:45 PM				05:00 PM	1			04:00 PN	Л			04:30 PN	1		
	+0 mins.	27	2	0	29	30	4	0	34	0	0	0	0	0	2	6	8
	+15 mins.	20	0	0	20	38	6	0	44	0	0	0	0	0	1	5	6
	+30 mins.	21	0	2	23	35	5	0	40	0	0	0	0	0	2	5	7
	+45 mins.	23	0	0	23	32	7	0	39	0	0	0	0	0	1	6	7
	Total Volume	91	2	2	95	135	22	0	157	0	0	0	0	0	6	22	28
_	% App. Total	95.8	2.1	2.1		86	14	0		0	0	0		0	21.4	78.6	
	PHF	.843	.250	.250	.819	.888	.786	.000	.892	.000	.000	.000	.000	.000	.750	.917	.875

City of Weed N/S: I-15 Southbound Ramps E/W: E Vista Drive

Weather: Clear

File Name: 01\_WED\_15S\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- Passenger Vehicles

_							Gro	ups Prir	ned- Pas	senger	venici	es						
		I-15 S	Southbo	und Of	f Ramp		E Vist	a Drive		I-15 S	Southbo	ound Or	n Ramp		E Vis	ta Drive		
			South	bound	-		West	bound			North	nbound	•		East	tbound		
Γ	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	04:00 PM	7	0	0	7	31	5	0	36	0	0	0	0	0	2	4	6	49
	04:15 PM	6	0	0	6	22	6	0	28	0	0	0	0	0	4	0	4	38
	04:30 PM	7	0	0	7	25	4	0	29	0	0	0	0	0	1	6	7	43
	04:45 PM	14	2	0	16	15	3	0	18	0	0	0	0	0	1	5	6	40
	Total	34	2	0	36	93	18	0	111	0	0	0	0	0	8	15	23	170
	05:00 PM	11	0	0	11	23	4	0	27	0	0	0	0	0	2	5	7	45
	05:15 PM	12	0	2	14	27	6	0	33	0	0	0	0	0	1	6	7	54
	05:30 PM	12	0	0	12	32	5	0	37	0	0	0	0	0	4	4	8	57
	05:45 PM	4	1	0	5	29	7	0	36	0	0	0	0	0	1	1	2	43
	Total	39	1	2	42	111	22	0	133	0	0	0	0	0	8	16	24	199
	Grand Total	73	3	2	78	204	40	0	244	0	0	0	0	0	16	31	47	369
	Apprch %	93.6	3.8	2.6		83.6	16.4	0		0	0	0		0	34	66		
	Total %	19.8	0.8	0.5	21.1	55.3	10.8	0	66.1	0	0	0	0	0	4.3	8.4	12.7	

	I-15 S	outhbo	und Of	f Ramp		E Vist	a Drive	)	I-15 S	Southbo	ound Or	Ramp		E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 04:	45 PM	to 05:30	PM - P	eak 1 c	of 1										
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	4:45 PN	1											
04:45 PM	14	2	0	16	15	3	0	18	0	0	0	0	0	1	5	6	40
05:00 PM	11	0	0	11	23	4	0	27	0	0	0	0	0	2	5	7	45
05:15 PM	12	0	2	14	27	6	0	33	0	0	0	0	0	1	6	7	54
05:30 PM	12	0	0	12	32	5	0	37	0	0	0	0	0	4	4	8	57
Total Volume	49	2	2	53	97	18	0	115	0	0	0	0	0	8	20	28	196
% App. Total	92.5	3.8	3.8		84.3	15.7	0		0	0	0		0	28.6	71.4		
PHF	.875	.250	.250	.828	.758	.750	.000	.777	.000	.000	.000	.000	.000	.500	.833	.875	.860

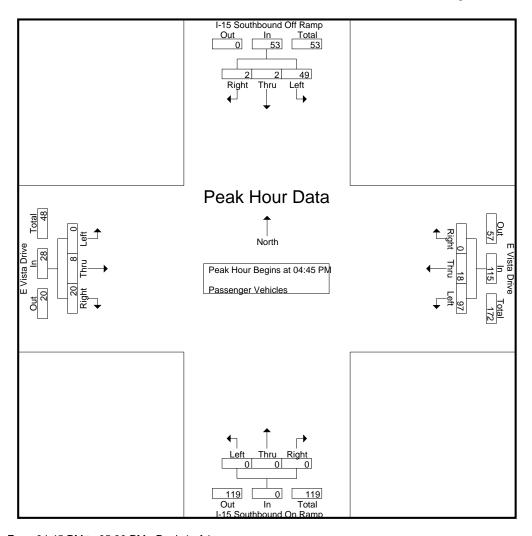
N/S: I-15 Southbound Ramps

E/W: E Vista Drive Weather: Clear

File Name : 01\_WED\_15S\_Vista PM Site Code : 00324824

Start Date : 9/24/2024

Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each A	Approach	n Begins at:
	04:45 P	M	

Peak Hour for	Each Ap	oproact	n Begin	s at:												
	04:45 PM	-	_		04:45 PM	1			04:45 PN	1			04:45 PM	1		
+0 mins.	14	2	0	16	15	3	0	18	0	0	0	0	0	1	5	6
+15 mins.	11	0	0	11	23	4	0	27	0	0	0	0	0	2	5	7
+30 mins.	12	0	2	14	27	6	0	33	0	0	0	0	0	1	6	7
+45 mins.	12	0	0	12	32	5	0	37	0	0	0	0	0	4	4	8
Total Volume	49	2	2	53	97	18	0	115	0	0	0	0	0	8	20	28
% App. Total	92.5	3.8	3.8		84.3	15.7	0		0	0	0		0	28.6	71.4	
PHF	.875	.250	.250	.828	.758	.750	.000	.777	.000	.000	.000	.000	.000	.500	.833	.875

City of Weed N/S: I-15 Southbound Ramps E/W: E Vista Drive

Weather: Clear

File Name: 01\_WED\_15S\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- Large 2 Axle Vehicles

_							Grou	ips Print	<u>ed- Larg</u>	<u>e 2 Axie</u>	<u>e venic</u>	eles						
		I-15 S	outhbo	und Of	f Ramp		E Vist	ta Drive		I-15 S	Southbo	ound Or	n Ramp		E Vis	ta Drive	!	
			South	bound			West	tbound			North	nbound			East	tbound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	04:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	1	1	3
	04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
	Total	2	0	0	2	2	1	0	3	0	0	0	0	0	0	1	1	6
	05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
	05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
	05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
	Total	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
	Grand Total	2	0	0	2	4	1	0	5	0	0	0	0	0	0	1	1	8
	Apprch %	100	0	0		80	20	0		0	0	0		0	0	100		
	Total %	25	0	0	25	50	12.5	0	62.5	0	0	0	0	0	0	12.5	12.5	

	I-15 S	Southbo	und Of	f Ramp		E Vist	ta Drive		I-15 S	Southbo	ound Or	Ramp		E Vis	ta Drive	)	
		South	bound			West	tbound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 04:	45 PM	to 05:30	PM - Po	eak 1 c	of 1										
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	4:45 PN	1											
04:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total Volume	1	0	0	1	3	0	0	3	0	0	0	0	0	0	0	0	4
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.500

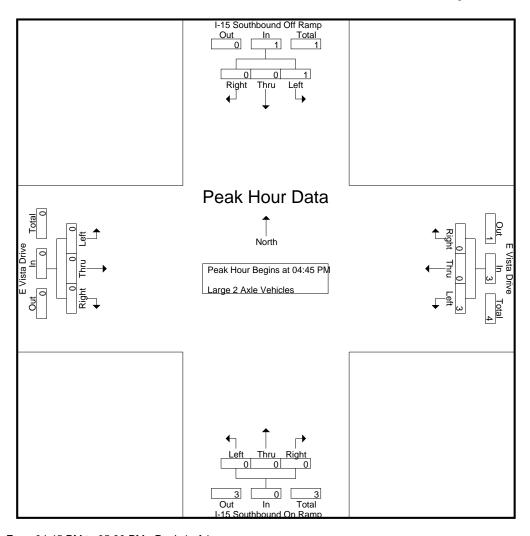
N/S: I-15 Southbound Ramps

E/W: E Vista Drive Weather: Clear

File Name : 01\_WED\_15S\_Vista PM Site Code : 00324824

Start Date : 9/24/2024

Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each Ap	proacn	Begins at.
	04:45 PM	•	

Peak Hour for	Each A	oproaci	n Begin:	s at:												
	04:45 PM	-	_		04:45 PM	1			04:45 PN	1			04:45 PM	l		
+0 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	3	0	0	3	0	0	0	0	0	0	0	0
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0	
PHF	.250	.000	.000	.250	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000

City of Weed N/S: I-15 Southbound Ramps E/W: E Vista Drive

Weather: Clear

File Name: 01\_WED\_15S\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- 3 Axle Vehicles

						<u> </u>	iloups r	Timleu- 3	Axie v	enicies	1						
	I-15 S	Southbo	ound Of	f Ramp		E Vist	ta Drive		I-15 S	Southbo	ound Or	n Ramp		E Vis	ta Drive	)	
		South	nbound	-		West	tbound			Nort	hbound	-		Eas	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	1_	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1_
Total	2	0	0	2	3	0	0	3	0	0	0	0	0	0	0	0	5
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	5	0	0	5	3	0	0	3	0	0	0	0	0	0	0	0	8
Apprch %	100	0	0		100	0	0		0	0	0		0	0	0		
Total %	62.5	0	0	62.5	37.5	0	0	37.5	0	0	0	0	0	0	0	0	

	I-15 S	outhbo	und Of	f Ramp		E Vist	a Drive		I-15 S	Southbo	ound Or	Ramp		E Vist	ta Drive	,	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fı	rom 04:	45 PM	to 05:30	PM - Pe	eak 1 c	f 1				-				_		
Peak Hour for	Entire In	ntersec	tion Be	gins at 04	4:45 PN	1											
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total Volume	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

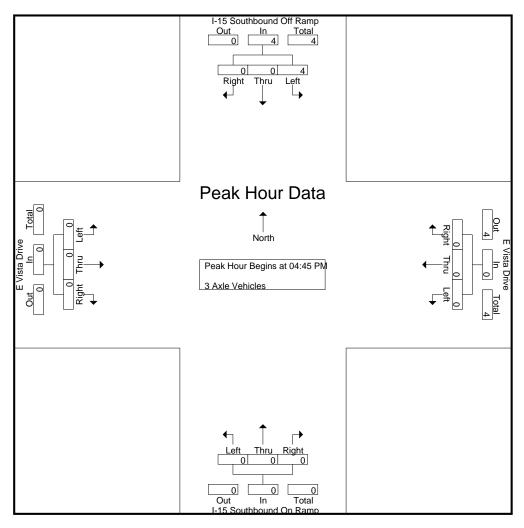
N/S: I-15 Southbound Ramps

E/W: E Vista Drive Weather: Clear

File Name : 01\_WED\_15S\_Vista PM Site Code : 00324824

Start Date : 9/24/2024

Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak	Hour	tor	Lacr	۱Ap	proach	<u>ı Begins</u>	at:

Peak Hour for	Each Ap	proacr	ı Begins	s at:												
	04:45 PM	-	_		04:45 PM	1			04:45 PN	Л			04:45 PM	1		
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0	
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Weed N/S: I-15 Southbound Ramps

E/W: E Vista Drive Weather: Clear

File Name: 01\_WED\_15S\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- 4+ Axle Trucks

						G	roups r	rintea- 4	+ Axie	Trucks							
	I-15 S	Southbo	und Of	f Ramp		E Vist	a Drive		I-15 S	Southbo	ound Or	n Ramp		E Vis	ta Drive		
		South	bound	-		West	bound			Nortl	nbound	-		East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	0	0	6	8	0	0	8	0	0	0	0	0	0	0	0	14
04:15 PM	4	0	0	4	10	0	0	10	0	0	0	0	0	0	0	0	14
04:30 PM	11	0	0	11	6	0	0	6	0	0	0	0	0	1	0	1	18
04:45 PM	11	0	0	11	11	0	0	11	0	0	0	0	0	0	0	0	22
Total	32	0	0	32	35	0	0	35	0	0	0	0	0	1	0	1	68
05:00 PM	8	0	0	8	6	0	0	6	0	0	0	0	0	0	0	0	14
05:15 PM	7	0	0	7	10	0	0	10	0	0	0	0	0	0	0	0	17
05:30 PM	11	0	0	11	3	0	0	3	0	0	0	0	0	0	0	0	14
05:45 PM	4	0	0	4	3	0	0	3	0	0	0	0	0	0	0	0	7
Total	30	0	0	30	22	0	0	22	0	0	0	0	0	0	0	0	52
Grand Total	62	0	0	62	57	0	0	57	0	0	0	0	0	1	0	1	120
Apprch %	100	0	0		100	0	0		0	0	0		0	100	0		
Total %	51.7	0	0	51.7	47.5	0	0	47.5	0	0	0	0	0	0.8	0	0.8	

	I-15 S	Southbo	und Of	f Ramp		E Vist	ta Drive		I-15 S	Southbo	ound Or	Ramp		E Vis	ta Drive	)	
		South	bound			West	tbound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 04:45 PM																
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	4:45 PN	1											
04:45 PM	11	0	0	11	11	0	0	11	0	0	0	0	0	0	0	0	22
05:00 PM	8	0	0	8	6	0	0	6	0	0	0	0	0	0	0	0	14
05:15 PM	7	0	0	7	10	0	0	10	0	0	0	0	0	0	0	0	17
05:30 PM	11	0	0	11	3	0	0	3	0	0	0	0	0	0	0	0	14
Total Volume	37	0	0	37	30	0	0	30	0	0	0	0	0	0	0	0	67
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0		
PHF	.841	.000	.000	.841	.682	.000	.000	.682	.000	.000	.000	.000	.000	.000	.000	.000	.761

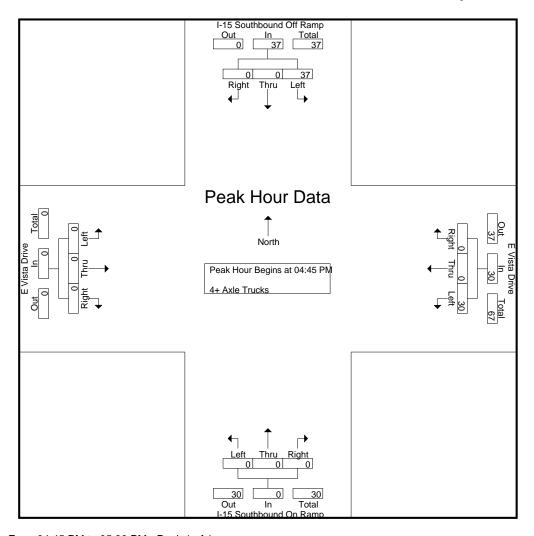
N/S: I-15 Southbound Ramps

E/W: E Vista Drive Weather: Clear

File Name : 01\_WED\_15S\_Vista PM Site Code : 00324824

Start Date : 9/24/2024

Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each Approach	Begins at:

Peak Hour for	Each Ap	oproact	n Begin:	s at:												
	04:45 PM	-	_		04:45 PN	1			04:45 PN	1			04:45 PM	1		
+0 mins.	11	0	0	11	11	0	0	11	0	0	0	0	0	0	0	0
+15 mins.	8	0	0	8	6	0	0	6	0	0	0	0	0	0	0	0
+30 mins.	7	0	0	7	10	0	0	10	0	0	0	0	0	0	0	0
+45 mins.	11	0	0	11	3	0	0	3	0	0	0	0	0	0	0	0
Total Volume	37	0	0	37	30	0	0	30	0	0	0	0	0	0	0	0
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0	
PHF	.841	.000	.000	.841	.682	.000	.000	.682	.000	.000	.000	.000	.000	.000	.000	.000

City of Weed N/S: I-15 Northbound Ramps

E/W: E Vista Drive Weather: Clear

File Name : 02\_WED\_15N\_Vista AM Site Code : 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	I-15 N	lorthbo	und Or	Ramp			ta Drive		I-15 N	Northbo	ound Of	f Ramp		E Vis	ta Drive	)	
		South	nbound	-		Wes	tbound			North	bound	-		East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	23	15	38	1	1	16	18	0	14	0	14	70
07:15 AM	0	0	0	0	0	14	18	32	2	0	19	21	0	11	0	11	64
07:30 AM	0	0	0	0	0	29	19	48	1	1	26	28	2	10	0	12	88
07:45 AM	0	0	0	0	0	36	21	57	4	0	20	24	1_	13	0	14	95_
Total	0	0	0	0	0	102	73	175	8	2	81	91	3	48	0	51	317
08:00 AM	0	0	0	0	0	26	13	39	2	1	21	24	1	13	0	14	77
08:15 AM	0	0	0	0	0	26	18	44	3	0	41	44	0	18	0	18	106
08:30 AM	0	0	0	0	0	31	14	45	3	0	31	34	0	13	0	13	92
08:45 AM	0	0	0	0	0	29	15	44	2	0	28	30	0	16	0	16	90
Total	0	0	0	0	0	112	60	172	10	1	121	132	1	60	0	61	365
Grand Total	0	0	0	0	0	214	133	347	18	3	202	223	4	108	0	112	682
Apprch %	0	0	0		0	61.7	38.3		8.1	1.3	90.6		3.6	96.4	0		
Total %	0	0	0	0	0	31.4	19.5	50.9	2.6	0.4	29.6	32.7	0.6	15.8	0	16.4	
Passenger Vehicles	0	0	0	0	0	130	76	206	18	0	148	166	4	61	0	65	437
% Passenger Vehicles	0	0	0	0	0	60.7	57.1	59.4	100	0	73.3	74.4	100	56.5	0	58	64.1
Large 2 Axle Vehicles	0	0	0	0	0	3	1	4	0	0	3	3	0	2	0	2	9
% Large 2 Axle Vehicles	0	0	0	0	0	1.4	0.8	1.2	0	0	1.5	1.3	0	1.9	0	1.8	1.3
3 Axle Vehicles	0	0	0	0	0	11	2	13	0	0	1	1	0	5	0	5	19
% 3 Axle Vehicles	0	0	0	0	0	5.1	1.5	3.7	0	0	0.5	0.4	0	4.6	0	4.5	2.8
4+ Axle Trucks	0	0	0	0	0	70	54	124	0	3	50	53	0	40	0	40	217
% 4+ Axle Trucks	0	0	0	0	0	32.7	40.6	35.7	0	100	24.8	23.8	0	37	0	35.7	31.8

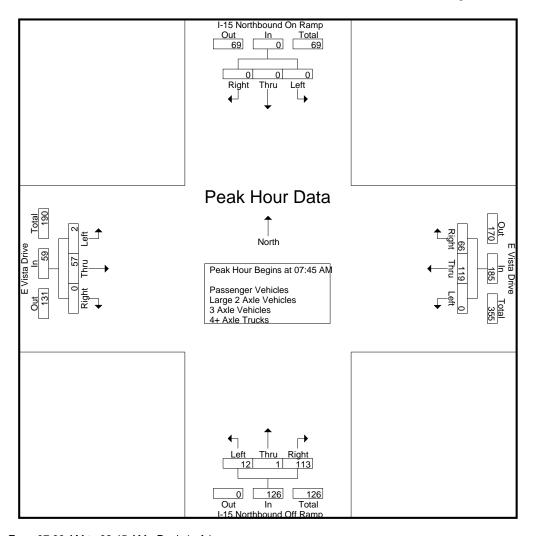
	I-15 N	Jorthhoi	und Or	Ramp		F Viet	a Drive		I-15 N	Jorthho	und Off	Ramn		F \/is	ta Drive	<u> </u>	
	1-131		bound					·	1-131		nbound	ιταπρ				•	
		South	bound			vves	bound			NOIL	ibound			⊏as	<u>tbound</u>		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis F	rom 07:	00 AM	to 08:45	AM - P	eak 1 c	of 1										
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:45 AN	1											
07:45 AM	0	0	0	0	0	36	21	57	4	0	20	24	1	13	0	14	95
08:00 AM	0	0	0	0	0	26	13	39	2	1	21	24	1	13	0	14	77
08:15 AM	0	0	0	0	0	26	18	44	3	0	41	44	0	18	0	18	106
08:30 AM	0	0	0	0	0	31	14	45	3	0	31	34	0	13	0	13	92
Total Volume	0	0	0	0	0	119	66	185	12	1	113	126	2	57	0	59	370
% App. Total	0	0	0		0	64.3	35.7		9.5	0.8	89.7		3.4	96.6	0		
PHF	000	000	000	000	000	826	786	811	750	250	689	716	500	792	000	819	873

N/S: I-15 Northbound Ramps

E/W: E Vista Drive Weather: Clear

File Name : 02\_WED\_15N\_Vista AM Site Code : 00324824

Start Date : 9/24/2024 Page No : 2



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

Peak Hour for	Each Ap	proact	n Begins	s at:												
	07:00 AM	-	_		07:30 AN	1			08:00 AM	1			08:00 AM	1		
+0 mins.	0	0	0	0	0	29	19	48	2	1	21	24	1	13	0	14
+15 mins.	0	0	0	0	0	36	21	57	3	0	41	44	0	18	0	18
+30 mins.	0	0	0	0	0	26	13	39	3	0	31	34	0	13	0	13
+45 mins.	0	0	0	0	0	26	18	44	2	0	28	30	0	16	0	16
Total Volume	0	0	0	0	0	117	71	188	10	1	121	132	1	60	0	61
% App. Total	0	0	0		0	62.2	37.8		7.6	0.8	91.7		1.6	98.4	0	
PHF	.000	.000	.000	.000	.000	.813	.845	.825	.833	.250	.738	.750	.250	.833	.000	.847

City of Weed N/S: I-15 Northbound Ramps E/W: E Vista Drive

Weather: Clear

File Name : 02\_WED\_15N\_Vista AM Site Code : 00324824 Start Date : 9/24/2024 Page No : 1

Groups Printed- Passenger Vehicles

					Oit	ups i iii	illeu- i as	senger	VEITIG	<del></del>						
I-15 N	Northbo	und Or	Ramp		E Vist	ta Drive	•	I-15 N	Northbo	ound Of	Ramp		E Vis	ta Drive		
	South	nbound			Wes	tbound			North	nbound			East	bound		
Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
0	0	0	0	0	13	9	22	1	0	12	13	0	6	0	6	41
0	0	0	0	0	7	12	19	2	0	12	14	0	5	0	5	38
0	0	0	0	0	15	9	24	1	0	16	17	2	6	0	8	49
0	0	0	0	0	26	12	38	4	0	14	18	1	4	0	5	61
0	0	0	0	0	61	42	103	8	0	54	62	3	21	0	24	189
0	0	0	0	0	14	5	19	2	0	16	18	1	11	0	12	49
0	0	0	0	0	17	12	29	3	0	29	32	0	8	0	8	69
0	0	0	0	0	20	8	28	3	0	25	28	0	8	0	8	64
0	0	0	0	0	18	9	27	2	0	24	26	0	13	0	13	66
0	0	0	0	0	69	34	103	10	0	94	104	1	40	0	41	248
0	0	0	0	0	130	76	206	18	0	148	166	4	61	0	65	437
0	0	0		0	63.1	36.9		10.8	0	89.2		6.2	93.8	0		
0	0	0	0	0	29.7	17.4	47.1	4.1	0	33.9	38	0.9	14	0	14.9	
	Left	South   Left   Thru   0	Southbound   Left   Thru   Right	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Southbound   Left   Thru   Right   App. Total   Left	I-15   Northbound On Ramp   Southbound   Wes   Wes	I-15 Northbound On Ramp   Southbound   Westbound   Westbound	I-15 Northbound On Ramp   Southbound   Westbound   Westbound	I-15   Northbound   On Ramp   Southbound   Westbound   Westbound   Union   Northbound   Northb	I-15 Northbound On Ramp   Southbound	Southbound   Westbound   Northbound   Left   Thru   Right   App. Total   Left   Thru   Right   Left   Thru   Right   Left   Thru   Left   Thru   Right   Left   Thru   Left   Thru   Right   Left   Thru   Left   Thru   Thru   Right   Left   Thru   Thru	I-15 Northbound On Ramp   Southbound   Southbound   Southbound   Westbound   Westbound   Northbound   North	I-15 Northbound On Ramp   Southbound   Southbound   Southbound   Westbound   Westbound   I-15 Northbound Off Ramp   Northbound   Northbound   Northbound   I-15 Northbound	I-15 Northbound On Ramp   Southbound   Sou	I-15 Northbound On Ramp   E Vista Drive   Westbound   Southbound   Westbound   Westbound   Left   Thru   Right   App. Total   Left   Thru   Right   Left   Thru   Right   App. Total   Left   Thru   Right   Right   Right   App. Total   Left   Thru   Right   Left   Thru   Right   App. Total   Lef	I-15 Northbound On Ramp   Southbound   Sou

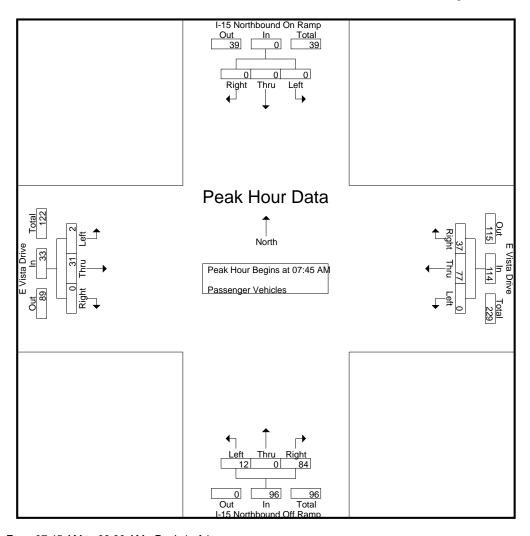
	I-15 N	lorthbo	und On	Ramp		E Vist	a Drive	)	I-15 N	Northbo	und Off	Ramp		E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 07:	45 AM	to 08:30	AM - P	eak 1 c	of 1				_				_		
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:45 AN	1											
07:45 AM	0	0	0	0	0	26	12	38	4	0	14	18	1	4	0	5	61
08:00 AM	0	0	0	0	0	14	5	19	2	0	16	18	1	11	0	12	49
08:15 AM	0	0	0	0	0	17	12	29	3	0	29	32	0	8	0	8	69
08:30 AM	0	0	0	0	0	20	8	28	3	0	25	28	0	8	0	8	64
Total Volume	0	0	0	0	0	77	37	114	12	0	84	96	2	31	0	33	243
% App. Total	0	0	0		0	67.5	32.5		12.5	0	87.5		6.1	93.9	0		
PHF	.000	.000	.000	.000	.000	.740	.771	.750	.750	.000	.724	.750	.500	.705	.000	.688	.880

N/S: I-15 Northbound Ramps

E/W: E Vista Drive Weather: Clear

File Name : 02\_WED\_15N\_Vista AM Site Code : 00324824

Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for	Each Ap	proact	n Begin	s at:												
	07:45 AM	-	_		07:45 AN	1			07:45 AN	1			07:45 AN	1		
+0 mins.	0	0	0	0	0	26	12	38	4	0	14	18	1	4	0	5
+15 mins.	0	0	0	0	0	14	5	19	2	0	16	18	1	11	0	12
+30 mins.	0	0	0	0	0	17	12	29	3	0	29	32	0	8	0	8
+45 mins.	0	0	0	0	0	20	8	28	3	0	25	28	0	8	0	8
Total Volume	0	0	0	0	0	77	37	114	12	0	84	96	2	31	0	33
% App. Total	0	0	0		0	67.5	32.5		12.5	0	87.5		6.1	93.9	0	
PHF	.000	.000	.000	.000	.000	.740	.771	.750	.750	.000	.724	.750	.500	.705	.000	.688

City of Weed N/S: I-15 Northbound Ramps E/W: E Vista Drive

Weather: Clear

File Name : 02\_WED\_15N\_Vista AM Site Code : 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- Large 2 Axle Vehicles

_			Northbound On Ramp E Vista Drive I-15 Northbound Off Ramp E Vista Drive															
		I-15 N	Northbo	und Or	Ramp		E Vist	a Drive	1	I-15 N	Northbo	ound Of	f Ramp		E Vis	ta Drive	<b>!</b>	
			South	bound	•		West	bound			Nortl	nbound	-		East	tbound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
	Total	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	08:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
	08:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
	Total	0	0	0	0	0	1	1	2	0	0	2	2	0	1	0	1	5
	Grand Total	0	0	0	0	0	3	1	4	0	0	3	3	0	2	0	2	9
	Apprch %	0	0	0		0	75	25		0	0	100		0	100	0		
	Total %	0	0	0	0	0	33.3	11.1	44.4	0	0	33.3	33.3	0	22.2	0	22.2	

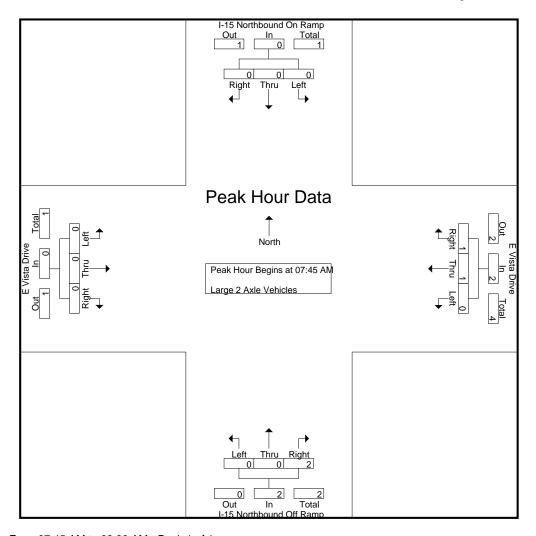
	I-15 N	orthbo	und On	Ramp		E Vist	a Drive		I-15 N	Northbo	und Off	Ramp		E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 07:45 AM																
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:45 AN	1											
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
08:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	1	1	2	0	0	2	2	0	0	0	0	4
% App. Total	0	0	0		0	50	50		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.250	.000	.000	.000	.000	.500

N/S: I-15 Northbound Ramps

E/W: E Vista Drive Weather: Clear

File Name : 02\_WED\_15N\_Vista AM Site Code : 00324824

Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

can i ioc	11 101	Lacii	Appi	oacii	Dognis	aı.
		07:45	Λ N Λ			

Peak Hour for	Each Ap	proacr	ı Begin:	s at:												
	07:45 AM	-	_		07:45 AM	1			07:45 AN	Л			07:45 AN	1		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
+45 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	0	0	2	2	0	0	0	0
% App. Total	0	0	0		0	50	50		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.250	.250	.000	.000	.000	.000

City of Weed N/S: I-15 Northbound Ramps E/W: E Vista Drive

Weather: Clear

File Name : 02\_WED\_15N\_Vista AM Site Code : 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- 3 Axle Vehicles

						G	roups r	<u>- IIIII.eu- 3</u>	Axie v	eniicies							_
	I-15 N	Northbo	ound Or	n Ramp		E Vist	a Drive	)	I-15 N	Northbo	ound Of	f Ramp		E Vis	ta Drive	<u>;</u>	
		South	hbound			West	bound			Nort	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1_	3
Total	0	0	0	0	0	6	2	8	0	0	0	0	0	3	0	3	11
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	5	0	5	0	0	1	1	0	2	0	2	8
Grand Total	0	0	0	0	0	11	2	13	0	0	1	1	0	5	0	5	19
Apprch %	0	0	0		0	84.6	15.4		0	0	100		0	100	0		
Total %	0	0	0	0	0	57.9	10.5	68.4	0	0	5.3	5.3	0	26.3	0	26.3	

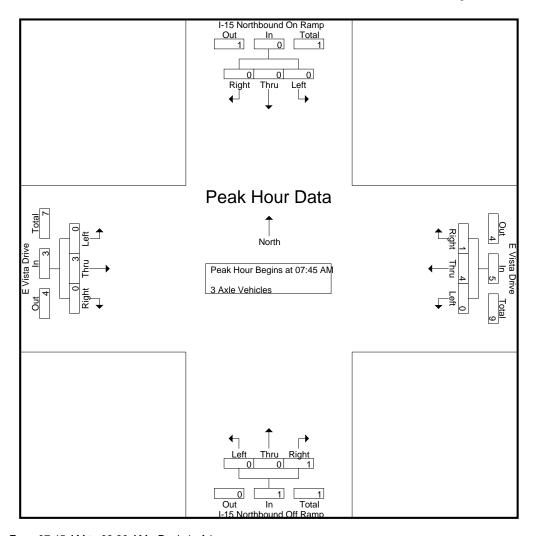
	I-15 N	lorthbo	und On	Ramp		E Vist	a Drive		I-15 N	Vorthbo	und Of	f Ramp		E Vist	ta Drive	)	
		South	bound	•		West	bound			North	nbound	•		East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fr	om 07	45 AM	to 08:30	AM - P	eak 1 o	f 1										
Peak Hour for	Entire In	ntersec	tion Beg	gins at 0	7:45 AN	1											
07:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
08:30 AM	0	0	0	0	0	1_	0	1	0	0	0	0	0	0	0	0	11_
Total Volume	0	0	0	0	0	4	1	5	0	0	1	1	0	3	0	3	9
% App. Total	0	0	0		0	80	20		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	1.00	.250	.625	.000	.000	.250	.250	.000	.375	.000	.375	.563

N/S: I-15 Northbound Ramps

E/W: E Vista Drive Weather: Clear

File Name : 02\_WED\_15N\_Vista AM Site Code : 00324824

Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for	⊏acn Ap	proacri	begins at.
	07:45 AM	•	•

Peak Hour for	Each Ap	proacr	<u>ı Begin</u>	s at:												
	07:45 AM				07:45 AN	Л			07:45 AN	Л			07:45 AM	1		
+0 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	1	5	0	0	1	1	0	3	0	3
% App. Total	0	0	0		0	80	20		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	1.000	.250	.625	.000	.000	.250	.250	.000	.375	.000	.375

City of Weed N/S: I-15 Northbound Ramps E/W: E Vista Drive

Weather: Clear

File Name : 02\_WED\_15N\_Vista AM Site Code : 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- 4+ Axle Trucks

_							G	roups r	rintea- 4	+ Axie	Trucks							
		I-15 N	Northbo	und Or	Ramp		E Vist	a Drive		I-15 N	Northbo	ound Of	f Ramp		E Vis	ta Drive		
			South	nbound	•		West	bound			North	nbound	•		East	tbound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	07:00 AM	0	0	0	0	0	7	5	12	0	1	3	4	0	8	0	8	24
	07:15 AM	0	0	0	0	0	6	6	12	0	0	7	7	0	5	0	5	24
	07:30 AM	0	0	0	0	0	11	10	21	0	1	10	11	0	2	0	2	34
	07:45 AM	0	0	0	0	0	9	8	17	0	0	6	6	0	8	0	8	31
_	Total	0	0	0	0	0	33	29	62	0	2	26	28	0	23	0	23	113
	08:00 AM	0	0	0	0	0	11	8	19	0	1	5	6	0	2	0	2	27
	08:15 AM	0	0	0	0	0	8	6	14	0	0	9	9	0	8	0	8	31
	08:30 AM	0	0	0	0	0	9	5	14	0	0	6	6	0	5	0	5	25
	08:45 AM	0	0	0	0	0	9	6	15	0	0	4	4	0	2	0	2	21
	Total	0	0	0	0	0	37	25	62	0	1	24	25	0	17	0	17	104
	Grand Total	0	0	0	0	0	70	54	124	0	3	50	53	0	40	0	40	217
	Apprch %	0	0	0		0	56.5	43.5		0	5.7	94.3		0	100	0		
	Total %	0	0	0	0	0	32.3	24.9	57.1	0	1.4	23	24.4	0	18.4	0	18.4	

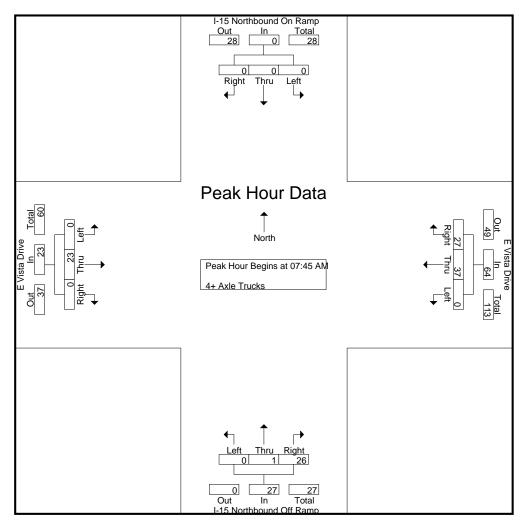
	I-15 N	lorthbo	und On	Ramp		E Vist	a Drive	,	I-15 N	orthbo	und Off	Ramp		E Vist	ta Drive		
		South	bound			West	bound			North	bound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 07:	45 AM	to 08:30	AM - P	eak 1 c	of 1				_				_		
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:45 AN	1											
07:45 AM	0	0	0	0	0	9	8	17	0	0	6	6	0	8	0	8	31
08:00 AM	0	0	0	0	0	11	8	19	0	1	5	6	0	2	0	2	27
08:15 AM	0	0	0	0	0	8	6	14	0	0	9	9	0	8	0	8	31
08:30 AM	0	0	0	0	0	9	5	14	0	0	6	6	0	5	0	5	25
Total Volume	0	0	0	0	0	37	27	64	0	1	26	27	0	23	0	23	114
% App. Total	0	0	0		0	57.8	42.2		0	3.7	96.3		0	100	0		
PHF	.000	.000	.000	.000	.000	.841	.844	.842	.000	.250	.722	.750	.000	.719	.000	.719	.919

N/S: I-15 Northbound Ramps E/W: E Vista Drive

Weather: Clear

File Name : 02\_WED\_15N\_Vista AM Site Code : 00324824

Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak	Hour	tor	Lacr	۱Ap	proach	<u>ı Begins</u>	at:

Peak Hour for	Each Ap	proacr	ı Begini	s at:												
	07:45 AM		_		07:45 AN	1			07:45 AM	1			07:45 AN	1		
+0 mins.	0	0	0	0	0	9	8	17	0	0	6	6	0	8	0	8
+15 mins.	0	0	0	0	0	11	8	19	0	1	5	6	0	2	0	2
+30 mins.	0	0	0	0	0	8	6	14	0	0	9	9	0	8	0	8
+45 mins.	0	0	0	0	0	9	5	14	0	0	6	6	0	5	0	5
Total Volume	0	0	0	0	0	37	27	64	0	1	26	27	0	23	0	23
% App. Total	0	0	0		0	57.8	42.2		0	3.7	96.3		0	100	0	
PHF	.000	.000	.000	.000	.000	.841	.844	.842	.000	.250	.722	.750	.000	.719	.000	.719

City of Weed

N/S: I-15 Northbound Ramps

E/W: E Vista Drive Weather: Clear

File Name: 02\_WED\_15N\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	1			ilitoa i t	Joochige			uige Z / i/			7 7 1XIC V		- 1 / (AIC				
	I-15 N			Ramp		E Vis	ta Drive	)	I-15 N	Northbo	ound Of	f Ramp		E Vis	ta Drive		
		Sout	hbound			Wes	tbound			North	<u>nbound</u>			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	43	21	64	2	1	43	46	0	17	0	17	127
04:15 PM	0	0	0	0	0	37	23	60	3	1	38	42	0	15	0	15	117
04:30 PM	0	0	0	0	0	37	22	59	1	1	37	39	0	19	0	19	117
04:45 PM	0	0	0	0	0	26	24	50	3	2	54	59	1	27	0	28	137
Total	0	0	0	0	0	143	90	233	9	5	172	186	1	78	0	79	498
05:00 PM	0	0	0	0	0	35	19	54	1	0	41	42	1	21	0	22	118
05:15 PM	0	0	0	0	0	42	21	63	3	0	48	51	0	22	0	22	136
05:30 PM	0	0	0	0	0	34	30	64	4	0	35	39	0	28	0	28	131
05:45 PM	0	0	0	0	0	35	24	59	3	0	31	34	0	9	0	9	102
Total	0	0	0	0	0	146	94	240	11	0	155	166	1	80	0	81	487
Grand Total	0	0	0	0	0	289	184	473	20	5	327	352	2	158	0	160	985
Apprch %	0	0	0		0	61.1	38.9		5.7	1.4	92.9		1.2	98.8	0		
Total %	0	0	0	0	0	29.3	18.7	48	2	0.5	33.2	35.7	0.2	16	0	16.2	
Passenger Vehicles	0	0	0	0	0	222	84	306	20	3	208	231	2	87	0	89	626
% Passenger Vehicles	0	0	0	0	0	76.8	45.7	64.7	100	60	63.6	65.6	100	55.1	0	55.6	63.6
Large 2 Axle Vehicles	0	0	0	0	0	5	5	10	0	0	2	2	0	7	0	7	19
% Large 2 Axle Vehicles	0	0	0	0	0	1.7	2.7	2.1	0	0	0.6	0.6	0	4.4	0	4.4	1.9
3 Axle Vehicles	0	0	0	0	0	4	2	6	0	0	10	10	0	1	0	1	17
% 3 Axle Vehicles	0	0	0	0	0	1.4	1.1	1.3	0	0	3.1	2.8	0	0.6	0	0.6	1.7
4+ Axle Trucks	0	0	0	0	0	58	93	151	0	2	107	109	0	63	0	63	323
% 4+ Axle Trucks	0	0	0	0	0	20.1	50.5	31.9	0	40	32.7	31	0	39.9	0	39.4	32.8

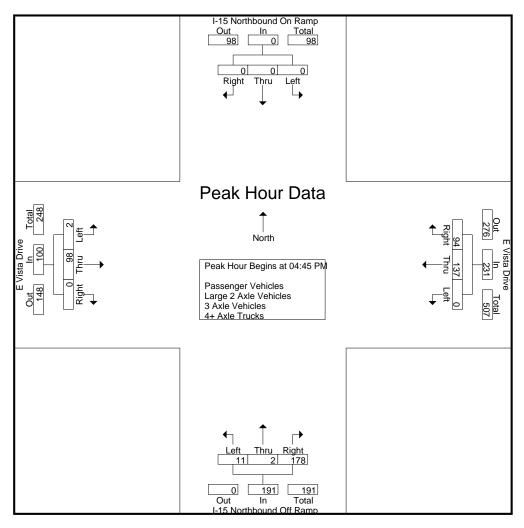
	I-15 N	lorthbo	und Or	Ramp		E Vist	a Drive	,	I-15 N	Northbo	ound Of	f Ramp		E Vist	ta Drive		
		South	nbound	•		West	bound			North	nbound	·		East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 04	:00 PM	to 05:45	PM - P	eak 1 c	of 1				_				_		
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	4:45 PN	1											
04:45 PM	0	0	0	0	0	26	24	50	3	2	54	59	1	27	0	28	137
05:00 PM	0	0	0	0	0	35	19	54	1	0	41	42	1	21	0	22	118
05:15 PM	0	0	0	0	0	42	21	63	3	0	48	51	0	22	0	22	136
05:30 PM	0	0	0	0	0	34	30	64	4	0	35	39	0	28	0	28	131
Total Volume	0	0	0	0	0	137	94	231	11	2	178	191	2	98	0	100	522
% App. Total	0	0	0		0	59.3	40.7		5.8	1	93.2		2	98	0		
PHF	.000	.000	.000	.000	.000	.815	.783	.902	.688	.250	.824	.809	.500	.875	.000	.893	.953

N/S: I-15 Northbound Ramps

E/W: E Vista Drive Weather: Clear

File Name : 02\_WED\_15N\_Vista PM Site Code : 00324824

Start Date : 9/24/2024 Page No : 2



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

Peak Hour for	Each Ap	proach	n Begin:	s at:												
	04:00 PM		_		05:00 PM	1			04:30 PM	1			04:45 PM	l		
+0 mins.	0	0	0	0	0	35	19	54	1	1	37	39	1	27	0	28
+15 mins.	0	0	0	0	0	42	21	63	3	2	54	59	1	21	0	22
+30 mins.	0	0	0	0	0	34	30	64	1	0	41	42	0	22	0	22
+45 mins.	0	0	0	0	0	35	24	59	3	0	48	51	0	28	0	28
Total Volume	0	0	0	0	0	146	94	240	8	3	180	191	2	98	0	100
% App. Total	0	0	0		0	60.8	39.2		4.2	1.6	94.2		2	98	0	
PHF	.000	.000	.000	.000	.000	.869	.783	.938	.667	.375	.833	.809	.500	.875	.000	.893

City of Weed N/S: I-15 Northbound Ramps E/W: E Vista Drive

Weather: Clear

File Name: 02\_WED\_15N\_Vista PM Site Code: 00324824 Start Date: 9/24/2024 Page No: 1

Groups Printed- Passenger Vehicles

						Gio	ups Fill	meu- ras	senger	venici	<del>62</del>						
	I-15 N	Northbo	und Or	Ramp		E Vist	ta Drive	,	I-15 N	Northbo	ound Of	Ramp		E Vis	ta Drive	!	
		South	nbound			West	tbound			North	nbound			Eas	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	33	10	43	2	1	28	31	0	9	0	9	83
04:15 PM	0	0	0	0	0	25	9	34	3	0	29	32	0	10	0	10	76
04:30 PM	0	0	0	0	0	29	9	38	1	0	22	23	0	8	0	8	69
04:45 PM	0	0	0	0	0	14	16	30	3	2	32	37	1	14	0	15	82
Total	0	0	0	0	0	101	44	145	9	3	111	123	1	41	0	42	310
05:00 PM	0	0	0	0	0	26	9	35	1	0	23	24	1	12	0	13	72
05:15 PM	0	0	0	0	0	32	6	38	3	0	29	32	0	13	0	13	83
05:30 PM	0	0	0	0	0	30	11	41	4	0	25	29	0	16	0	16	86
05:45 PM	0	0	0	0	0	33	14	47	3	0	20	23	0	5	0	5	75
Total	0	0	0	0	0	121	40	161	11	0	97	108	1	46	0	47	316
Grand Total	0	0	0	0	0	222	84	306	20	3	208	231	2	87	0	89	626
Apprch %	0	0	0		0	72.5	27.5		8.7	1.3	90		2.2	97.8	0		
Total %	0	0	0	0	0	35.5	13.4	48.9	3.2	0.5	33.2	36.9	0.3	13.9	0	14.2	

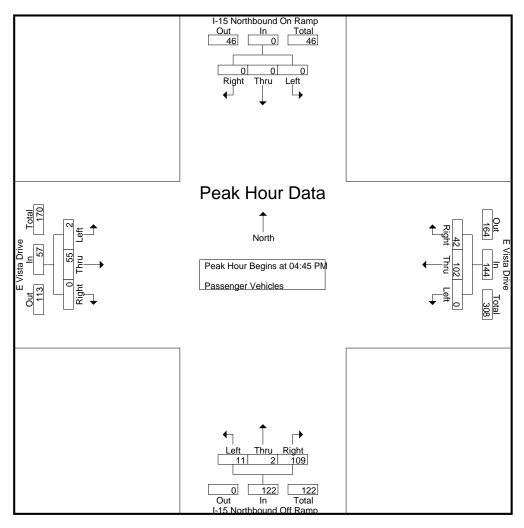
	I-15 N	lorthbo	und On	Ramp		E Vist	a Drive	,	I-15 N	Northbo	und Off	Ramp		E Vis	ta Drive	)	
		South	bound	•		West	bound			North	bound	•		East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 04:	45 PM	to 05:30	PM - P	eak 1 c	of 1								_		
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	4:45 PN	1											
04:45 PM	0	0	0	0	0	14	16	30	3	2	32	37	1	14	0	15	82
05:00 PM	0	0	0	0	0	26	9	35	1	0	23	24	1	12	0	13	72
05:15 PM	0	0	0	0	0	32	6	38	3	0	29	32	0	13	0	13	83
05:30 PM	0	0	0	0	0	30	11	41	4	0	25	29	0	16	0	16	86
Total Volume	0	0	0	0	0	102	42	144	11	2	109	122	2	55	0	57	323
% App. Total	0	0	0		0	70.8	29.2		9	1.6	89.3		3.5	96.5	0		
PHF	.000	.000	.000	.000	.000	.797	.656	.878	.688	.250	.852	.824	.500	.859	.000	.891	.939

N/S: I-15 Northbound Ramps

E/W: E Vista Drive Weather: Clear

File Name : 02\_WED\_15N\_Vista PM Site Code : 00324824

Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

Peak Hour for	Each Ap	oproact	n Begin	s at:												
	04:45 PM	-	_		04:45 PN	4			04:45 PN	1			04:45 PN	1		
+0 mins.	0	0	0	0	0	14	16	30	3	2	32	37	1	14	0	15
+15 mins.	0	0	0	0	0	26	9	35	1	0	23	24	1	12	0	13
+30 mins.	0	0	0	0	0	32	6	38	3	0	29	32	0	13	0	13
+45 mins.	0	0	0	0	0	30	11	41	4	0	25	29	0	16	0	16
Total Volume	0	0	0	0	0	102	42	144	11	2	109	122	2	55	0	57
% App. Total	0	0	0		0	70.8	29.2		9	1.6	89.3		3.5	96.5	0	
PHF	.000	.000	.000	.000	.000	.797	.656	.878	.688	.250	.852	.824	.500	.859	.000	.891

City of Weed N/S: I-15 Northbound Ramps E/W: E Vista Drive

Weather: Clear

File Name: 02\_WED\_15N\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- Large 2 Axle Vehicles

_							Grou	ps Prin	tea- Larg	e z Axie	e venic	cies						
		I-15 N	Northbo	und Or	Ramp		E Vist	a Drive	1	I-15 N	Northbo	ound Of	f Ramp		E Vis	ta Drive		
			South	bound	•		West	bound			Nortl	hbound	-		East	tbound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	04:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
	04:15 PM	0	0	0	0	0	1	1	2	0	0	1	1	0	0	0	0	3
	04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
	04:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4_
	Total	0	0	0	0	0	3	3	6	0	0	2	2	0	3	0	3	11
	05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
	05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
	05:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	2	2	4	0	0	0	0	0	4	0	4	8
	Grand Total	0	0	0	0	0	5	5	10	0	0	2	2	0	7	0	7	19
	Apprch %	0	0	0		0	50	50		0	0	100		0	100	0		
	Total %	0	0	0	0	0	26.3	26.3	52.6	0	0	10.5	10.5	0	36.8	0	36.8	

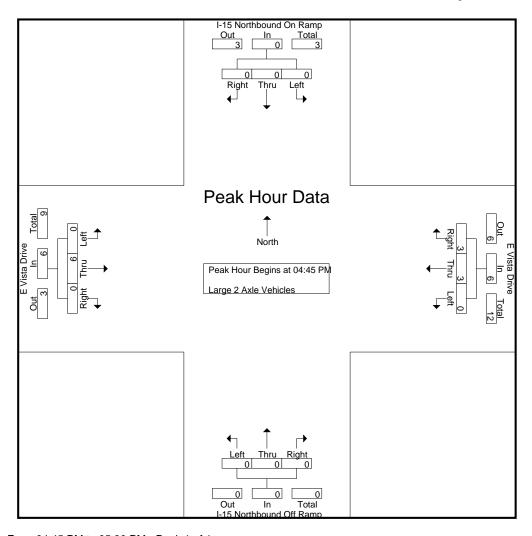
	I-15 N	lorthbo	und On	Ramp		E Vist	a Drive	)	I-15 N	Northbo	ound Off	Ramp		E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour And	alysis Fi	rom 04:	45 PM	to 05:30	PM - P	eak 1 o	f 1										
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	4:45 PM	1											
04:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	0	3	3	6	0	0	0	0	0	6	0	6	12
% App. Total	0	0	0		0	50	50		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.375	.750	.000	.000	.000	.000	.000	.750	.000	.750	.750

N/S: I-15 Northbound Ramps E/W: E Vista Drive

Weather: Clear

File Name : 02\_WED\_15N\_Vista PM Site Code : 00324824

Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each A	Approach	Begins at:
	04:45 PI	M	

Peak Hour for	Each Ap	proacr	ı Begins	s at:												
	04:45 PM		_		04:45 PM	1			04:45 PN	Л			04:45 PM	1		
+0 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	3	3	6	0	0	0	0	0	6	0	6
% App. Total	0	0	0		0	50	50		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.375	.750	.000	.000	.000	.000	.000	.750	.000	.750

City of Weed N/S: I-15 Northbound Ramps E/W: E Vista Drive

Weather: Clear

File Name: 02\_WED\_15N\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- 3 Axle Vehicles

						G	roups P	<u>rintea- 3</u>	Axie ve	<u>enicies</u>							
	I-15 N	Northbo	und On	Ramp		E Vist	ta Drive		I-15 N	Vorthbo	ound Of	f Ramp		E Vis	ta Drive	!	
		South	nbound			West	tbound			North	nbound	•		East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	2	2	0	0	0	0	3
04:15 PM	0	0	0	0	0	1	1	2	0	0	1	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	1	1	2	0	0	1	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	3	3	0	1	0	1	4
Total	0	0	0	0	0	3	2	5	0	0	7	7	0	1	0	1	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
Total	0	0	0	0	0	1	0	1	0	0	3	3	0	0	0	0	4
<b>Grand Total</b>	0	0	0	0	0	4	2	6	0	0	10	10	0	1	0	1	17
Apprch %	0	0	0		0	66.7	33.3		0	0	100		0	100	0		
Total %	0	0	0	0	0	23.5	11.8	35.3	0	0	58.8	58.8	0	5.9	0	5.9	

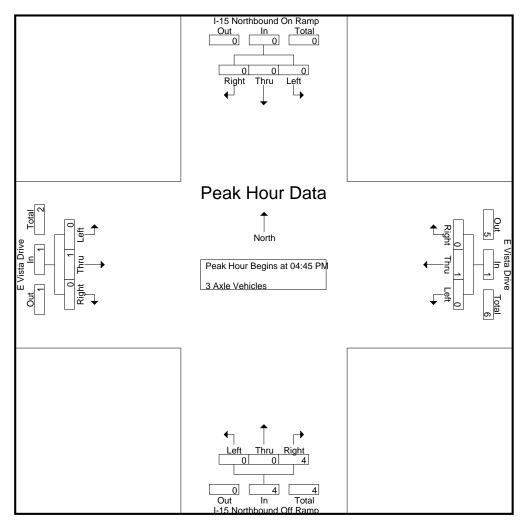
	I-15 N	orthbo	und On	Ramp		E Vist	a Drive	)	I-15 N	Northbo	und Of	Ramp		E Vis	ta Drive	)	
		South	bound	•		West	bound			North	nbound	•		East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis F	rom 04:	45 PM	to 05:30	PM - P	eak 1 o	f 1										
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	4:45 PN	1											
04:45 PM	0	0	0	0	0	0	0	0	0	0	3	3	0	1	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	4	4	0	1	0	1	6
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.333	.333	.000	.250	.000	.250	.375

N/S: I-15 Northbound Ramps

E/W: E Vista Drive Weather: Clear

File Name : 02\_WED\_15N\_Vista PM Site Code : 00324824

Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

<u>Peak</u>	۲H	lour	for	Each	hΑ	(pp	roac	n Be	gins	at:
									_	

Peak Hour for	Each A	proaci	ı Begini	s at:												
	04:45 PM				04:45 PM	1			04:45 PN	Л			04:45 PN	1		
+0 mins.	0	0	0	0	0	0	0	0	0	0	3	3	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	4	4	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.333	.333	.000	.250	.000	.250

City of Weed N/S: I-15 Northbound Ramps E/W: E Vista Drive

Weather: Clear

File Name: 02\_WED\_15N\_Vista PM Site Code: 00324824 Start Date: 9/24/2024 Page No: 1

Groups Printed- 4+ Axle Trucks

						G	iioups r	- IIIIILEU- 4	+ AXIC	TTUCKS							
	I-15 N	Northbo	und Or	Ramp		E Vist	ta Drive	•	I-15 N	Northbo	ound Of	f Ramp		E Vis	ta Drive	!	
		South	nbound			West	tbound			North	nbound			Eas	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	8	11	19	0	0	12	12	0	7	0	7	38
04:15 PM	0	0	0	0	0	10	12	22	0	1	7	8	0	5	0	5	35
04:30 PM	0	0	0	0	0	7	11	18	0	1	14	15	0	11	0	11	44
04:45 PM	0	0	0	0	0	11	7	18	0	0	19	19	0	10	0	10	47
Total	0	0	0	0	0	36	41	77	0	2	52	54	0	33	0	33	164
05:00 PM	0	0	0	0	0	8	10	18	0	0	17	17	0	8	0	8	43
05:15 PM	0	0	0	0	0	9	15	24	0	0	19	19	0	7	0	7	50
05:30 PM	0	0	0	0	0	3	17	20	0	0	10	10	0	11	0	11	41
05:45 PM	0	0	0	0	0	2	10	12	0	0	9	9	0	4	0	4	25
Total	0	0	0	0	0	22	52	74	0	0	55	55	0	30	0	30	159
Grand Total	0	0	0	0	0	58	93	151	0	2	107	109	0	63	0	63	323
Apprch %	0	0	0		0	38.4	61.6		0	1.8	98.2		0	100	0		
Total %	0	0	0	0	0	18	28.8	46.7	0	0.6	33.1	33.7	0	19.5	0	19.5	

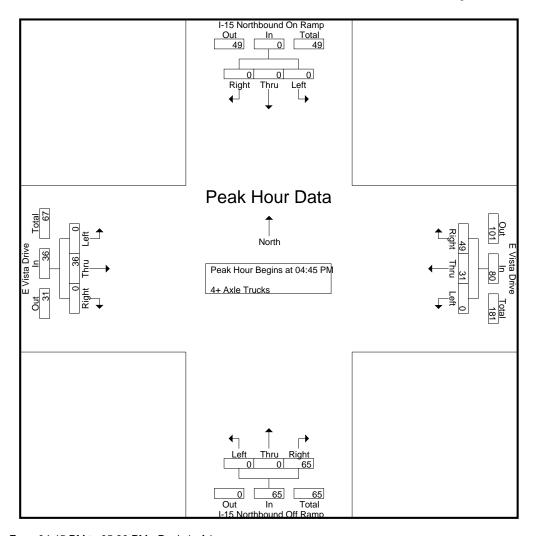
	I-15 N	lorthbo	und On	Ramp		E Vist	ta Drive	,	I-15 N	Northbo	und Off	Ramp					
		South	bound			West	tbound			North	bound						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	11	7	18	0	0	19	19	0	10	0	10	47
05:00 PM	0	0	0	0	0	8	10	18	0	0	17	17	0	8	0	8	43
05:15 PM	0	0	0	0	0	9	15	24	0	0	19	19	0	7	0	7	50
05:30 PM	0	0	0	0	0	3	17	20	0	0	10	10	0	11	0	11	41
Total Volume	0	0	0	0	0	31	49	80	0	0	65	65	0	36	0	36	181
% App. Total	0	0	0		0	38.8	61.2		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.705	.721	.833	.000	.000	.855	.855	.000	.818	.000	.818	.905

N/S: I-15 Northbound Ramps

E/W: E Vista Drive Weather: Clear

File Name : 02\_WED\_15N\_Vista PM Site Code : 00324824

Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each A	Approach	Begins at:
	04:45 P	M	

Peak Hour for	Peak Hour for Each Approach Begins at:															
	04:45 PM	-	_		04:45 PM	1			04:45 PN	1			04:45 PM	1		
+0 mins.	0	0	0	0	0	11	7	18	0	0	19	19	0	10	0	10
+15 mins.	0	0	0	0	0	8	10	18	0	0	17	17	0	8	0	8
+30 mins.	0	0	0	0	0	9	15	24	0	0	19	19	0	7	0	7
+45 mins.	0	0	0	0	0	3	17	20	0	0	10	10	0	11	0	11
Total Volume	0	0	0	0	0	31	49	80	0	0	65	65	0	36	0	36
% App. Total	0	0	0		0	38.8	61.2		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.705	.721	.833	.000	.000	.855	.855	.000	.818	.000	.818

City of Weed N/S: Shastina Drive E/W: E Vista Drive Weather: Clear File Name: 03\_WED\_Shas\_Vista AM Site Code: 00324824

Site Code : 00324824 Start Date : 9/24/2024

Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

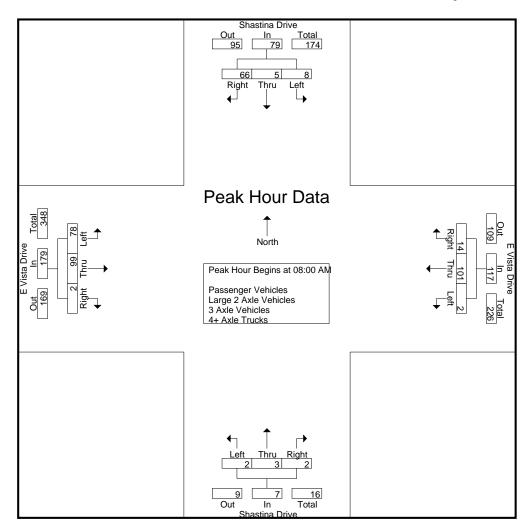
		Cloude Timed Tudering Edition Edition Co.																
			Shasti	na Driv	е		E Vist	ta Drive	)		Shasti	na Driv	е		E Vis	ta Drive	:	
			South	nbound			Wes	bound			North	bound			East	bound		
L	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	07:00 AM	4	1	10	15	0	28	1	29	1	0	1	2	8	23	0	31	77
	07:15 AM	3	0	14	17	0	14	1	15	4	1	1	6	10	15	1	26	64
	07:30 AM	1	1	19	21	0	26	2	28	3	0	2	5	12	21	2	35	89
	07:45 AM	0	0	21	21	0	32	2	34	2	0	0	2	9	22	1	32	89
	Total	8	2	64	74	0	100	6	106	10	1	4	15	39	81	4	124	319
	08:00 AM	1	1	18	20	0	22	3	25	1	0	2	3	18	16	0	34	82
	08:15 AM	5	1	16	22	1	24	2	27	0	0	0	0	21	37	0	58	107
	08:30 AM	0	2	17	19	0	27	7	34	0	1	0	1	17	27	0	44	98
	08:45 AM	2	1	15	18	1	28	2	31	1	2	0	3	22	19	2	43	95
	Total	8	5	66	79	2	101	14	117	2	3	2	7	78	99	2	179	382
	Grand Total	16	7	130	153	2	201	20	223	12	4	6	22	117	180	6	303	701
	Apprch %	10.5	4.6	85		0.9	90.1	9		54.5	18.2	27.3		38.6	59.4	2		
	Total %	2.3	1	18.5	21.8	0.3	28.7	2.9	31.8	1.7	0.6	0.9	3.1	16.7	25.7	0.9	43.2	
_	Passenger Vehicles	9	6	108	123	2	89	18	109	7	2	4	13	98	102	5	205	450
9	6 Passenger Vehicles	56.2	85.7	83.1	80.4	100	44.3	90	48.9	58.3	50	66.7	59.1	83.8	56.7	83.3	67.7	64.2
	Large 2 Axle Vehicles	0	0	1	1	0	3	1	4	0	0	0	0	2	4	0	6	11
	% Large 2 Axle Vehicles	0	0	8.0	0.7	0	1.5	5	1.8	0	0	0	0	1.7	2.2	0	2	1.6
_;	3 Axle Vehicles	0	0	1	1	0	13	0	13	0	0	0	0	2	3	1	6	20
9	% 3 Axle Vehicles	0	0	0.8	0.7	0	6.5	0	5.8	0	0	0	0	1.7	1.7	16.7	2	2.9
	4+ Axle Trucks	7	1	20	28	0	96	1	97	5	2	2	9	15	71	0	86	220
	% 4+ Axle Trucks	43.8	14.3	15.4	18.3	0	47.8	5	43.5	41.7	50	33.3	40.9	12.8	39.4	0	28.4	31.4

		Shasti	na Driv	е		E Vist	a Drive	;		Shasti	na Driv	е					
		South	nbound		Westbound					North	nbound						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	3:00 AN	1											
08:00 AM	1	1	18	20	0	22	3	25	1	0	2	3	18	16	0	34	82
08:15 AM	5	1	16	22	1	24	2	27	0	0	0	0	21	37	0	58	107
08:30 AM	0	2	17	19	0	27	7	34	0	1	0	1	17	27	0	44	98
08:45 AM	2	1	15	18	1	28	2	31	1	2	0	3	22	19	2	43	95
Total Volume	8	5	66	79	2	101	14	117	2	3	2	7	78	99	2	179	382
_ % App. Total	10.1	6.3	83.5		1.7	86.3	12		28.6	42.9	28.6		43.6	55.3	1.1		
PHF	.400	.625	.917	.898	.500	.902	.500	.860	.500	.375	.250	.583	.886	.669	.250	.772	.893

City of Weed N/S: Shastina Drive E/W: E Vista Drive Weather: Clear File Name: 03\_WED\_Shas\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024

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

Peak Hour for	Peak Hour for Each Approach Begins at:															
	07:30 AM	-	_		07:45 AN	1			07:15 AN	Л			08:00 AN	1		
+0 mins.	1	1	19	21	0	32	2	34	4	1	1	6	18	16	0	34
+15 mins.	0	0	21	21	0	22	3	25	3	0	2	5	21	37	0	58
+30 mins.	1	1	18	20	1	24	2	27	2	0	0	2	17	27	0	44
+45 mins.	5	1	16	22	0	27	7	34	1	0	2	3	22	19	2	43
Total Volume	7	3	74	84	1	105	14	120	10	1	5	16	78	99	2	179
% App. Total	8.3	3.6	88.1		0.8	87.5	11.7		62.5	6.2	31.2		43.6	55.3	1.1	
PHF	.350	.750	.881	.955	.250	.820	.500	.882	.625	.250	.625	.667	.886	.669	.250	.772

City of Weed N/S: Shastina Drive E/W: E Vista Drive Weather: Clear

File Name: 03\_WED\_Shas\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

**Groups Printed- Passenger Vehicles** 

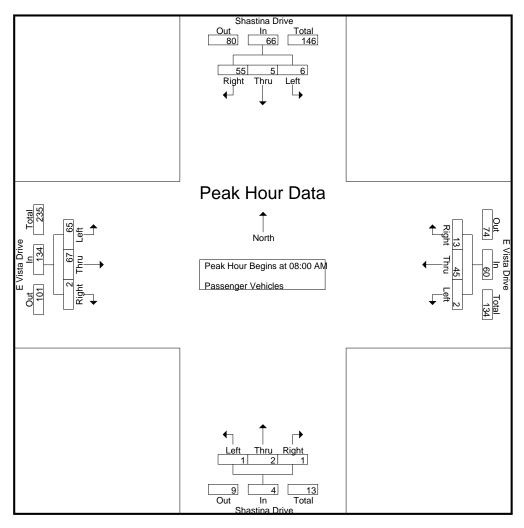
_							Oilu	upo i iii	ilica i as	Scrigor	V CI IICI	CO .						
			Shasti	na Driv	e		E Vist	ta Drive	•		Shasti	na Driv	е		E Vis	ta Drive		
L			South	nbound			West	tbound			North	nbound			East	tbound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	07:00 AM	2	0	9	11	0	13	1	14	1	0	1	2	8	11	0	19	46
	07:15 AM	0	0	12	12	0	3	1	4	4	0	0	4	7	5	1	13	33
	07:30 AM	1	1	15	17	0	8	1	9	1	0	2	3	11	9	1	21	50
	07:45 AM	0	0	17	17	0	20	2	22	0	0	0	0	7	10	1	18	57
	Total	3	1	53	57	0	44	5	49	6	0	3	9	33	35	3	71	186
	08:00 AM	1	1	13	15	0	7	3	10	0	0	1	1	15	12	0	27	53
	08:15 AM	3	1	15	19	1	12	2	15	0	0	0	0	18	18	0	36	70
	08:30 AM	0	2	16	18	0	11	6	17	0	1	0	1	12	22	0	34	70
	08:45 AM	2	1	11	14	1	15	2	18	1	1	0	2	20	15	2	37	71
	Total	6	5	55	66	2	45	13	60	1	2	1	4	65	67	2	134	264
	Grand Total	9	6	108	123	2	89	18	109	7	2	4	13	98	102	5	205	450
	Apprch %	7.3	4.9	87.8		1.8	81.7	16.5		53.8	15.4	30.8		47.8	49.8	2.4		
	Total %	2	1.3	24	27.3	0.4	19.8	4	24.2	1.6	0.4	0.9	2.9	21.8	22.7	1.1	45.6	
	Total %	2	1.3	24	27.3	0.4	19.8	4	24.2	1.6	0.4	0.9	2.9	21.8	22.7	1.1	45.6	

		Shastir	na Driv	е		E Vist	a Drive	,		Shasti	na Driv	е		E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	om 08:	00 AM	to 08:45	AM - P	eak 1 o	f 1										
Peak Hour for	Entire In	ntersec	tion Be	gins at 0	8:00 AM	1											
08:00 AM	1	1	13	15	0	7	3	10	0	0	1	1	15	12	0	27	53
08:15 AM	3	1	15	19	1	12	2	15	0	0	0	0	18	18	0	36	70
08:30 AM	0	2	16	18	0	11	6	17	0	1	0	1	12	22	0	34	70
08:45 AM	2	1	11	14	1	15	2	18	1	1	0	2	20	15	2	37	71
Total Volume	6	5	55	66	2	45	13	60	1	2	1	4	65	67	2	134	264
% App. Total	9.1	7.6	83.3		3.3	75	21.7		25	50	25		48.5	50	1.5		
PHF	.500	.625	.859	.868	.500	.750	.542	.833	.250	.500	.250	.500	.813	.761	.250	.905	.930

File Name: 03\_WED\_Shas\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024

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

Peak Hour for	Each Ap	proacl	n Begin	s at:												
	08:00 AM	-	_		08:00 AM	1			08:00 AN	Л			08:00 AM	1		
+0 mins.	1	1	13	15	0	7	3	10	0	0	1	1	15	12	0	27
+15 mins.	3	1	15	19	1	12	2	15	0	0	0	0	18	18	0	36
+30 mins.	0	2	16	18	0	11	6	17	0	1	0	1	12	22	0	34
+45 mins.	2	1	11	14	1	15	2	18	1	1	0	2	20	15	2	37
Total Volume	6	5	55	66	2	45	13	60	1	2	1	4	65	67	2	134
% App. Total	9.1	7.6	83.3		3.3	75	21.7		25	50	25		48.5	50	1.5	
PHF	.500	.625	.859	.868	.500	.750	.542	.833	.250	.500	.250	.500	.813	.761	.250	.905

City of Weed N/S: Shastina Drive E/W: E Vista Drive Weather: Clear

File Name: 03\_WED\_Shas\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

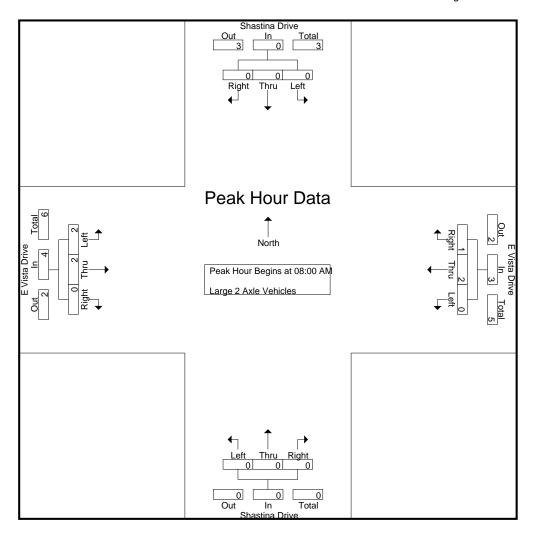
Groups Printed- Large 2 Axle Vehicles

ta Drive	
bound	
Right   App. Total	Int. Total
0 1	1
0 0	0
0 1	3
0 0	0
0 2	4
0 0	0
0 3	3
0 1	4
0 0	0
0 4	7
0 6	11
0	
0 54.5	
t	Right   App. Total     Right   App. Total     0

		Shastir	na Drive	)		E Vist	a Drive			Shasti	na Drive	9		E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis F	rom 08:	00 AM	to 08:45	AM - P	eak 1 o	f 1										
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	8:00 AN	1											
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
08:30 AM	0	0	0	0	0	2	1	3	0	0	0	0	1	0	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	1	3	0	0	0	0	2	2	0	4	7
% App. Total	0	0	0		0	66.7	33.3		0	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.500	.250	.000	.333	.438

File Name: 03\_WED\_Shas\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



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

Peak Hour for	Each Ap	proach	n Begin	s at:												
	08:00 AM	-	_		08:00 AM	1			08:00 AN	1			08:00 AM	1		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
+30 mins.	0	0	0	0	0	2	1	3	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	1	3	0	0	0	0	2	2	0	4
% App. Total	0	0	0		0	66.7	33.3		0	0	0		50	50	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.500	.250	.000	.333

City of Weed N/S: Shastina Drive E/W: E Vista Drive Weather: Clear

File Name: 03\_WED\_Shas\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

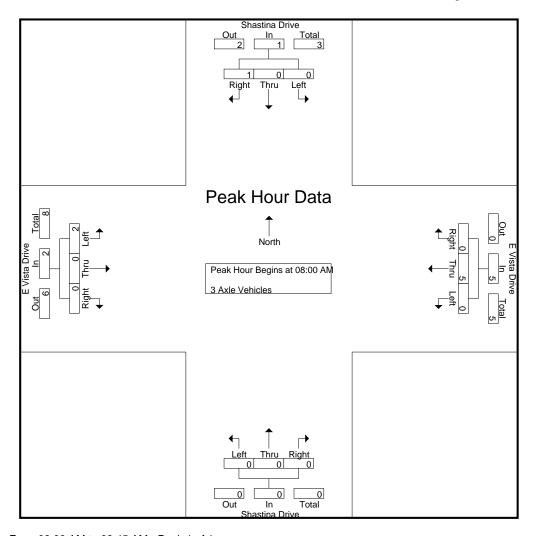
Groups Printed- 3 Axle Vehicles

							ioups i	Tilliteu- 3	AVIC A	CHICICS	)						
		Shasti	na Driv	е		E Vis	ta Drive	:		Shasti	ina Driv	е		E Vis	ta Drive		
		South	nbound			Wes	tbound			Nortl	hbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	3	1	4	12
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	1	1	0	5	0	5	0	0	0	0	2	0	0	2	8
Grand Total	0	0	1	1	0	13	0	13	0	0	0	0	2	3	1	6	20
Apprch %	0	0	100		0	100	0		0	0	0		33.3	50	16.7		
Total %	0	0	5	5	0	65	0	65	0	0	0	0	10	15	5	30	

		Shastir	na Drive	е		E Vist	a Drive	,		Shasti	na Driv	е		E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour And	alysis F	rom 08:	00 AM	to 08:45	AM - Po	eak 1 o	f 1								_		
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	8:00 AM	1											
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	1	0	5	0	5	0	0	0	0	2	0	0	2	8
% App. Total	0	0	100		0	100	0		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.625	.000	.625	.000	.000	.000	.000	.500	.000	.000	.500	1.00

File Name: 03\_WED\_Shas\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



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

Peak Hour for	Each Ap	proact	n Begins	s at:												
	08:00 AM	-	_		08:00 AM	l			08:00 AN	Л			08:00 AM	1		
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	5	0	5	0	0	0	0	2	0	0	2
% App. Total	0	0	100		0	100	0		0	0	0		100	0	0	
PHF	.000	.000	.250	.250	.000	.625	.000	.625	.000	.000	.000	.000	.500	.000	.000	.500

City of Weed N/S: Shastina Drive E/W: E Vista Drive Weather: Clear

File Name: 03\_WED\_Shas\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

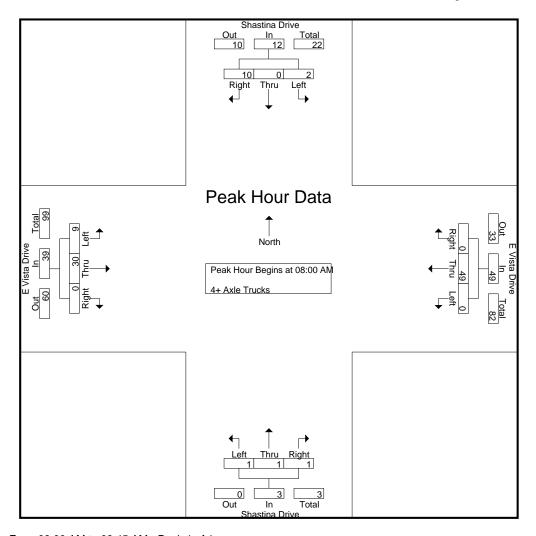
Groups Printed- 4+ Axle Trucks

							noups i	mileu- 4	T AND	HUCKS							
		Shasti	na Driv	e		E Vis	ta Drive	:		Shasti	na Driv	е		E Vis	ta Drive		
		South	nbound			Wes	tbound			North	bound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	1	1	4	0	11	0	11	0	0	0	0	0	11	0	11	26
07:15 AM	3	0	2	5	0	10	0	10	0	1	1	2	3	9	0	12	29
07:30 AM	0	0	3	3	0	16	1	17	2	0	0	2	1	10	0	11	33
07:45 AM	0	0	4	4	0	10	0	10	2	0	0	2	2	11	0	13	29
Total	5	1	10	16	0	47	1	48	4	1	1	6	6	41	0	47	117
08:00 AM	0	0	5	5	0	14	0	14	1	0	1	2	2	4	0	6	27
08:15 AM	2	0	1	3	0	11	0	11	0	0	0	0	1	17	0	18	32
08:30 AM	0	0	1	1	0	12	0	12	0	0	0	0	4	5	0	9	22
08:45 AM	0	0	3	3	0	12	0	12	0	1	0	1	2	4	0	6	22
Total	2	0	10	12	0	49	0	49	1	1	1	3	9	30	0	39	103
<b>Grand Total</b>	7	1	20	28	0	96	1	97	5	2	2	9	15	71	0	86	220
Apprch %	25	3.6	71.4		0	99	1		55.6	22.2	22.2		17.4	82.6	0		
Total %	3.2	0.5	9.1	12.7	0	43.6	0.5	44.1	2.3	0.9	0.9	4.1	6.8	32.3	0	39.1	

		Shastir	na Drive	)		E Vist	a Drive	:		Shasti	na Drive	Э		E Vist	ta Drive	ا ب	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour And	alysis F				AM - P	eak 1 o	of 1										
Peak Hour for	Entire I	ntersec	tion Beg	gins at 0	8:00 AM	1											
08:00 AM	0	0	5	5	0	14	0	14	1	0	1	2	2	4	0	6	27
08:15 AM	2	0	1	3	0	11	0	11	0	0	0	0	1	17	0	18	32
08:30 AM	0	0	1	1	0	12	0	12	0	0	0	0	4	5	0	9	22
08:45 AM	0	0	3	3	0	12	0	12	0	1	0	1	2	4	0	6	22
Total Volume	2	0	10	12	0	49	0	49	1	1	1	3	9	30	0	39	103
% App. Total	16.7	0	83.3		0	100	0		33.3	33.3	33.3		23.1	76.9	0		
PHF	.250	.000	.500	.600	.000	.875	.000	.875	.250	.250	.250	.375	.563	.441	.000	.542	.805

File Name: 03\_WED\_Shas\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



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

Peak Hour for	Each Ap	proach	n Begin	s at:												
	08:00 AM	-	_		08:00 AN	1			08:00 AN	Л			08:00 AN	1		
+0 mins.	0	0	5	5	0	14	0	14	1	0	1	2	2	4	0	6
+15 mins.	2	0	1	3	0	11	0	11	0	0	0	0	1	17	0	18
+30 mins.	0	0	1	1	0	12	0	12	0	0	0	0	4	5	0	9
+45 mins.	0	0	3	3	0	12	0	12	0	1	0	1	2	4	0	6
Total Volume	2	0	10	12	0	49	0	49	1	1	1	3	9	30	0	39
% App. Total	16.7	0	83.3		0	100	0		33.3	33.3	33.3		23.1	76.9	0	
PHF	.250	.000	.500	.600	.000	.875	.000	.875	.250	.250	.250	.375	.563	.441	.000	.542

File Name: 03\_WED\_Shas\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024

Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

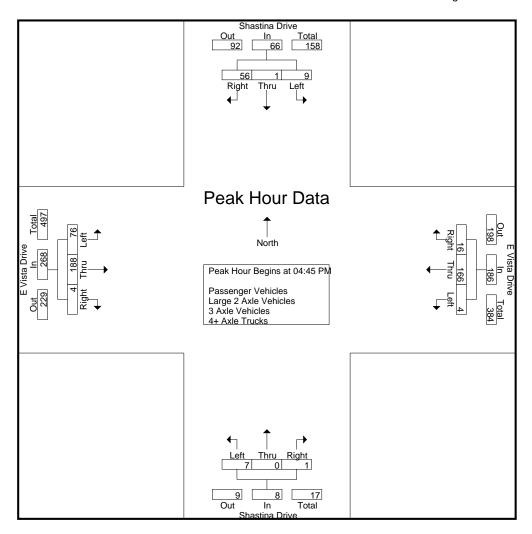
				iiiieu- Pa	assenge				de verii				4+ AXIC				
		Shastii	na Driv	е		E Vis	ta Drive	:		Shasti	ina Driv	е		E Vis	ta Drive		
		South	bound			Wes	tbound			Nortl	<u>hbound</u>			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	22	24	0	40	7	47	3	1	0	4	16	43	0	59	134
04:15 PM	2	0	19	21	1	34	0	35	4	1	1	6	17	36	3	56	118
04:30 PM	0	0	15	15	0	42	3	45	3	0	0	3	18	37	0	55	118
04:45 PM	2	1	10	13	1	39	3	43	2	0	1	3	23	55	0	78	137
Total	6	1	66	73	2	155	13	170	12	2	2	16	74	171	3	248	507
05:00 PM	1	0	12	13	2	38	3	43	3	0	0	3	15	45	0	60	119
05:15 PM	1	0	22	23	1	38	6	45	2	0	0	2	20	48	0	68	138
05:30 PM	5	0	12	17	0	51	4	55	0	0	0	0	18	40	4	62	134
05:45 PM	2	0	18	20	0	38	7	45	2	0	1	3	8	32	0	40	108
Total	9	0	64	73	3	165	20	188	7	0	1	8	61	165	4	230	499
,				·												,	
<b>Grand Total</b>	15	1	130	146	5	320	33	358	19	2	3	24	135	336	7	478	1006
Apprch %	10.3	0.7	89		1.4	89.4	9.2		79.2	8.3	12.5		28.2	70.3	1.5		
Total %	1.5	0.1	12.9	14.5	0.5	31.8	3.3	35.6	1.9	0.2	0.3	2.4	13.4	33.4	0.7	47.5	
Passenger Vehicles	15	1	97	113	4	195	26	225	12	2	3	17	95	187	4	286	641
% Passenger Vehicles	100	100	74.6	77.4	80	60.9	78.8	62.8	63.2	100	100	70.8	70.4	55.7	57.1	59.8	63.7
Large 2 Axle Vehicles	0	0	0	0	0	7	0	7	1	0	0	1	2	7	0	9	17
% Large 2 Axle Vehicles	0	0	0	0	0	2.2	0	2	5.3	0	0	4.2	1.5	2.1	0	1.9	1.7
3 Axle Vehicles	0	0	2	2	0	4	3	7	2	0	0	2	3	11	0	14	25
% 3 Axle Vehicles	0	0	1.5	1.4	0	1.2	9.1	2	10.5	0	0	8.3	2.2	3.3	0	2.9	2.5
4+ Axle Trucks	0	0	31	31	1	114	4	119	4	0	0	4	35	131	3	169	323
% 4+ Axle Trucks	0	0	23.8	21.2	20	35.6	12.1	33.2	21.1	0	0	16.7	25.9	39	42.9	35.4	32.1

			Shastir	na Drive	9		E Vist	a Drive			Shasti	na Driv	е		E Vist	ta Drive		
			South	bound			West	bound			North	nbound			East	bound		
S	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Pea	k Hour Ana	alysis Fr	om 04:	00 PM	to 05:45	PM - Pe	eak 1 o	f 1				_				_		
Pea	k Hour for	Entire In	ntersec	tion Be	gins at 0	4:45 PM	1											
(	04:45 PM	2	1	10	13	1	39	3	43	2	0	1	3	23	55	0	78	137
(	05:00 PM	1	0	12	13	2	38	3	43	3	0	0	3	15	45	0	60	119
(	05:15 PM	1	0	22	23	1	38	6	45	2	0	0	2	20	48	0	68	138
(	05:30 PM	5	0	12	17	0	51	4	55	0	0	0	0	18	40	4	62	134
Tot	al Volume	9	1	56	66	4	166	16	186	7	0	1	8	76	188	4	268	528
_%	App. Total	13.6	1.5	84.8		2.2	89.2	8.6		87.5	0	12.5		28.4	70.1	1.5		
	PHF	.450	.250	.636	.717	.500	.814	.667	.845	.583	.000	.250	.667	.826	.855	.250	.859	.957

File Name: 03\_WED\_Shas\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024

Page No : 2



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

Peak Hour for	Each A	pproach	n Begin	s at:												
	04:00 PM		-		05:00 PM	1			04:00 PM	1			04:45 PM	1		
+0 mins.	2	0	22	24	2	38	3	43	3	1	0	4	23	55	0	78
+15 mins.	2	0	19	21	1	38	6	45	4	1	1	6	15	45	0	60
+30 mins.	0	0	15	15	0	51	4	55	3	0	0	3	20	48	0	68
+45 mins.	2	1	10	13	0	38	7	45	2	0	1	3	18	40	4	62
Total Volume	6	1	66	73	3	165	20	188	12	2	2	16	76	188	4	268
% App. Total	8.2	1.4	90.4		1.6	87.8	10.6		75	12.5	12.5		28.4	70.1	1.5	
PHF	.750	.250	.750	.760	.375	.809	.714	.855	.750	.500	.500	.667	.826	.855	.250	.859

City of Weed N/S: Shastina Drive E/W: E Vista Drive Weather: Clear

File Name: 03\_WED\_Shas\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

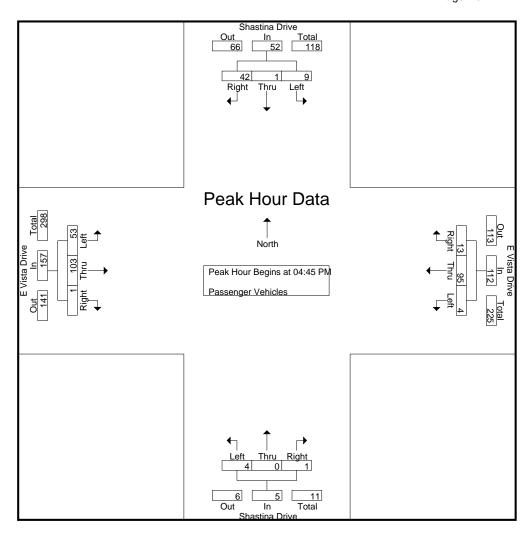
**Groups Printed- Passenger Vehicles** 

						Oilu	ups i iii	ilica i as	Scrigor	V CITICI	CO .						
		Shasti	na Driv	е		E Vist	ta Drive	•		Shasti	na Driv	е		E Vis	ta Drive		
		South	nbound			Wes	tbound			North	bound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	15	17	0	27	4	31	3	1	0	4	14	22	0	36	88
04:15 PM	2	0	12	14	0	19	0	19	1	1	1	3	11	25	3	39	75
04:30 PM	0	0	12	12	0	25	3	28	2	0	0	2	12	17	0	29	71
04:45 PM	2	1	8	11	1_	21	3	25	1_	0	1_	2	16	28	0	44	82
Total	6	1	47	54	1	92	10	103	7	2	2	11	53	92	3	148	316
05:00 PM	1	0	9	10	2	22	1	25	2	0	0	2	11	23	0	34	71
05:15 PM	1	0	15	16	1	22	5	28	1	0	0	1	12	28	0	40	85
05:30 PM	5	0	10	15	0	30	4	34	0	0	0	0	14	24	1	39	88
05:45 PM	2	0	16	18	0	29	6	35	2	0	1	3	5	20	0	25	81
Total	9	0	50	59	3	103	16	122	5	0	1	6	42	95	1	138	325
Grand Total	15	1	97	113	4	195	26	225	12	2	3	17	95	187	4	286	641
Apprch %	13.3	0.9	85.8		1.8	86.7	11.6		70.6	11.8	17.6		33.2	65.4	1.4		
Total %	2.3	0.2	15.1	17.6	0.6	30.4	4.1	35.1	1.9	0.3	0.5	2.7	14.8	29.2	0.6	44.6	

		Shastir	na Drive	Э		E Vist	a Drive	)		Shasti	na Driv	Э		E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 04:	45 PM	to 05:30	PM - P	eak 1 o	f 1										
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	4:45 PM	1											
04:45 PM	2	1	8	11	1	21	3	25	1	0	1	2	16	28	0	44	82
05:00 PM	1	0	9	10	2	22	1	25	2	0	0	2	11	23	0	34	71
05:15 PM	1	0	15	16	1	22	5	28	1	0	0	1	12	28	0	40	85
05:30 PM	5	0	10	15	0	30	4	34	0	0	0	0	14	24	1	39	88
Total Volume	9	1	42	52	4	95	13	112	4	0	1	5	53	103	1	157	326
% App. Total	17.3	1.9	80.8		3.6	84.8	11.6		80	0	20		33.8	65.6	0.6		
PHF	.450	.250	.700	.813	.500	.792	.650	.824	.500	.000	.250	.625	.828	.920	.250	.892	.926

File Name: 03\_WED\_Shas\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each Ap	proach	n Begins	s at:												
	04:45 PM	-	_		04:45 PN	1			04:45 PN	Л			04:45 PM	1		
+0 mins.	2	1	8	11	1	21	3	25	1	0	1	2	16	28	0	44
+15 mins.	1	0	9	10	2	22	1	25	2	0	0	2	11	23	0	34
+30 mins.	1	0	15	16	1	22	5	28	1	0	0	1	12	28	0	40
+45 mins.	5	0	10	15	0	30	4	34	0	0	0	0	14	24	1	39
Total Volume	9	1	42	52	4	95	13	112	4	0	1	5	53	103	1	157
% App. Total	17.3	1.9	80.8		3.6	84.8	11.6		80	0	20		33.8	65.6	0.6	
PHF	.450	.250	.700	.813	.500	.792	.650	.824	.500	.000	.250	.625	.828	.920	.250	.892

City of Weed N/S: Shastina Drive E/W: E Vista Drive Weather: Clear

File Name: 03\_WED\_Shas\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

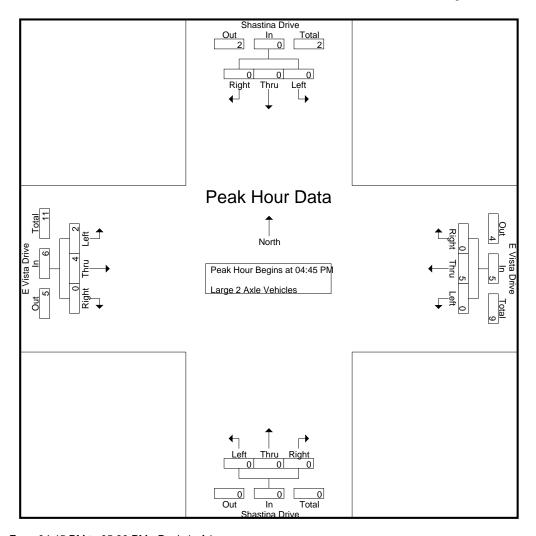
Groups Printed- Large 2 Axle Vehicles

							Gioc	ips Filli	ieu- Larg	e z Axi	e venic	JIES						
			Shasti	na Driv	е		E Vis	ta Drive	:		Shasti	ina Driv	е		E Vis	ta Drive	;	
			South	nbound			Wes	tbound			Nortl	hbound			Eas	tbound		
Į	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
	04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
	04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
	04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	1	0	2	4
	Total	0	0	0	0	0	4	0	4	1	0	0	1	1	4	0	5	10
	05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
	05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
	05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
	Total	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
	Grand Total	0	0	0	0	0	7	0	7	1	0	0	1	2	7	0	9	17
	Apprch %	0	0	0		0	100	0		100	0	0		22.2	77.8	0		
	Total %	0	0	0	0	0	41.2	0	41.2	5.9	0	0	5.9	11.8	41.2	0	52.9	

		Shastir	na Drive	)		E Vist	a Drive	)		Shasti	na Drive	)		E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour And	alysis F	rom 04:	45 PM	to 05:30	PM - P	eak 1 o	f 1								_		
Peak Hour for	Entire I	ntersec	tion Beg	gins at 0	4:45 PM	1											
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	1	0	2	4
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	2	4	0	6	11
% App. Total	0	0	0		0	100	0		0	0	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.500	1.00	.000	.750	.688

File Name: 03\_WED\_Shas\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each Ap	proach	n Begins	s at:												
	04:45 PM	-	_		04:45 PM	1			04:45 PN	1			04:45 PM	И		
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	1	1	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	2	4	0	6
% App. Total	0	0	0		0	100	0		0	0	0		33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.500	1.000	.000	.750

City of Weed N/S: Shastina Drive E/W: E Vista Drive Weather: Clear

File Name: 03\_WED\_Shas\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

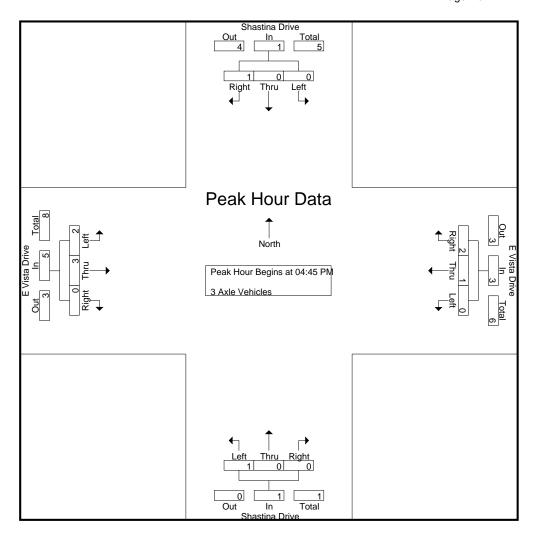
Groups Printed- 3 Axle Vehicles

							ioups i	Tilliteu- 3	AVIC A	CHICICS	)						
		Shasti	na Driv	e		E Vist	ta Drive	:		Shasti	ina Driv	е		E Vis	ta Drive	)	
		South	nbound			Wes	tbound			Nortl	hbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	5	0	5	7
04:15 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	1	0	1	3
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2	3
Total	0	0	1	1	0	3	1	4	2	0	0	2	1	8	0	9	16
05:00 PM	0	0	1	1	0	0	1	1	0	0	0	0	1	1	0	2	4
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	0	1	1	0	1	2	3	0	0	0	0	2	3	0	5	9
Grand Total	0	0	2	2	0	4	3	7	2	0	0	2	3	11	0	14	25
Apprch %	0	0	100		0	57.1	42.9		100	0	0		21.4	78.6	0		
Total %	0	0	8	8	0	16	12	28	8	0	0	8	12	44	0	56	

		Shastir	na Drive	Э		E Vist	a Drive	,		Shasti	na Driv	Э		E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis F	rom 04:	45 PM	to 05:30	PM - P	eak 1 o	of 1										
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	4:45 PN	1											
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2	3
05:00 PM	0	0	1	1	0	0	1	1	0	0	0	0	1	1	0	2	4
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	1	2	3	1	0	0	1	2	3	0	5	10
% App. Total	0	0	100		0	33.3	66.7		100	0	0		40	60	0		
PHF	.000	.000	.250	.250	.000	.250	.500	.750	.250	.000	.000	.250	.500	.750	.000	.625	.625

File Name: 03\_WED\_Shas\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each Ap	proach	n Begin:	s at:												
	04:45 PM		_		04:45 PM	1			04:45 PN	1			04:45 PM	1		
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2
+15 mins.	0	0	1	1	0	0	1	1	0	0	0	0	1	1	0	2
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	2	3	1	0	0	1	2	3	0	5
% App. Total	0	0	100		0	33.3	66.7		100	0	0		40	60	0	
PHF	.000	.000	.250	.250	.000	.250	.500	.750	.250	.000	.000	.250	.500	.750	.000	.625

City of Weed N/S: Shastina Drive E/W: E Vista Drive Weather: Clear

File Name: 03\_WED\_Shas\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

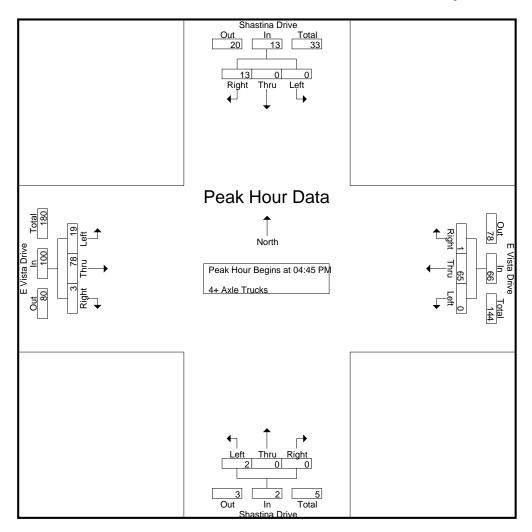
Groups Printed- 4+ Axle Trucks

_							G	roups r	rintea- 4	+ Axie	Trucks							
			Shasti	na Driv	е		E Vist	a Drive			Shasti	ina Drive	Э		E Vis	ta Drive		
			South	nbound			West	bound			Nortl	nbound			Eas	tbound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	04:00 PM	0	0	7	7	0	11	2	13	0	0	0	0	2	14	0	16	36
	04:15 PM	0	0	6	6	1	15	0	16	1	0	0	1	6	9	0	15	38
	04:30 PM	0	0	3	3	0	14	0	14	1	0	0	1	6	19	0	25	43
	04:45 PM	0	0	2	2	0	16	0	16	0	0	0	0	5	25	0	30	48
	Total	0	0	18	18	1	56	2	59	2	0	0	2	19	67	0	86	165
	05:00 PM	0	0	2	2	0	15	1	16	1	0	0	1	3	20	0	23	42
	05:15 PM	0	0	7	7	0	15	0	15	1	0	0	1	7	18	0	25	48
	05:30 PM	0	0	2	2	0	19	0	19	0	0	0	0	4	15	3	22	43
	05:45 PM	0	0	2	2	0	9	1	10	0	0	0	0	2	11	0	13	25
	Total	0	0	13	13	0	58	2	60	2	0	0	2	16	64	3	83	158
	Grand Total	0	0	31	31	1	114	4	119	4	0	0	4	35	131	3	169	323
	Apprch %	0	0	100		8.0	95.8	3.4		100	0	0		20.7	77.5	1.8		
	Total %	0	0	9.6	9.6	0.3	35.3	1.2	36.8	1.2	0	0	1.2	10.8	40.6	0.9	52.3	

		Shastir	na Drive	Э		E Vist	a Drive	:		Shasti	na Drive	Э		E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis F	rom 04:	45 PM	to 05:30	PM - P	eak 1 o	f 1				_				_		
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	4:45 PN	1											
04:45 PM	0	0	2	2	0	16	0	16	0	0	0	0	5	25	0	30	48
05:00 PM	0	0	2	2	0	15	1	16	1	0	0	1	3	20	0	23	42
05:15 PM	0	0	7	7	0	15	0	15	1	0	0	1	7	18	0	25	48
05:30 PM	0	0	2	2	0	19	0	19	0	0	0	0	4	15	3	22	43
Total Volume	0	0	13	13	0	65	1	66	2	0	0	2	19	78	3	100	181
% App. Total	0	0	100		0	98.5	1.5		100	0	0		19	78	3		
PHF	.000	.000	.464	.464	.000	.855	.250	.868	.500	.000	.000	.500	.679	.780	.250	.833	.943

File Name: 03\_WED\_Shas\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each Ap	proach	n Begin	s at:												
	04:45 PM	•			04:45 PN	1			04:45 PN	Л			04:45 PM	1		
+0 mins.	0	0	2	2	0	16	0	16	0	0	0	0	5	25	0	30
+15 mins.	0	0	2	2	0	15	1	16	1	0	0	1	3	20	0	23
+30 mins.	0	0	7	7	0	15	0	15	1	0	0	1	7	18	0	25
+45 mins.	0	0	2	2	0	19	0	19	0	0	0	0	4	15	3	22
Total Volume	0	0	13	13	0	65	1	66	2	0	0	2	19	78	3	100
% App. Total	0	0	100		0	98.5	1.5		100	0	0		19	78	3	
PHF	.000	.000	.464	.464	.000	.855	.250	.868	.500	.000	.000	.500	.679	.780	.250	.833

File Name: 04\_WED\_BB\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

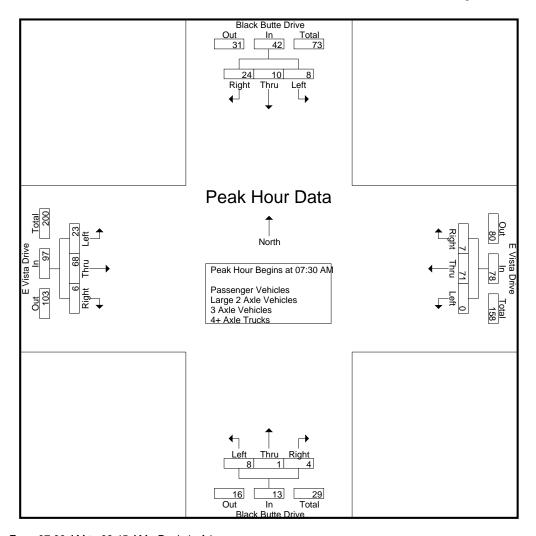
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	E	Black B	utte Dri	ve		E Vis	ta Drive		Е	Black B	utte Dri	ve		E Vis	ta Drive	)	
		South	nbound			Wes	tbound			North	bound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	2	2	1	25	0	26	2	0	0	2	7	16	1	24	54
07:15 AM	2	0	4	6	1	8	3	12	2	0	0	2	4	11	2	17	37
07:30 AM	4	2	8	14	0	17	0	17	3	0	3	6	5	14	1	20	57
07:45 AM	0	3	4	7	0	23	2	25	2	0	0	2	3	15	1_	19	53
Total	6	5	18	29	2	73	5	80	9	0	3	12	19	56	5	80	201
08:00 AM	1	2	5	8	0	13	3	16	1	1	0	2	7	8	1	16	42
08:15 AM	3	3	7	13	0	18	2	20	2	0	1	3	8	31	3	42	78
08:30 AM	1	0	5	6	0	23	0	23	1	2	0	3	5	14	1	20	52
08:45 AM	3	1_	2	6	0	23	0	23	2	0	0	2	1	13	0	14	45
Total	8	6	19	33	0	77	5	82	6	3	1	10	21	66	5	92	217
Grand Total	14	11	37	62	2	150	10	162	15	3	4	22	40	122	10	172	418
Apprch %	22.6	17.7	59.7		1.2	92.6	6.2		68.2	13.6	18.2		23.3	70.9	5.8		
Total %	3.3	2.6	8.9	14.8	0.5	35.9	2.4	38.8	3.6	0.7	1	5.3	9.6	29.2	2.4	41.1	
Passenger Vehicles	2	10	22	34	0	57	8	65	9	3	2	14	23	58	8	89	202
% Passenger Vehicles	14.3	90.9	59.5	54.8	0	38	80	40.1	60	100	50	63.6	57.5	47.5	80	51.7	48.3
Large 2 Axle Vehicles	0	0	1	1	0	4	0	4	0	0	0	0	2	3	0	5	10
% Large 2 Axle Vehicles	0	0	2.7	1.6	0	2.7	0	2.5	0	0	0	0	5	2.5	0	2.9	2.4
3 Axle Vehicles	2	0	0	2	1	9	0	10	1	0	0	1	0	2	0	2	15
% 3 Axle Vehicles	14.3	0	0	3.2	50	6	0	6.2	6.7	0	0	4.5	0	1.6	0	1.2	3.6
4+ Axle Trucks	10	1	14	25	1	80	2	83	5	0	2	7	15	59	2	76	191
% 4+ Axle Trucks	71.4	9.1	37.8	40.3	50	53.3	20	51.2	33.3	0	50	31.8	37.5	48.4	20	44.2	45.7

	Е	Black Bu	utte Dri	ve		E Vist	a Drive		Е	Black B	utte Dri	ve		E Vist	ta Drive	!	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis F	rom 07:	00 AM	to 08:45	AM - Po	eak 1 o	f 1				_				_		
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:30 AM	1											
07:30 AM	4	2	8	14	0	17	0	17	3	0	3	6	5	14	1	20	57
07:45 AM	0	3	4	7	0	23	2	25	2	0	0	2	3	15	1	19	53
08:00 AM	1	2	5	8	0	13	3	16	1	1	0	2	7	8	1	16	42
08:15 AM	3	3	7	13	0	18	2	20	2	0	1	3	8	31	3	42	78
Total Volume	8	10	24	42	0	71	7	78	8	1	4	13	23	68	6	97	230
% App. Total	19	23.8	57.1		0	91	9		61.5	7.7	30.8		23.7	70.1	6.2		
PHF	.500	.833	.750	.750	.000	.772	.583	.780	.667	.250	.333	.542	.719	.548	.500	.577	.737

File Name: 04\_WED\_BB\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



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

Peak Hour for	Each A	pproacl	n Begin:	s at:												
	07:30 AM		_		07:45 AN	1			07:30 AN	Л			07:30 AM	1		
+0 mins.	4	2	8	14	0	23	2	25	3	0	3	6	5	14	1	20
+15 mins.	0	3	4	7	0	13	3	16	2	0	0	2	3	15	1	19
+30 mins.	1	2	5	8	0	18	2	20	1	1	0	2	7	8	1	16
+45 mins.	3	3	7	13	0	23	0	23	2	0	1	3	8	31	3	42
Total Volume	8	10	24	42	0	77	7	84	8	1	4	13	23	68	6	97
% App. Total	19	23.8	57.1		0	91.7	8.3		61.5	7.7	30.8		23.7	70.1	6.2	
PHF	.500	.833	.750	.750	.000	.837	.583	.840	.667	.250	.333	.542	.719	.548	.500	.577

City of Weed N/S: Black Butte Drive E/W: E Vista Drive Weather: Clear

File Name: 04\_WED\_BB\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

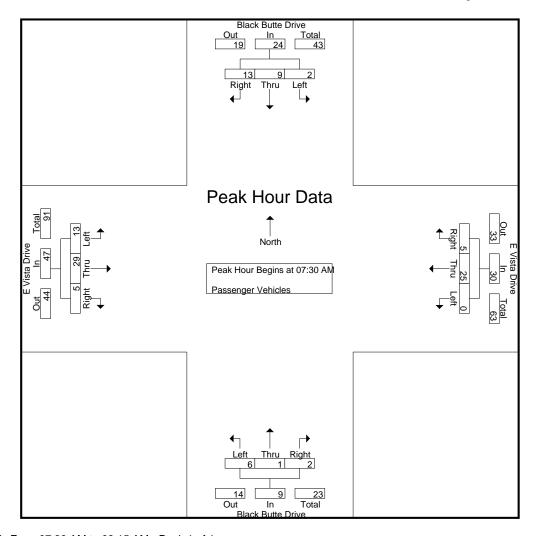
Groups Printed- Passenger Vehicles

E Vista Drive	
Eastbound	
Left Thru Right App. Total	Int. Total
2 9 1 12	24
2 1 1 4	13
1 7 0 8	18
2 5 1 8	31
7 22 3 32	86
5 5 1 11	19
5 12 3 20	42
5 10 1 16	30
1 9 0 10	25
16 36 5 57	116
23 58 8 89	202
25.8 65.2 9	
11.4 28.7 4 44.1	
	Eastbound           Left         Thru         Right         App. Total           2         9         1         12           2         1         1         4           1         7         0         8           2         5         1         8           7         22         3         32           5         5         1         11           5         12         3         20           5         10         1         16           1         9         0         10           16         36         5         57           23         58         8         89           25.8         65.2         9

	E	Black Bu	utte Driv	/e		E Vist	a Drive		Е	Black B	utte Driv	/e		E Vist	ta Drive		
		South	bound			West	bound			North	bound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour And	alysis F	rom 07:	:30 AM	to 08:15	AM - P	eak 1 o	f 1								_		
Peak Hour for	Entire I	ntersec	tion Beg	gins at 0	7:30 AN	1											
07:30 AM	0	1	4	5	0	3	0	3	1	0	1	2	1	7	0	8	18
07:45 AM	0	3	4	7	0	12	2	14	2	0	0	2	2	5	1	8	31
08:00 AM	0	2	1	3	0	1	2	3	1	1	0	2	5	5	1	11	19
08:15 AM	2	3	4	9	0	9	1	10	2	0	1	3	5	12	3	20	42
Total Volume	2	9	13	24	0	25	5	30	6	1	2	9	13	29	5	47	110
% App. Total	8.3	37.5	54.2		0	83.3	16.7		66.7	11.1	22.2		27.7	61.7	10.6		
PHF	.250	.750	.813	.667	.000	.521	.625	.536	.750	.250	.500	.750	.650	.604	.417	.588	.655

File Name: 04\_WED\_BB\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for	Each Ap	proact	n Begin	s at:												
	07:30 AM	-	_		07:30 AN	1			07:30 AN	1			07:30 AN	1		
+0 mins.	0	1	4	5	0	3	0	3	1	0	1	2	1	7	0	8
+15 mins.	0	3	4	7	0	12	2	14	2	0	0	2	2	5	1	8
+30 mins.	0	2	1	3	0	1	2	3	1	1	0	2	5	5	1	11
+45 mins.	2	3	4	9	0	9	1	10	2	0	1	3	5	12	3	20
Total Volume	2	9	13	24	0	25	5	30	6	1	2	9	13	29	5	47
% App. Total	8.3	37.5	54.2		0	83.3	16.7		66.7	11.1	22.2		27.7	61.7	10.6	
PHF	.250	.750	.813	.667	.000	.521	.625	.536	.750	.250	.500	.750	.650	.604	.417	.588

City of Weed N/S: Black Butte Drive E/W: E Vista Drive Weather: Clear

File Name: 04\_WED\_BB\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

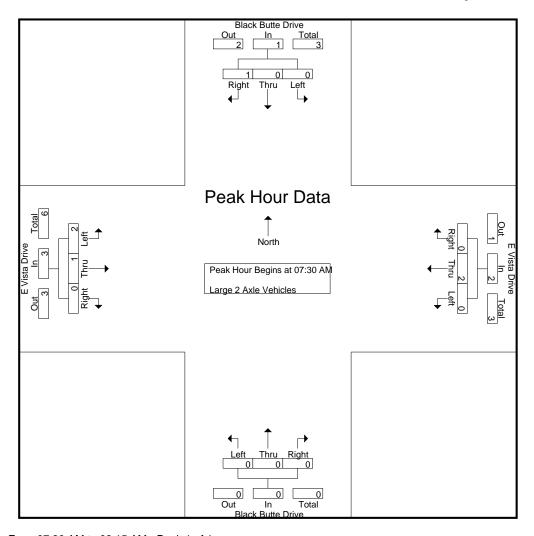
Groups Printed- Large 2 Axle Vehicles

								ea- Larg	e z Axie	e venic	ies						
	E	Black B	utte Driv	ve		E Vist	a Drive		E	Black B	utte Dri	ve		E Vis	ta Drive	!	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	0	0	0	0	1	1	0	2	4
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
Grand Total	0	0	1	1	0	4	0	4	0	0	0	0	2	3	0	5	10
Apprch %	0	0	100		0	100	0		0	0	0		40	60	0		
Total %	0	0	10	10	0	40	0	40	0	0	0	0	20	30	0	50	

	Е	Black Bu	utte Driv	ve		E Vist	a Drive	)	Е	Black B	utte Dri	ve		E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour And	alysis F	rom 07:	30 AM	to 08:15	AM - Po	eak 1 o	f 1										
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:30 AM	1											
07:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	2	1	0	3	6
% App. Total	0	0	100		0	100	0		0	0	0		66.7	33.3	0		
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.500	.250	.000	.375	.500

File Name: 04\_WED\_BB\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for	Each Ap	proach	n Begin:	s at:												
	07:30 AM		_		07:30 AN	1			07:30 AN	1			07:30 AN	1		
+0 mins.	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
Total Volume	0	0	1	1	0	2	0	2	0	0	0	0	2	1	0	3
% App. Total	0	0	100		0	100	0		0	0	0		66.7	33.3	0	
PHF	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.500	.250	.000	.375

City of Weed N/S: Black Butte Drive E/W: E Vista Drive Weather: Clear

File Name: 04\_WED\_BB\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

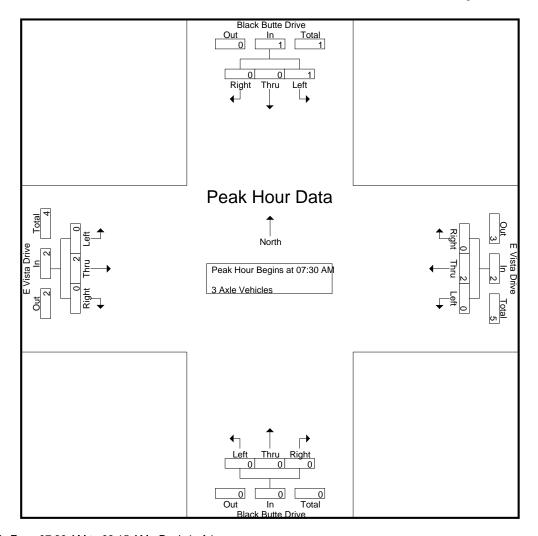
Groups Printed- 3 Axle Vehicles

_							G	roups P	<u>rintea- 3</u>	Axie ve	<u>enicies</u>							
		Е	Black B	utte Dri	ve		E Vist	ta Drive		E	Black B	utte Driv	ve		E Vis	ta Drive	!	
L			South	bound			West	tbound			North	nbound			East	tbound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	07:00 AM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0	5
	07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
	07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
	07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1_
	Total	1	0	0	1	1	5	0	6	1	0	0	1	0	1	0	1	9
	08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
	08:30 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
	08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1_
	Total	1	0	0	1	0	4	0	4	0	0	0	0	0	1	0	1	6
	Grand Total	2	0	0	2	1	9	0	10	1	0	0	1	0	2	0	2	15
	Apprch %	100	0	0		10	90	0		100	0	0		0	100	0		
	Total %	13.3	0	0	13.3	6.7	60	0	66.7	6.7	0	0	6.7	0	13.3	0	13.3	

	В	lack Bu	ıtte Dri	ve		E Vist	a Drive	,	Е	Black B	utte Dri	ve		E Vis	ta Drive		
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fı	om 07:	30 AM	to 08:15	AM - Pe	eak 1 o	f 1										
Peak Hour for	Entire In	ntersect	tion Be	gins at 0	7:30 AM	1											
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1_
Total Volume	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.625

File Name: 04\_WED\_BB\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for	Each Approach Begins at:
	07:30 AM

Peak Hour for	Each Ap	oproacr	ı Begins	s at:												
	07:30 AM	-	_		07:30 AM	1			07:30 AN	Л			07:30 AM	1		
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

City of Weed N/S: Black Butte Drive E/W: E Vista Drive Weather: Clear

File Name: 04\_WED\_BB\_Vista AM Site Code: 00324824 Start Date: 9/24/2024 Page No: 1

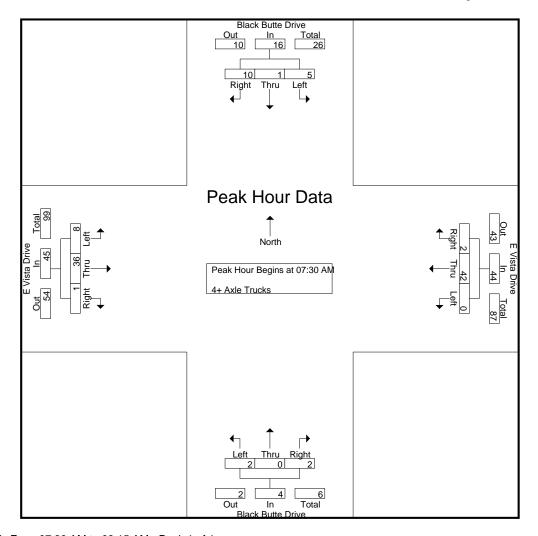
Groups Printed- 4+ Axle Trucks

						noups i	IIIICU T	T AND	TTUCKS							
E	Black B	utte Dri	ve		E Vis	ta Drive	•	E	Black B	utte Dri	ve		E Vis	ta Drive		
	South	nbound			Wes	tbound			Nortl	nbound			East	bound		
Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
0	0	0	0	0	11	0	11	2	0	0	2	5	6	0	11	24
2	0	1	3	1	5	0	6	1	0	0	1	2	10	1	13	23
3	1	3	7	0	13	0	13	2	0	2	4	3	6	1	10	34
0	0	0	0	0	10	0	10	0	0	0	0	1	10	0	11	21
5	1	4	10	1	39	0	40	5	0	2	7	11	32	2	45	102
1	0	4	5	0	10	1	11	0	0	0	0	2	3	0	5	21
1	0	3	4	0	9	1	10	0	0	0	0	2	17	0	19	33
0	0	3	3	0	10	0	10	0	0	0	0	0	4	0	4	17
3	0	0	3	0	12	0	12	0	0	0	0	0	3	0	3	18
5	0	10	15	0	41	2	43	0	0	0	0	4	27	0	31	89
10	1	14	25	1	80	2	83	5	0	2	7	15	59	2	76	191
40	4	56		1.2	96.4	2.4		71.4	0	28.6		19.7	77.6	2.6		
5.2	0.5	7.3	13.1	0.5	41.9	1	43.5	2.6	0	1	3.7	7.9	30.9	1	39.8	
	Left 0 2 3 0 5 5 1 1 1 0 3 5 5 10 40	South   Left   Thru   0	Southbound   Left   Thru   Right	0 0 0 0 0 0 0 2 0 1 3 3 3 1 3 7 0 0 0 0 0 0 0 5 1 4 10 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Southbound   Left   Thru   Right   App. Total   Left	Black Butte Drive   Southbound   Wes	Black Butte Drive   Southbound   E Vista Drive   Westbound	Black Butte Drive   Southbound   Westbound   Westbound	Black Butte Drive   Southbound   Westbound   Westbound   Westbound   Left   Thru   Right   App. Total   Left   Thru   T	Norting	Black Butte Drive   Southbound   Westbound   Westbound   Northbound   Northbound   Northbound	Black Butte Drive   Southbound   Deft   Thru   Right   App. Total   Left   Thru   Ri	Black Butte Drive   Southbound   Deft   Thru   Right   App. Total   Left   Thru   Right   Left   Thru   Thru   Right   App. Total   Left   Thru   Thru   R	Black Butte Drive   Southbound   Drive   Drive	Black Butte Drive   Southbound   Deft   Thru   Right   App. Total   Left   Thru   Ri	Black Butte Drive   Southbound   Drive   Drive   Drive   Eastbound   Drive   Eastbound   Drive   Eastbound   Drive   Drive   Drive   Eastbound   Drive   Drive

	Е	Black B	utte Dri	ve		E Vist	a Drive	,	Е	Black B	utte Dri	ve		E Vis	ta Drive	)	
		South	bound			West	bound			North	bound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis F	rom 07	30 AM	to 08:15	AM - P	eak 1 c	of 1										
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:30 AN	1											
07:30 AM	3	1	3	7	0	13	0	13	2	0	2	4	3	6	1	10	34
07:45 AM	0	0	0	0	0	10	0	10	0	0	0	0	1	10	0	11	21
08:00 AM	1	0	4	5	0	10	1	11	0	0	0	0	2	3	0	5	21
08:15 AM	1	0	3	4	0	9	1	10	0	0	0	0	2	17	0	19	33
Total Volume	5	1	10	16	0	42	2	44	2	0	2	4	8	36	1	45	109
% App. Total	31.2	6.2	62.5		0	95.5	4.5		50	0	50		17.8	80	2.2		
PHF	.417	.250	.625	.571	.000	.808	.500	.846	.250	.000	.250	.250	.667	.529	.250	.592	.801

File Name: 04\_WED\_BB\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for	Each Ap	oproact	n Begin	s at:												
	07:30 AM	-	_		07:30 AN	1			07:30 AN	1			07:30 AM	1		
+0 mins.	3	1	3	7	0	13	0	13	2	0	2	4	3	6	1	10
+15 mins.	0	0	0	0	0	10	0	10	0	0	0	0	1	10	0	11
+30 mins.	1	0	4	5	0	10	1	11	0	0	0	0	2	3	0	5
+45 mins.	1	0	3	4	0	9	1	10	0	0	0	0	2	17	0	19
Total Volume	5	1	10	16	0	42	2	44	2	0	2	4	8	36	1	45
% App. Total	31.2	6.2	62.5		0	95.5	4.5		50	0	50		17.8	80	2.2	
PHF	.417	.250	.625	.571	.000	.808	.500	.846	.250	.000	.250	.250	.667	.529	.250	.592

File Name: 04\_WED\_BB\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

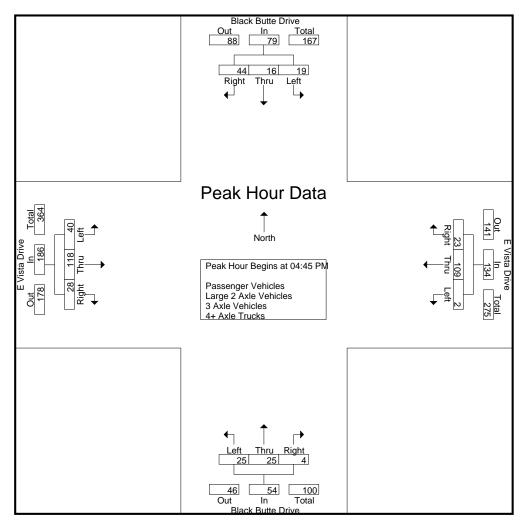
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	E	Black B	utte Dri	ve		E Vis	ta Drive	,	Е	Black B	utte Dri	ve		E Vist	ta Drive	)	
		South	bound			Wes	tbound			Nortl	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	7	6	17	1	25	8	34	6	7	0	13	12	20	9	41	105
04:15 PM	4	5	6	15	0	24	3	27	6	2	1	9	9	17	4	30	81
04:30 PM	4	4	15	23	1	22	5	28	3	4	0	7	13	20	2	35	93
04:45 PM	7	3	11	21	0	22	7	29	9	6	1	16	16	33	7	56	122
Total	19	19	38	76	2	93	23	118	24	19	2	45	50	90	22	162	401
05:00 PM	3	5	10	18	1	26	4	31	6	10	1	17	9	24	7	40	106
05:15 PM	2	7	13	22	0	25	4	29	3	5	2	10	8	30	8	46	107
05:30 PM	7	1	10	18	1	36	8	45	7	4	0	11	7	31	6	44	118
05:45 PM	5	6	6	17	1	23	8	32	12	1	0	13	4	21	4	29	91
Total	17	19	39	75	3	110	24	137	28	20	3	51	28	106	25	159	422
<b>Grand Total</b>	36	38	77	151	5	203	47	255	52	39	5	96	78	196	47	321	823
Apprch %	23.8	25.2	51		2	79.6	18.4		54.2	40.6	5.2		24.3	61.1	14.6		
Total %	4.4	4.6	9.4	18.3	0.6	24.7	5.7	31	6.3	4.7	0.6	11.7	9.5	23.8	5.7	39	
Passenger Vehicles	29	37	56	122	2	104	40	146	45	35	4	84	52	89	37	178	530
% Passenger Vehicles	80.6	97.4	72.7	80.8	40	51.2	85.1	57.3	86.5	89.7	80	87.5	66.7	45.4	78.7	55.5	64.4
Large 2 Axle Vehicles	0	0	0	0	0	4	0	4	1	0	0	1	1	6	1	8	13
% Large 2 Axle Vehicles	0	0	0	0	0	2	0	1.6	1.9	0	0	1	1.3	3.1	2.1	2.5	1.6
3 Axle Vehicles	0	1	0	1	0	5	1	6	2	2	1	5	1	5	1	7	19
% 3 Axle Vehicles	0	2.6	0	0.7	0	2.5	2.1	2.4	3.8	5.1	20	5.2	1.3	2.6	2.1	2.2	2.3
4+ Axle Trucks	7	0	21	28	3	90	6	99	4	2	0	6	24	96	8	128	261
% 4+ Axle Trucks	19.4	0	27.3	18.5	60	44.3	12.8	38.8	7.7	5.1	0	6.2	30.8	49	17	39.9	31.7

	Е	Black Bu	utte Dri	ve		E Vist	a Drive	,	Е	Black B	utte Dri	ve		E Vist	ta Drive		
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 04:	00 PM	to 05:45	PM - Po	eak 1 o	f 1										
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	4:45 PM	1											
04:45 PM	7	3	11	21	0	22	7	29	9	6	1	16	16	33	7	56	122
05:00 PM	3	5	10	18	1	26	4	31	6	10	1	17	9	24	7	40	106
05:15 PM	2	7	13	22	0	25	4	29	3	5	2	10	8	30	8	46	107
05:30 PM	7	1	10	18	1	36	8	45	7	4	0	11	7	31	6	44	118
Total Volume	19	16	44	79	2	109	23	134	25	25	4	54	40	118	28	186	453
% App. Total	24.1	20.3	55.7		1.5	81.3	17.2		46.3	46.3	7.4		21.5	63.4	15.1		
PHF	.679	.571	.846	.898	.500	.757	.719	.744	.694	.625	.500	.794	.625	.894	.875	.830	.928

File Name: 04\_WED\_BB\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



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

Peak Hour for	Each Ap	pproach	n Begin	s at:												
	04:30 PM				05:00 PN	1			04:45 PN	Л			04:45 PN	1		
+0 mins.	4	4	15	23	1	26	4	31	9	6	1	16	16	33	7	56
+15 mins.	7	3	11	21	0	25	4	29	6	10	1	17	9	24	7	40
+30 mins.	3	5	10	18	1	36	8	45	3	5	2	10	8	30	8	46
+45 mins.	2	7	13	22	1	23	8	32	7	4	0	11	7	31	6	44
Total Volume	16	19	49	84	3	110	24	137	25	25	4	54	40	118	28	186
% App. Total	19	22.6	58.3		2.2	80.3	17.5		46.3	46.3	7.4		21.5	63.4	15.1	
PHF	.571	.679	.817	.913	.750	.764	.750	.761	.694	.625	.500	.794	.625	.894	.875	.830

City of Weed N/S: Black Butte Drive E/W: E Vista Drive Weather: Clear

File Name: 04\_WED\_BB\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

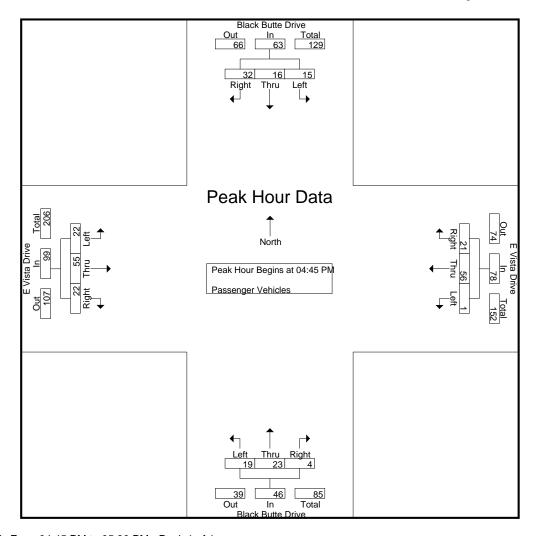
Groups Printed- Passenger Vehicles

1
1
otal Int. Total
24 68
20 51
17 57
27 74
88 250
19 61
25 71
28 80
18 68
90 280
78 530
3.6
1

	E	Black Bu	utte Driv	/e		E Vist	a Drive	:	Е	Black B	utte Driv	/e		E Vist	ta Drive	:	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour An	alysis F	rom 04:	45 PM	to 05:30	PM - Po	eak 1 o	f 1										
Peak Hour for	Entire I	ntersec	tion Beg	gins at 0	4:45 PM	1											
04:45 PM	5	3	10 `	18	0	10	6	16	6	6	1	13	9	13	5	27	74
05:00 PM	2	5	7	14	0	11	4	15	3	9	1	13	6	9	4	19	61
05:15 PM	1	7	9	17	0	16	3	19	3	5	2	10	4	13	8	25	71
05:30 PM	7	1	6	14	1	19	8	28	7	3	0	10	3	20	5	28	80
Total Volume	15	16	32	63	1	56	21	78	19	23	4	46	22	55	22	99	286
% App. Total	23.8	25.4	50.8		1.3	71.8	26.9		41.3	50	8.7		22.2	55.6	22.2		
PHF	.536	.571	.800	.875	.250	.737	.656	.696	.679	.639	.500	.885	.611	.688	.688	.884	.894

File Name: 04\_WED\_BB\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each A	pproach	n Begin	s at:												
	04:45 PM				04:45 PN	1			04:45 PN	Л			04:45 PM	1		
+0 mins.	5	3	10	18	0	10	6	16	6	6	1	13	9	13	5	27
+15 mins.	2	5	7	14	0	11	4	15	3	9	1	13	6	9	4	19
+30 mins.	1	7	9	17	0	16	3	19	3	5	2	10	4	13	8	25
+45 mins.	7	1	6	14	1	19	8	28	7	3	0	10	3	20	5	28
Total Volume	15	16	32	63	1	56	21	78	19	23	4	46	22	55	22	99
% App. Total	23.8	25.4	50.8		1.3	71.8	26.9		41.3	50	8.7		22.2	55.6	22.2	
PHF	.536	.571	.800	.875	.250	.737	.656	.696	.679	.639	.500	.885	.611	.688	.688	.884

City of Weed N/S: Black Butte Drive E/W: E Vista Drive Weather: Clear

File Name: 04\_WED\_BB\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

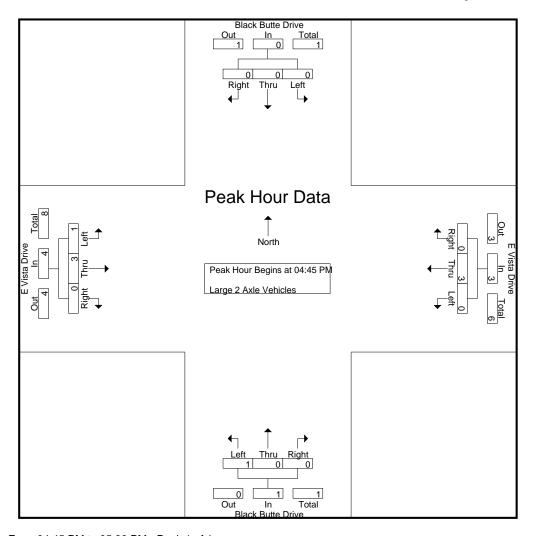
Groups Printed- Large 2 Axle Vehicles

sta Drive stbound	
stbound	1
I Right App. Tota	ı Int. Total
1 2	2 3
2 0 2	2
0 0	0
0 1	3_
3 1 5	5 8
0 1	1
0 1	2
0 1	2
0 0	0_
3 0 3	5
3 1 8	13
5 12.5	
2 7.7 61.5	5
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	u         Right         App. Total           1         1         2           2         0         2           0         0         0           0         0         1           3         1         5           1         0         1           1         0         1           1         0         1           0         0         0           3         0         3           6         1         8           5         12.5

	Е	Black Bu	utte Driv	ve		a Drive	,	Е	Black B	utte Dri	ve						
		South	bound			West	bound			North	nbound						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	4:45 PM	1											
04:45 PM	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	3	0	3	1	0	0	1	1	3	0	4	8
% App. Total	0	0	0		0	100	0		100	0	0		25	75	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.250	.750	.000	1.00	.667

File Name: 04\_WED\_BB\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each Ap	proach	n Begins	s at:												
	04:45 PM	•			04:45 PM	1			04:45 PN	Л			04:45 PN	1		
+0 mins.	0	0	0	0	0	1	0	1	1	0	0	1	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	3	0	3	1	0	0	1	1	3	0	4
% App. Total	0	0	0		0	100	0		100	0	0		25	75	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.250	.750	.000	1.000

City of Weed N/S: Black Butte Drive E/W: E Vista Drive Weather: Clear

File Name: 04\_WED\_BB\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

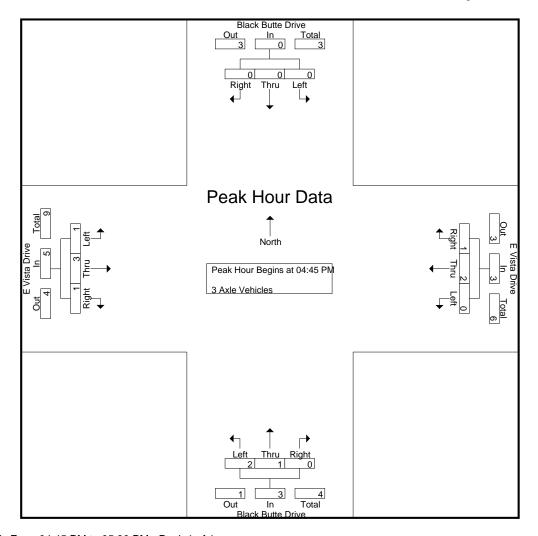
Groups Printed- 3 Axle Vehicles

	Black Butte Drive E Vista Drive Black Butte Drive E Vista Drive																
	1	Black B	utte Dri	ve		E Vis	ta Drive	)	E	Black B	utte Dri	ve					
		Soutl	hbound			Wes	tbound			Nortl	hbound						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1 0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	1 0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Tota	1 0	1	0	1	0	3	0	3	0	1	1	2	1	3	0	4	10
05:00 PM	0	0	0	0	0	1	0	1	2	1	0	3	0	0	1	1	5
05:15 PM	1 0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:30 PM	1 0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1_
Tota	0	0	0	0	0	2	1	3	2	1	0	3	0	2	1	3	9
Grand Tota	0	1	0	1	0	5	1	6	2	2	1	5	1	5	1	7	19
Apprch %	0	100	0		0	83.3	16.7		40	40	20		14.3	71.4	14.3		
Total %		5.3	0	5.3	0	26.3	5.3	31.6	10.5	10.5	5.3	26.3	5.3	26.3	5.3	36.8	

	E	Black Bu	utte Driv	/e		E Vist	a Drive		E	Black B	utte Dri	ve					
		South	bound			West	bound			North	nbound						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 04:	45 PM	to 05:30	PM - P	eak 1 c	of 1				_				_		
Peak Hour for	Entire I	ntersec	tion Beg	gins at 0	4:45 PM	1											
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
05:00 PM	0	0	0	0	0	1	0	1	2	1	0	3	0	0	1	1	5
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1_
Total Volume	0	0	0	0	0	2	1	3	2	1	0	3	1	3	1	5	11
% App. Total	0	0	0		0	66.7	33.3		66.7	33.3	0		20	60	20		
PHF	.000	.000	.000	.000	.000	.500	.250	.750	.250	.250	.000	.250	.250	.375	.250	.417	.550

File Name: 04\_WED\_BB\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each Ap	proach	n Begins	s at:												
	04:45 PM	-	_		04:45 PM	1			04:45 PN	1			04:45 PM	1		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
+15 mins.	0	0	0	0	0	1	0	1	2	1	0	3	0	0	1	1
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	1	3	2	1	0	3	1	3	1	5
% App. Total	0	0	0		0	66.7	33.3		66.7	33.3	0		20	60	20	
PHF	.000	.000	.000	.000	.000	.500	.250	.750	.250	.250	.000	.250	.250	.375	.250	.417

City of Weed N/S: Black Butte Drive E/W: E Vista Drive Weather: Clear

File Name: 04\_WED\_BB\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- 4+ Axle Trucks

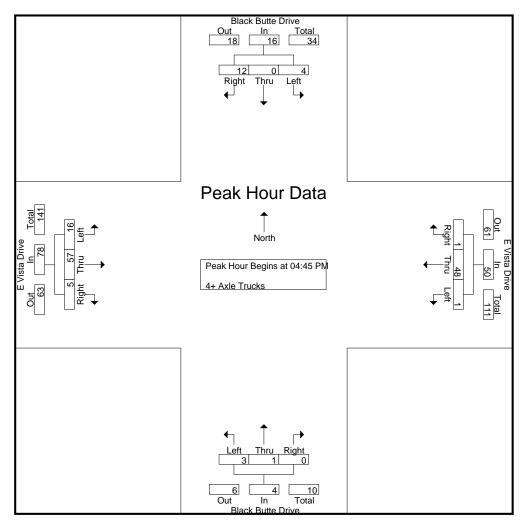
						G	roups F	<u>rintea- 4</u>	+ Axie	<u>i rucks</u>							
	E	Black B	utte Dri	ve		E Vist	a Drive		E	Black B	utte Dri	ve		E Vis	ta Drive	!	
		South	nbound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	3	4	1	10	2	13	0	0	0	0	3	11	1	15	32
04:15 PM	0	0	3	3	0	13	1	14	1	1	0	2	0	7	1	8	27
04:30 PM	0	0	3	3	1	10	1	12	0	0	0	0	4	12	1	17	32
04:45 PM	2	0	1	3	0	11	1	12	2	0	0	2	5	18	2	25	42
Total	3	0	10	13	2	44	5	51	3	1	0	4	12	48	5	65	133
05:00 PM	1	0	3	4	1	14	0	15	1	0	0	1	3	14	2	19	39
05:15 PM	1	0	4	5	0	8	0	8	0	0	0	0	4	15	0	19	32
05:30 PM	0	0	4	4	0	15	0	15	0	1	0	1	4	10	1	15	35
05:45 PM	2	0	0	2	0	9	1	10	0	0	0	0	1	9	0	10	22
Total	4	0	11	15	1	46	1	48	1	1	0	2	12	48	3	63	128
Grand Total	7	0	21	28	3	90	6	99	4	2	0	6	24	96	8	128	261
Apprch %	25	0	75		3	90.9	6.1		66.7	33.3	0		18.8	75	6.2		
Total %	2.7	0	8	10.7	1.1	34.5	2.3	37.9	1.5	0.8	0	2.3	9.2	36.8	3.1	49	

	Е	Black Bu	utte Dri	ve		E Vist	a Drive	)	Е	Black B	utte Dri	ve		E Vis	ta Drive	)	
		South	bound			West											
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour And	alysis F	rom 04:	45 PM	to 05:30	PM - Po	eak 1 o	f 1								_		
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	4:45 PM	1											
04:45 PM	2	0	1	3	0	11	1	12	2	0	0	2	5	18	2	25	42
05:00 PM	1	0	3	4	1	14	0	15	1	0	0	1	3	14	2	19	39
05:15 PM	1	0	4	5	0	8	0	8	0	0	0	0	4	15	0	19	32
05:30 PM	0	0	4	4	0	15	0	15	0	1	0	1	4	10	1	15	35
Total Volume	4	0	12	16	1	48	1	50	3	1	0	4	16	57	5	78	148
% App. Total	25	0	75		2	96	2		75	25	0		20.5	73.1	6.4		
PHF	.500	.000	.750	.800	.250	.800	.250	.833	.375	.250	.000	.500	.800	.792	.625	.780	.881

City of Weed N/S: Black Butte Drive E/W: E Vista Drive Weather: Clear

File Name: 04\_WED\_BB\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each Ap	oproact	n Begin	s at:												
	04:45 PM	•			04:45 PM	1			04:45 PN	Л			04:45 PN	1		
+0 mins.	2	0	1	3	0	11	1	12	2	0	0	2	5	18	2	25
+15 mins.	1	0	3	4	1	14	0	15	1	0	0	1	3	14	2	19
+30 mins.	1	0	4	5	0	8	0	8	0	0	0	0	4	15	0	19
+45 mins.	0	0	4	4	0	15	0	15	0	1	0	1	4	10	1	15
Total Volume	4	0	12	16	1	48	1	50	3	1	0	4	16	57	5	78
% App. Total	25	0	75		2	96	2		75	25	0		20.5	73.1	6.4	
PHF	.500	.000	.750	.800	.250	.800	.250	.833	.375	.250	.000	.500	.800	.792	.625	.780

Weather: Clear

File Name: 05\_WED\_BB\_Com AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

		ack Butte D	rivo		ack Butte D			mmerce Co		
	ы			ы						
O. 1-		Southbound		1 6	Northboun		1 6	Eastbound		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	0	2	0	1	1	1	0	1	4
07:15 AM	2	1	3	2	1	3	0	0	0	6
07:30 AM	0	2	2	0	3	3	3	0	3	8
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	4	3	7	2	5	7	4	0	4	18
08:00 AM	2	0	2	1	0	1	0	0	0	3
08:15 AM	0	0	0	0	1	1	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	1	1	2	1	0	1	5
·			·				•		,	
Grand Total	6	3	9	3	6	9	5	0	5	23
Apprch %	66.7	33.3		33.3	66.7		100	0		
Total %	26.1	13	39.1	13	26.1	39.1	21.7	0	21.7	
Passenger Vehicles	3	0	3	1	3	4	2	0	2	9
% Passenger Vehicles	50	0	33.3	33.3	50	44.4	40	0	40	39.1
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
3 Axle Vehicles	1	0	1	0	1	1	0	0	0	2
% 3 Axle Vehicles	16.7	0	11.1	0	16.7	11.1	0	0	0	8.7
4+ Axle Trucks	2	3	5	2	2	4	3	0	3	12
% 4+ Axle Trucks	33.3	100	55.6	66.7	33.3	44.4	60	0	60	52.2
								_		-

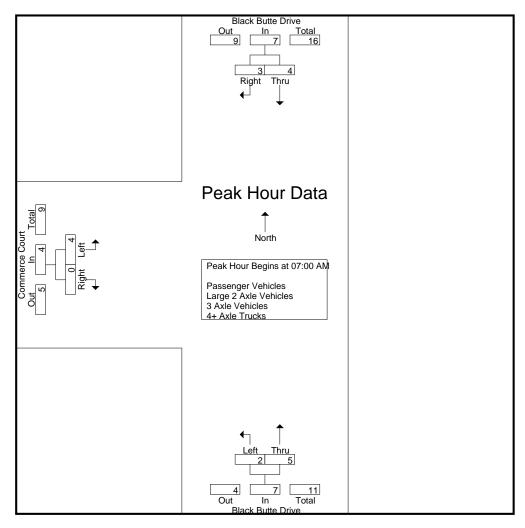
	BI	ack Butte D	-	BI	ack Butte D	-	Co	ommerce C		
		Southboun	d		Northboun	d		Eastboung	d	
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 07:00 A	M to 08:45	AM - Peak 1 d	of 1						
Peak Hour for Entire Ir	ntersection E	Begins at 07	':00 AM							
07:00 AM	2	0	2	0	1	1	1	0	1	4
07:15 AM	2	1	3	2	1	3	0	0	0	6
07:30 AM	0	2	2	0	3	3	3	0	3	8
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	4	3	7	2	5	7	4	0	4	18
% App. Total	57.1	42.9		28.6	71.4		100	0		
PHF	.500	.375	.583	.250	.417	.583	.333	.000	.333	.563

Weather: Clear

File Name: 05\_WED\_BB\_Com AM

Site Code : 00324824 Start Date : 9/24/2024

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

Peak Hour for Each A	oproach Begi	ns at:							
	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	2	0	2	0	1	1	1	0	1
+15 mins.	2	1	3	2	1	3	0	0	0
+30 mins.	0	2	2	0	3	3	3	0	3
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	4	3	7	2	5	7	4	0	4
% App. Total	57.1	42.9		28.6	71.4		100	0	
PHF	.500	.375	.583	.250	.417	.583	.333	.000	.333

City of Weed N/S: Black Butte Drive E/W: Commerce Court

Weather: Clear

File Name: 05\_WED\_BB\_Com AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 1

Groups Printed- Passenger Vehicles

			Gro	ups Printed	<u>- Passenger</u>	venicies				
	Bla	ck Butte D	rive	В	ack Butte D	rive	Co	ommerce Co	ourt	
	;	Southbound	d		Northbound	t		Eastbound		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	2	2	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0_
Total	1	0	1	0	2	2	1	0	1	4
08:00 AM	2	0	2	1	0	1	0	0	0	3
08:15 AM	0	0	0	0	1	1	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	1	1	2	1	0	1	5
Grand Total	3	0	3	1	3	4	2	0	2	9
Apprch %	100	0		25	75		100	0		
Total %		0	33.3	11.1	33.3	44.4	22.2	0	22.2	

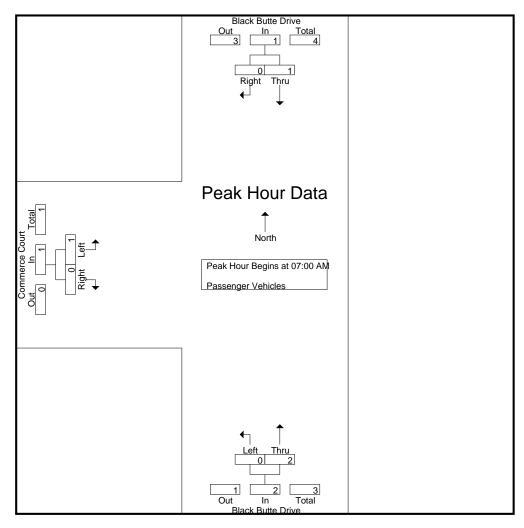
	Bla	ack Butte Dr	ive	BI	ack Butte D	rive	Co	mmerce Co	ourt	
		Southbound	l		Northboun	d		Eastbound	l	
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 07:00 Al	M to 07:45 A	M - Peak 1 c	f 1						
Peak Hour for Entire Ir	ntersection B	segins at 07:	00 AM							
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	2	2	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0_
Total Volume	1	0	1	0	2	2	1	0	1	4
% App. Total	100	0		0	100		100	0		
PHF	.250	.000	.250	.000	.250	.250	.250	.000	.250	.333

Weather: Clear

File Name: 05\_WED\_BB\_Com AM

Site Code : 00324824 Start Date : 9/24/2024

Page No : 2



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

Peak Hour for Each A	oproach Begli	ns at:							
	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	2	2	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	2	2	1	0	1
% App. Total	100	0		0	100		100	0	
PHF	.250	.000	.250	.000	.250	.250	.250	.000	.250

City of Weed N/S: Black Butte Drive E/W: Commerce Court Weather: Clear

File Name : 05\_WED\_BB\_Com AM Site Code : 00324824 Start Date : 9/24/2024 Page No : 1

Groups Printed Large 2 Ayle Vehicles

			Grou	ips Printed-	Large 2 Ax	le Vehicles				
	Bla	ack Butte Di	rive	Bl	ack Butte D	rive	C	ommerce C	ourt	
		Southbound	d		Northboun	d		Eastbound	d	
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0
MA 00:80	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

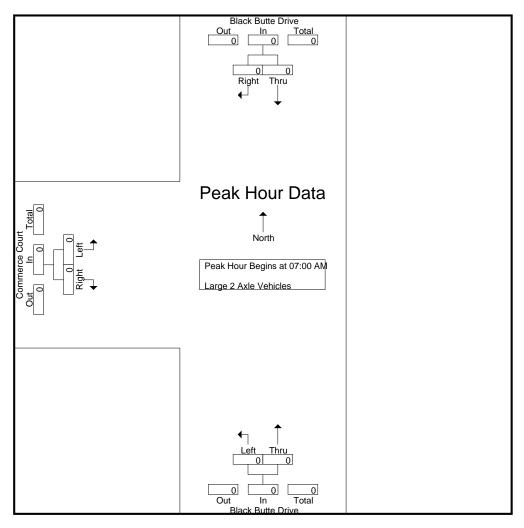
	Bla	ack Butte Dr	rive	BI	ack Butte D	rive	Co	ommerce C	ourt	
		Southbound	b		Northboun	d		Eastbound	d	
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 07:00 Al	M to 07:45 A	AM - Peak 1 c	of 1						
Peak Hour for Entire Ir	ntersection E	Begins at 07:	:00 AM							
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Weather: Clear

File Name: 05\_WED\_BB\_Com AM

Site Code : 00324824 Start Date : 9/24/2024

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

Peak Hour for Each Ap	oproach Begir	ns at:							
	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Weed N/S: Black Butte Drive E/W: Commerce Court

Weather: Clear

File Name: 05\_WED\_BB\_Com AM

Site Code : 00324824 Start Date : 9/24/2024

Page No : 1

Groups Printed- 3 Axle Vehicles

			G	roups Print	<u>ea- 3 Axie v</u>	enicies				
	Bla	ck Butte Di	rive	В	lack Butte D	rive	Co	ommerce Co	ourt	
	(	Southbound	b		Northbound	b		Eastbound		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0_
Total	1	0	1	0	1	1	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
 08:45 AM	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	1	1	0	0	0	2
Apprch %	100	0		0	100		0	0		
Total %	50	0	50	0	50	50	0	0	0	

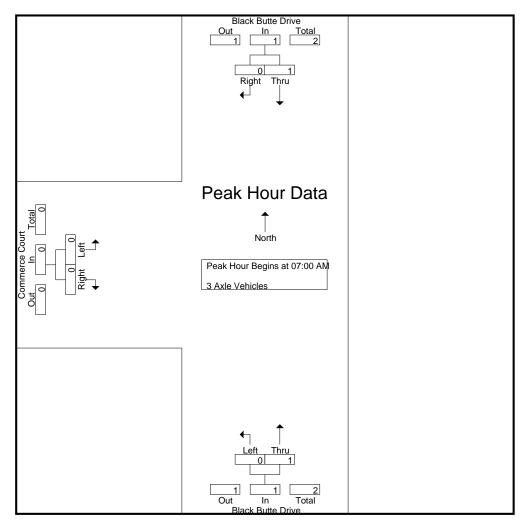
	Blac	k Butte Driv	ve	Bla	ck Butte D	rive	Commerce Court Eastbound			
	S	outhbound			Northbound	k		d		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 07:00 AM	to 07:45 Al	M - Peak 1 o	f 1						
Peak Hour for Entire In	tersection Be	gins at 07:0	00 AM							
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	1	1	0	0	0	2
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000	.500

Weather: Clear

File Name: 05\_WED\_BB\_Com AM

Site Code : 00324824 Start Date : 9/24/2024

Page No : 2



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

Peak Hour for Each A	oproach Begi	ns at:							
	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	0	1	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	1	1	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000

City of Weed N/S: Black Butte Drive E/W: Commerce Court

Weather: Clear

File Name: 05\_WED\_BB\_Com AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 1

Groups Printed- 4+ Axle Trucks

				noups Filin	leu- 4+ Axie	TTUCKS				
	В	lack Butte D	Prive	В	lack Butte D	rive	Co	mmerce Co	ourt	
		Southboun	nd		Northboun	d		Eastbound		
Start Time	e Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AN	1	0	1	0	1	1	1	0	1	3
07:15 AN	1 1	1	2	2	0	2	0	0	0	4
07:30 AN	0 1	2	2	0	1	1	2	0	2	5
07:45 AN	<i>I</i> 0	0	0	0	0	0	0	0	0	0_
Tota	1 2	3	5	2	2	4	3	12		
08:00 AN	0 1	0	0	0	0	0	0	0	0	0
08:15 AN	0 1	0	0	0	0	0	0	0	0	0
08:30 AN	<i>I</i> 0	0	0	0	0	0	0	0	0	0
08:45 AN	0 1	0	0	0	0	0	0	0	0	0
Tota	0	0	0	0	0	0	0	0	0	0
Grand Tota	1 2	3	5	2	2	4	3	0	3	12
Apprch %	6 40	60		50	50		100	0		
Total %		25	41.7	16.7	16.7	33.3	25	0	25	

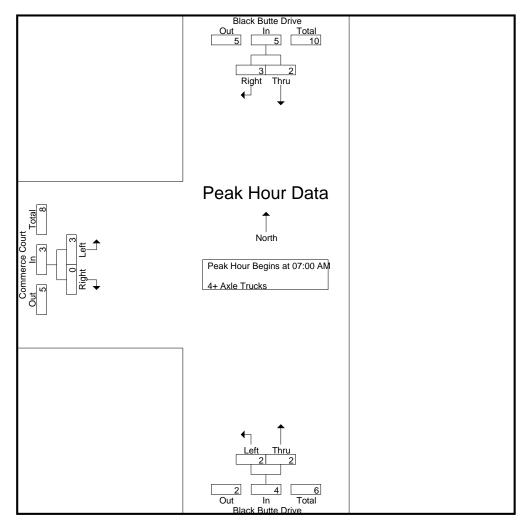
		ack Butte D	-	ВІ	ack Butte D Northboun		Commerce Court Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 07:00 Al	M to 07:45 A	AM - Peak 1 o	f 1				_		_
Peak Hour for Entire Ir	tersection E	Begins at 07	:00 AM							
07:00 AM	1	0	1	0	1	1	1	0	1	3
07:15 AM	1	1	2	2	0	2	0	0	0	4
07:30 AM	0	2	2	0	1	1	2	0	2	5
07:45 AM	0	0	0	0	0	0	0	0	0	0_
Total Volume	2	3	5	2	2	4	3	0	3	12
% App. Total	40	60		50	50		100	0		
PHF	.500	.375	.625	.250	.500	.500	.375	.000	.375	.600

Weather: Clear

File Name: 05\_WED\_BB\_Com AM

Site Code : 00324824 Start Date : 9/24/2024

Page No : 2



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

Peak Hour for Each Ap	proach Begi	ns at:							
	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	0	1	0	1	1	1	0	1
+15 mins.	1	1	2	2	0	2	0	0	0
+30 mins.	0	2	2	0	1	1	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	2	3	5	2	2	4	3	0	3
% App. Total	40	60		50	50		100	0	
PHF	.500	.375	.625	.250	.500	.500	.375	.000	.375

Weather: Clear

File Name: 05\_WED\_BB\_Com PM

Site Code : 00324824 Start Date : 9/24/2024

Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

			ssenger venig							
	Bla	ack Butte D	rive	BI	ack Butte D	rive	Co	ommerce Co	ourt	
		Southbound	d		Northboun	d		Eastbound		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	0	0	0	2
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	3	3	0	0	0	2	0	2	5
Total	0	6	6	0	0	0	4	10		
05:00 PM	4	0	4	0	2	2	0	0	0	6
05:15 PM	0	1	1	0	1	1	1	0	1	3
05:30 PM	1	0	1	0	0	0	1	1	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0_
Total	5	1	6	0	3	3	2	1	3	12
Grand Total	5	7	12	0	3	3	6	1	7	22
Apprch %	41.7	58.3		0	100		85.7	14.3		
Total %	22.7	31.8	54.5	0	13.6	13.6	27.3	4.5	31.8	
Passenger Vehicles	3	0	3	0	3	3	3	0	3	9
% Passenger Vehicles	60	0	25	0	100	100	50	0	42.9	40.9
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
3 Axle Vehicles	0	1	1	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	14.3	8.3	0	0	0	0	0	0	4.5
4+ Axle Trucks	2	6	8	0	0	0	3	1	4	12
% 4+ Axle Trucks	40	85.7	66.7	0	0	0	50	100	57.1	54.5

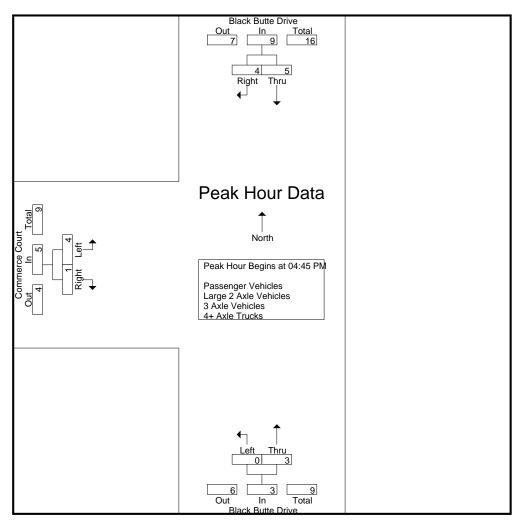
	Bla	ck Butte D	rive	В	lack Butte D	rive	Commerce Court			
	0)	Southboun	d		Northboun	d		Eastbound	b	
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 04:00 PN	l to 05:45 l	PM - Peak 1 d	of 1						
Peak Hour for Entire Ir	ntersection Be	egins at 04	:45 PM							
04:45 PM	0	3	3	0	0	0	2	0	2	5
05:00 PM	4	0	4	0	2	2	0	0	0	6
05:15 PM	0	1	1	0	1	1	1	0	1	3
05:30 PM	1	0	1	0	0	0	1	1	2	3
Total Volume	5	4	9	0	3	3	4	1	5	17
% App. Total	55.6	44.4		0	100		80	20		
PHF	.313	.333	.563	.000	.375	.375	.500	.250	.625	.708

Weather: Clear

File Name: 05\_WED\_BB\_Com PM

Site Code : 00324824 Start Date : 9/24/2024

Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

Peak Hour for Each A	oproach Begi	ns at:							
	04:45 PM			04:30 PM			04:45 PM		
+0 mins.	0	3	3	0	0	0	2	0	2
+15 mins.	4	0	4	0	0	0	0	0	0
+30 mins.	0	1	1	0	2	2	1	0	1
+45 mins.	1	0	1	0	1	1	1	1	2
Total Volume	5	4	9	0	3	3	4	1	5
% App. Total	55.6	44.4		0	100		80	20	
PHF	.313	.333	.563	.000	.375	.375	.500	.250	.625

City of Weed N/S: Black Butte Drive E/W: Commerce Court

Weather: Clear

File Name: 05\_WED\_BB\_Com PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 1

Groups Printed- Passenger Vehicles

			Gro	ups Printed	ı- Passenge	r venicies				
		Black Butte I	Orive	В	lack Butte D	rive	Co	ommerce Co	ourt	
		Southbour	nd		Northbound	d		Eastbound		
Start Tim	e Thr	u Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PI	M	0 0	0	0	0	0	0	0	0	0
04:15 PI	м	0 0	0	0	0	0	1	0	1	1
04:30 PI	м	0 0	0	0	0	0	1	0	1	1
04:45 PI	M	0 0	0	0	0	0	0	0	0	0_
Tota	al	0 0	0	0	0	0	2	0	2	2
05:00 PI	м :	3 0	3	0	2	2	0	0	0	5
05:15 PI	M	0 0	0	0	1	1	1	0	1	2
05:30 PI	M	0 0	0	0	0	0	0	0	0	0
05:45 PI	м	0 0	0	0	0	0	0	0	0	0
Tota	al :	3 0	3	0	3	3	1	0	1	7
Grand Total	al 🗀 🗆	3 0	3	0	3	3	3	0	3	9
Apprch <sup>c</sup>	% 10	0 0		0	100		100	0		
Total <sup>c</sup>		3 0	33.3	0	33.3	33.3	33.3	0	33.3	

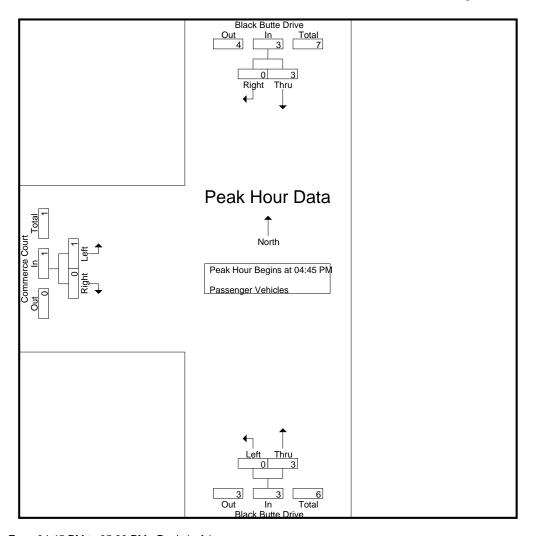
		ck Butte Di	-	ВІ	ack Butte D Northboun		Co	ommerce C Eastbound		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 04:45 PM	to 05:30 F	PM - Peak 1 c	f 1				_		
Peak Hour for Entire In	itersection Be	egins at 04	:45 PM							
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	3	0	3	0	2	2	0	0	0	5
05:15 PM	0	0	0	0	1	1	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	3	0	3	0	3	3	1	0	1	7
Mapp. Total	100	0		0	100		100	0		
PHF	.250	.000	.250	.000	.375	.375	.250	.000	.250	.350

Weather: Clear

File Name: 05\_WED\_BB\_Com PM

Site Code : 00324824 Start Date : 9/24/2024

Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

Peak Hour for Each A	oproach Begir	is at:							
	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	3	0	3	0	2	2	0	0	0
+30 mins.	0	0	0	0	1	1	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	3	0	3	0	3	3	1	0	1
% App. Total	100	0		0	100		100	0	
PHF	.250	.000	.250	.000	.375	.375	.250	.000	.250

City of Weed N/S: Black Butte Drive E/W: Commerce Court

Weather: Clear

File Name: 05\_WED\_BB\_Com PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 1

Groups Printed- Large 2 Axle Vehicles

			0100	ps i iliteu-	Large Z Ax	ie veriicies				
	Bla	ack Butte D	rive	В	lack Butte D	rive	Co	ommerce C	ourt	
		Southboun	d		Northboun	d		Eastboung	k	
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

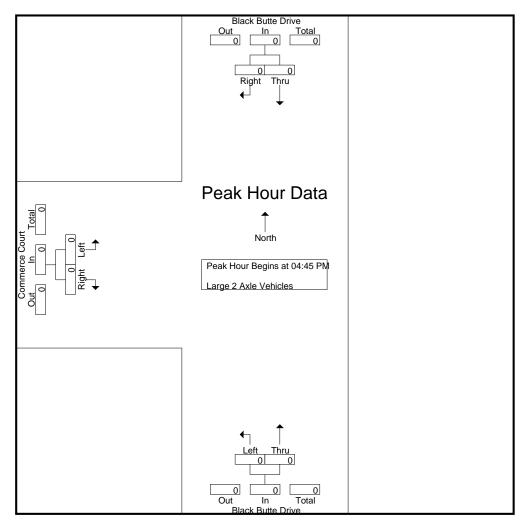
		ack Butte D Southbound	_	ВІ	ack Butte D Northboun	-	C	ommerce Co Eastbound		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 04:45 Pl	M to 05:30 F	PM - Peak 1 of	f 1						
Peak Hour for Entire Ir	tersection E	Begins at 04	:45 PM							
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Weather: Clear

File Name: 05\_WED\_BB\_Com PM

Site Code : 00324824 Start Date : 9/24/2024

Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

Peak Hour for Each Ap	oproach Begi	ns at:							
	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Weed N/S: Black Butte Drive E/W: Commerce Court

Weather: Clear

File Name : 05\_WED\_BB\_Com PM Site Code : 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed 3 Ayle Vehicles

				G	roups Print	<u>ed- 3 Axle V</u>	<u>'ehicles</u>				
		BI	ack Butte D	rive	В	lack Butte D	rive	Co	ommerce Co	ourt	
			Southboun	d		Northboun	d		Eastbound		
	Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
	04:00 PM	0	1	1	0	0	0	0	0	0	1
	04:15 PM	0	0	0	0	0	0	0	0	0	0
	04:30 PM	0	0	0	0	0	0	0	0	0	0
	04:45 PM	0	0	0	0	0	0	0	0	0	0_
	Total	0	1	1	0	0	0	0	0	0	1
	05:00 PM	0	0	0	0	0	0	0	0	0	0
	05:15 PM	0	0	0	0	0	0	0	0	0	0
	05:30 PM	0	0	0	0	0	0	0	0	0	0
	05:45 PM	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0
G	rand Total	0	1	1	0	0	0	0	0	0	1
	Apprch %	0	100		0	0		0	0		
	Total %	0	100	100	0	0	0	0	0	0	

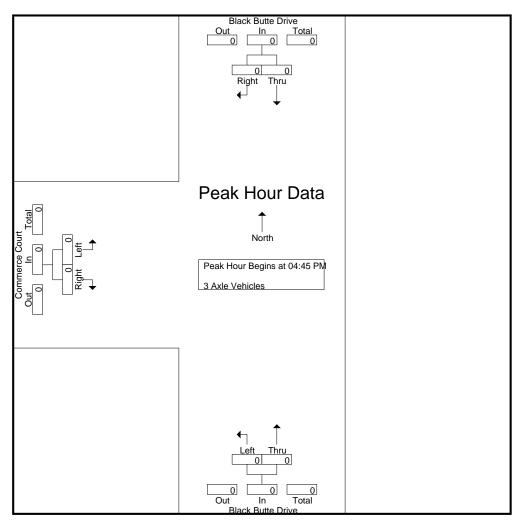
	Blac	k Butte Dri	ve	Bla	ack Butte D	rive	Co	mmerce C	ourt				
	S	outhbound			Northbound	t		Eastbound	k				
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total			
Peak Hour Analysis Fr	om 04:45 PM	to 05:30 Pl	M - Peak 1 o	f 1									
Peak Hour for Entire In	itersection Be	rsection Begins at 04:45 PM											
04:45 PM	0	0	0	0	0	0	0	0	0	0			
05:00 PM	0	0	0	0	0	0	0	0	0	0			
05:15 PM	0	0	0	0	0	0	0	0	0	0			
05:30 PM	0	0	0	0	0	0	0	0	0	0			
Total Volume	0	0	0	0	0	0	0	0	0	0			
% App. Total	0	0		0	0		0	0					
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000			

Weather: Clear

File Name: 05\_WED\_BB\_Com PM

Site Code : 00324824 Start Date : 9/24/2024

Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

Peak Hour for Each A	pproach Begil	is at:							
	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Weed N/S: Black Butte Drive E/W: Commerce Court

Weather: Clear

File Name: 05\_WED\_BB\_Com PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 1

Groups Printed- 4+ Axle Trucks

				roupe i init	04 11 7000	TTGGTG				
	BI	ack Butte D	rive	В	lack Butte D	rive	Co	mmerce Co	ourt	
		Southbound			Northboun			Eastbound		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	0	0	0	1
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
 04:45 PM	0	3	3	0	0	0	2	0	2	5
Total	0	5	5	0	0	0	2	0	2	7
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	1	0	1	0	0	0	1	1	2	3
 05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	1	3	0	0	0	1	1	2	5
<b>Grand Total</b>	2	6	8	0	0	0	3	1	4	12
Apprch %	25	75		0	0		75	25		
Total %	16.7	50	66.7	0	0	0	25	8.3	33.3	

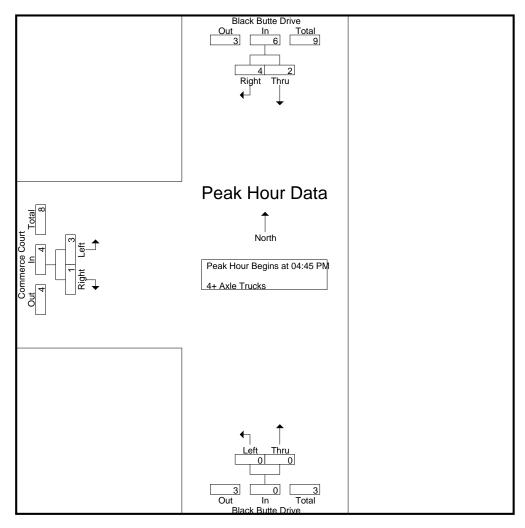
		ck Butte D	-	ВІ	ack Butte D Northboun		Co	ommerce C Eastbound		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 04:45 PM	1 to 05:30 F	PM - Peak 1 c	of 1				_		
Peak Hour for Entire In	itersection Be	egins at 04	:45 PM							
04:45 PM	0	3	3	0	0	0	2	0	2	5
05:00 PM	1	0	1	0	0	0	0	0	0	1
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	1	0	1	0	0	0	1	1	2	3
Total Volume	2	4	6	0	0	0	3	1	4	10
Mapp. Total	33.3	66.7		0	0		75	25		
PHF	.500	.333	.500	.000	.000	.000	.375	.250	.500	.500

Weather: Clear

File Name: 05\_WED\_BB\_Com PM

Site Code : 00324824 Start Date : 9/24/2024

Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

Peak Hour for Each Ap	oproach Begli	ns at:							
	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	3	3	0	0	0	2	0	2
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	1	1	2
Total Volume	2	4	6	0	0	0	3	1	4
% App. Total	33.3	66.7		0	0		75	25	
PHF	.500	.333	.500	.000	.000	.000	.375	.250	.500

City of Weed N/S: Pilot Driveway E/W: E Vista Drive Weather: Clear

File Name: 06\_WED\_PiDW\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 1

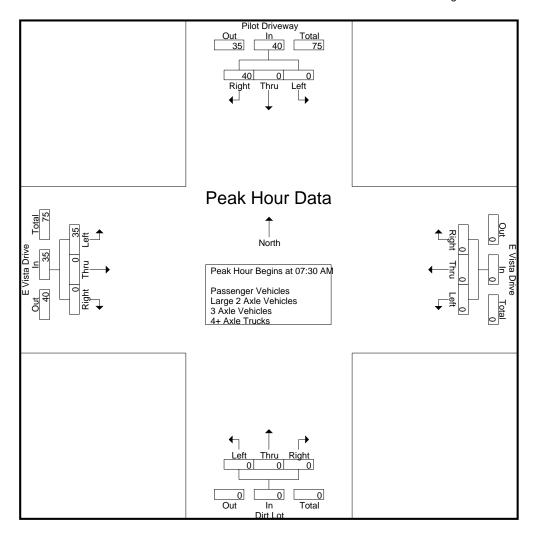
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

					asserige			arge z Ax	ie veni			enicies -	47 // //				
		Pilot D	rivewa	y		E Vist	a Drive	.		Dii	t Lot			E Vis	ta Drive	:	
		South	nbound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	11	11	0	0	0	0	0	0	0	0	5	0	0	5	16
07:15 AM	0	0	6	6	0	0	0	0	0	0	0	0	6	0	0	6	12
07:30 AM	0	0	11	11	0	0	0	0	0	0	0	0	8	0	0	8	19
07:45 AM	0	0	11	11	0	0	0	0	0	0	0	0	7	0	0	7	18
Total	0	0	39	39	0	0	0	0	0	0	0	0	26	0	0	26	65
08:00 AM	0	0	7	7	0	0	0	0	0	0	0	0	3	0	0	3	10
08:15 AM	0	0	11	11	0	0	0	0	0	0	0	0	17	0	0	17	28
08:30 AM	0	0	9	9	0	0	0	0	0	0	0	0	7	0	0	7	16
08:45 AM	0	0	13	13	0	0	0	0	0	0	0	0	6	0	0	6	19
Total	0	0	40	40	0	0	0	0	0	0	0	0	33	0	0	33	73
	_			- '				- '									
Grand Total	0	0	79	79	0	0	0	0	0	0	0	0	59	0	0	59	138
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	57.2	57.2	0	0	0	0	0	0	0	0	42.8	0	0	42.8	
Passenger Vehicles	0	0	1	1	0	0	0	0	0	0	0	0	4	0	0	4	5
% Passenger Vehicles	0	0	1.3	1.3	0	0	0	0	0	0	0	0	6.8	0	0	6.8	3.6
Large 2 Axle Vehicles	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
% Large 2 Axle Vehicles	0	0	1.3	1.3	0	0	0	0	0	0	0	0	1.7	0	0	1.7	1.4
3 Axle Vehicles	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
% 3 Axle Vehicles	0	0	1.3	1.3	0	0	0	0	0	0	0	0	1.7	0	0	1.7	1.4
4+ Axle Trucks	0	0	76	76	0	0	0	0	0	0	0	0	53	0	0	53	129
% 4+ Axle Trucks	0	0	96.2	96.2	0	0	0	0	0	0	0	0	89.8	0	0	89.8	93.5

		Pilot D	rivewa	y		E Vist	a Drive	)		Dir	t Lot			E Vist	ta Drive	)	
		South	nbound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis F	rom 07	:00 AM	to 08:45	AM - P	eak 1 c	of 1				_				_		
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:30 AM	1											
07:30 AM	0	0	11	11	0	0	0	0	0	0	0	0	8	0	0	8	19
07:45 AM	0	0	11	11	0	0	0	0	0	0	0	0	7	0	0	7	18
08:00 AM	0	0	7	7	0	0	0	0	0	0	0	0	3	0	0	3	10
08:15 AM	0	0	11	11	0	0	0	0	0	0	0	0	17	0	0	17	28
Total Volume	0	0	40	40	0	0	0	0	0	0	0	0	35	0	0	35	75
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.909	.909	.000	.000	.000	.000	.000	.000	.000	.000	.515	.000	.000	.515	.670

File Name: 06\_WED\_PiDW\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



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

Peak Hour for	Each Ap	proact	n Begin	s at:												
	07:30 AM	-	_		07:00 AN	4			07:00 AN	Л			07:30 AM	1		
+0 mins.	0	0	11	11	0	0	0	0	0	0	0	0	8	0	0	8
+15 mins.	0	0	11	11	0	0	0	0	0	0	0	0	7	0	0	7
+30 mins.	0	0	7	7	0	0	0	0	0	0	0	0	3	0	0	3
+45 mins.	0	0	11	11	0	0	0	0	0	0	0	0	17	0	0	17
Total Volume	0	0	40	40	0	0	0	0	0	0	0	0	35	0	0	35
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.909	.909	.000	.000	.000	.000	.000	.000	.000	.000	.515	.000	.000	.515

City of Weed N/S: Pilot Driveway E/W: E Vista Drive Weather: Clear

File Name: 06\_WED\_PiDW\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

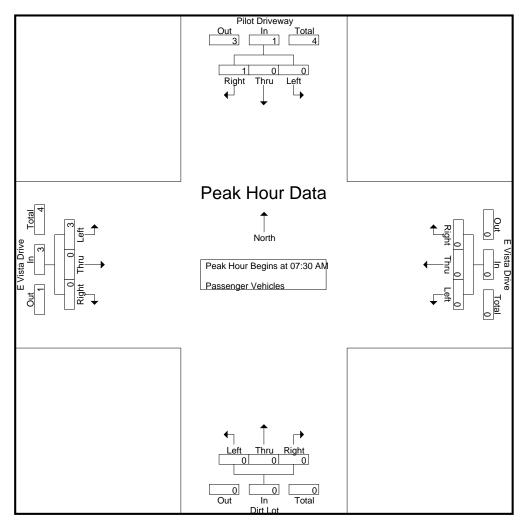
Groups Printed- Passenger Vehicles

						Gro	ups Prir	nted- Pas	senger	venici	es						
		Pilot D	rivewa	y		E Vist	a Drive			Di	rt Lot			E Vis	ta Drive	!	
		South	nbound			West	bound			Nort	hbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	3	4
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	4	0	0	4	5
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	20	20	0	0	0	0	0	0	0	0	80	0	0	80	

		Pilot D	riveway	/		E Vist	a Drive			Dir	t Lot			E Vist	ta Drive	)	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 07:	30 AM	to 08:15	AM - P	eak 1 o	of 1								_		
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:30 AN	1											
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	3	4
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.333

File Name: 06\_WED\_PiDW\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for	Each Ap	proact	<u>n Begin</u>	s at:												
	07:30 AM	-	_		07:30 AM	1			07:30 AN	Л			07:30 AM	1		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	3
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375

City of Weed N/S: Pilot Driveway E/W: E Vista Drive Weather: Clear

File Name: 06\_WED\_PiDW\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

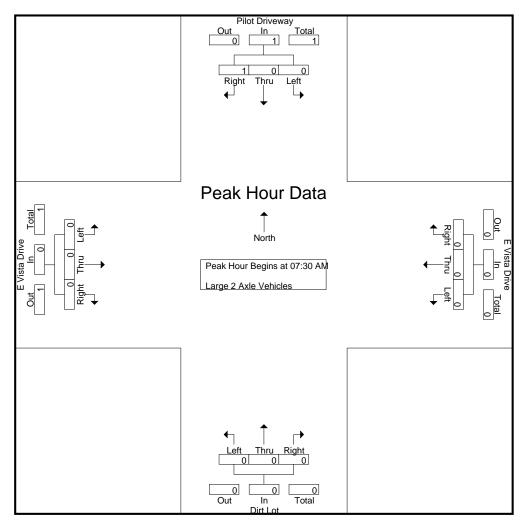
Groups Printed- Large 2 Axle Vehicles

						Grou	ips Print	ed- Larg	e z Axie	e venic	cies						
		Pilot D	riveway	y		E Vist	ta Drive			Dii	rt Lot			E Vis	ta Drive	!	
		South	nbound			West	tbound			Nortl	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1_
Total	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	50	50	0	0	0	0	0	0	0	0	50	0	0	50	

		Pilot D	riveway	/		E Vist	a Drive			Dir	t Lot			E Vist	ta Drive	)	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 07:	30 AM	to 08:15	AM - Po	eak 1 o	f 1				_				_		
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:30 AM	1											
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

File Name: 06\_WED\_PiDW\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for	Each Approach Begins at:	
	07:30 AM	

Peak Hour for	Each Ap	oproacr	<u>ı Begin</u>	s at:												
	07:30 AM				07:30 AN	l			07:30 AN	Л			07:30 AN	1		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Weed N/S: Pilot Driveway E/W: E Vista Drive Weather: Clear

File Name: 06\_WED\_PiDW\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

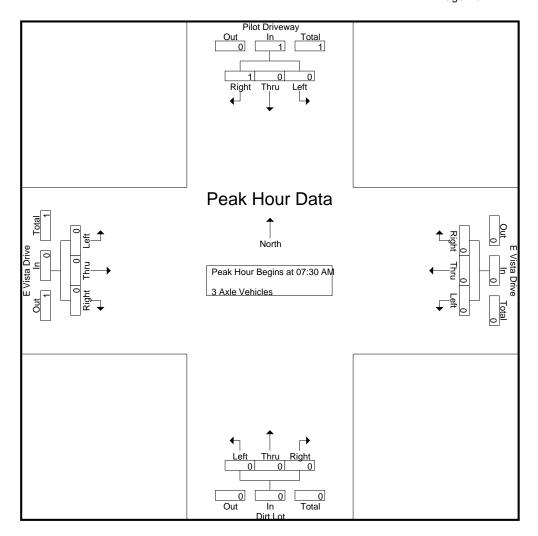
Groups Printed- 3 Axle Vehicles

						G	roups F	<u>rintea-3</u>	enicies								
		Pilot D	rivewa	y		E Vist	a Drive			Dii	rt Lot			E Vis	ta Drive		
		South	nbound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1_
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	50	50	0	0	0	0	0	0	0	0	50	0	0	50	

		Pilot D	riveway	y		E Vist	a Drive			Dir	rt Lot			E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	om 07:	30 AM	to 08:15	AM - P	eak 1 o	f 1				_				_		
Peak Hour for	Entire In	ntersec	tion Be	gins at 0	7:30 AM	1											
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

File Name: 06\_WED\_PiDW\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for	Each Ap	proach	n Begin:	s at:												
	07:30 AM		_		07:30 AM	1			07:30 AN	Л			07:30 AN	1		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Weed N/S: Pilot Driveway E/W: E Vista Drive Weather: Clear

File Name: 06\_WED\_PiDW\_Vista AM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

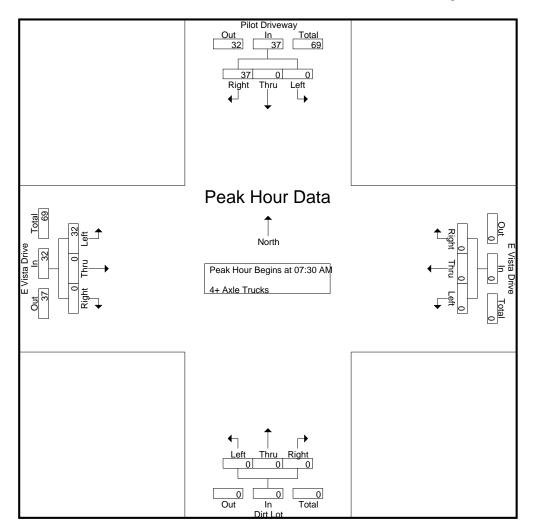
Groups Printed- 4+ Axle Trucks

						G	roups r	rintea- 4	+ Axie	Trucks							
		Pilot D	)rivewa	y		E Vist	ta Drive			Dii	rt Lot			E Vis	ta Drive		
		South	nbound			West	tbound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	11	11	0	0	0	0	0	0	0	0	5	0	0	5	16
07:15 AM	0	0	6	6	0	0	0	0	0	0	0	0	6	0	0	6	12
07:30 AM	0	0	11	11	0	0	0	0	0	0	0	0	7	0	0	7	18
07:45 AM	0	0	10	10	0	0	0	0	0	0	0	0	7	0	0	7	17
Total	0	0	38	38	0	0	0	0	0	0	0	0	25	0	0	25	63
08:00 AM	0	0	6	6	0	0	0	0	0	0	0	0	3	0	0	3	9
08:15 AM	0	0	10	10	0	0	0	0	0	0	0	0	15	0	0	15	25
08:30 AM	0	0	9	9	0	0	0	0	0	0	0	0	5	0	0	5	14
08:45 AM	0	0	13	13	0	0	0	0	0	0	0	0	5	0	0	5	18
Total	0	0	38	38	0	0	0	0	0	0	0	0	28	0	0	28	66
Grand Total	0	0	76	76	0	0	0	0	0	0	0	0	53	0	0	53	129
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	58.9	58.9	0	0	0	0	0	0	0	0	41.1	0	0	41.1	

		Pilot D	rivewa	У		E Vist	a Drive	,		Dii	t Lot			E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis F	rom 07:	30 AM	to 08:15	AM - Pe	eak 1 o	of 1								_		
Peak Hour for	Entire I	ntersec	tion Be	gins at 0	7:30 AM	1											
07:30 AM	0	0	11	<b>11</b>	0	0	0	0	0	0	0	0	7	0	0	7	18
07:45 AM	0	0	10	10	0	0	0	0	0	0	0	0	7	0	0	7	17
08:00 AM	0	0	6	6	0	0	0	0	0	0	0	0	3	0	0	3	9
08:15 AM	0	0	10	10	0	0	0	0	0	0	0	0	15	0	0	15	25
Total Volume	0	0	37	37	0	0	0	0	0	0	0	0	32	0	0	32	69
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.841	.841	.000	.000	.000	.000	.000	.000	.000	.000	.533	.000	.000	.533	.690

File Name: 06\_WED\_PiDW\_Vista AM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for	07:30 AM	p. 0 0. 0		
. 0!		•	44	

Peak Hour for	Each Ap	proacr	ı Begin	s at:												
	07:30 AM	-	_		07:30 AM	1			07:30 AN	Л			07:30 AM	1		
+0 mins.	0	0	11	11	0	0	0	0	0	0	0	0	7	0	0	7
+15 mins.	0	0	10	10	0	0	0	0	0	0	0	0	7	0	0	7
+30 mins.	0	0	6	6	0	0	0	0	0	0	0	0	3	0	0	3
+45 mins.	0	0	10	10	0	0	0	0	0	0	0	0	15	0	0	15
Total Volume	0	0	37	37	0	0	0	0	0	0	0	0	32	0	0	32
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.841	.841	.000	.000	.000	.000	.000	.000	.000	.000	.533	.000	.000	.533

File Name: 06\_WED\_PiDW\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 1

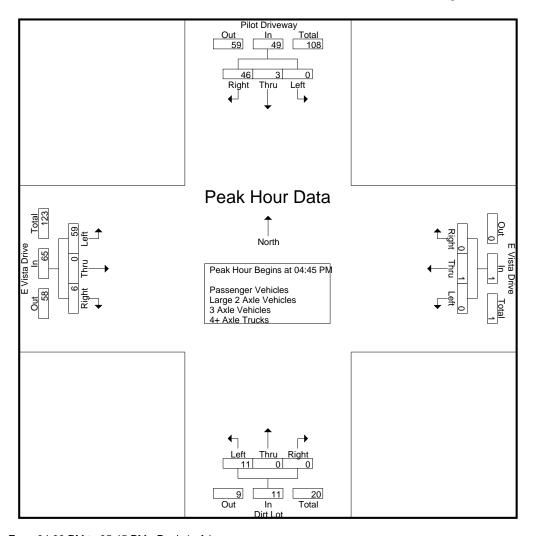
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

					assenge				ge 2 Axie Verlicies - 3 Axie Verlicies - 4+ Axie Trucks								
		Pilot D	rivewa	y		E Vist	ta Drive	•		Dii	rt Lot			E Vist	ta Drive	•	
		South	bound			West	bound			North	bound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	10	10	0	0	0	0	0	0	0	0	12	0	1	13	23
04:15 PM	0	0	14	14	0	0	0	0	1	0	0	1	7	0	1	8	23
04:30 PM	0	0	11	11	0	1	0	1	1	0	0	1	10	1	1	12	25
04:45 PM	0	0	11	11	0	1	0	1	2	0	0	2	17	0	1	18	32
Total	0	0	46	46	0	2	0	2	4	0	0	4	46	1	4	51	103
05:00 PM	0	2	12	14	0	0	0	0	1	0	0	1	17	0	0	17	32
05:15 PM	0	0	12	12	0	0	0	0	0	0	0	0	14	0	2	16	28
05:30 PM	0	1	11	12	0	0	0	0	8	0	0	8	11	0	3	14	34
05:45 PM	0	0	8	8	0	2	0	2	2	0	0	2	9	0	1	10	22
Total	0	3	43	46	0	2	0	2	11	0	0	11	51	0	6	57	116
·	•			·												,	
Grand Total	0	3	89	92	0	4	0	4	15	0	0	15	97	1	10	108	219
Apprch %	0	3.3	96.7		0	100	0		100	0	0		89.8	0.9	9.3		
Total %	0	1.4	40.6	42	0	1.8	0	1.8	6.8	0	0	6.8	44.3	0.5	4.6	49.3	
Passenger Vehicles	0	0	14	14	0	4	0	4	12	0	0	12	6	1	10	17	47
% Passenger Vehicles	0	0	15.7	15.2	0	100	0	100	80	0	0	80	6.2	100	100	15.7	21.5
Large 2 Axle Vehicles	0	1	0	1	0	0	0	0	1	0	0	1	2	0	0	2	4
% Large 2 Axle Vehicles	0	33.3	0	1.1	0	0	0	0	6.7	0	0	6.7	2.1	0	0	1.9	1.8
3 Axle Vehicles	0	0	4	4	0	0	0	0	0	0	0	0	2	0	0	2	6
% 3 Axle Vehicles	0	0	4.5	4.3	0	0	0	0	0	0	0	0	2.1	0	0	1.9	2.7
4+ Axle Trucks	0	2	71	73	0	0	0	0	2	0	0	2	87	0	0	87	162
% 4+ Axle Trucks	0	66.7	79.8	79.3	0	0	0	0	13.3	0	0	13.3	89.7	0	0	80.6	74

			Pilot D	riveway	/		E Vist	a Drive	.		Dir	rt Lot			E Vist	ta Drive		
			South	bound			West	bound			North	nbound			East	bound		
	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Р	eak Hour Ana	alysis Fr	om 04:	00 PM	to 05:45	PM - Pe	eak 1 o	f 1				_				_		
Ρ	eak Hour for	Entire Ir	ntersec	tion Be	gins at 04	4:45 PM	1											
	04:45 PM	0	0	11	11	0	1	0	1	2	0	0	2	17	0	1	18	32
	05:00 PM	0	2	12	14	0	0	0	0	1	0	0	1	17	0	0	17	32
	05:15 PM	0	0	12	12	0	0	0	0	0	0	0	0	14	0	2	16	28
	05:30 PM	0	1	11	12	0	0	0	0	8	0	0	8	11	0	3	14	34
	Total Volume	0	3	46	49	0	1	0	1	11	0	0	11	59	0	6	65	126
	% App. Total	0	6.1	93.9		0	100	0		100	0	0		90.8	0	9.2		
	PHF	.000	.375	.958	.875	.000	.250	.000	.250	.344	.000	.000	.344	.868	.000	.500	.903	.926

File Name: 06\_WED\_PiDW\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



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

Peak Hour for	Each Ap	proact	n Begin:	s at:												
	04:15 PM				04:00 PN	1			04:45 PN	Л			04:45 PM	1		
+0 mins.	0	0	14	14	0	0	0	0	2	0	0	2	17	0	1	18
+15 mins.	0	0	11	11	0	0	0	0	1	0	0	1	17	0	0	17
+30 mins.	0	0	11	11	0	1	0	1	0	0	0	0	14	0	2	16
+45 mins.	0	2	12	14	0	1	0	1	8	0	0	8	11	0	3	14
Total Volume	0	2	48	50	0	2	0	2	11	0	0	11	59	0	6	65
% App. Total	0	4	96		0	100	0		100	0	0		90.8	0	9.2	
PHF	.000	.250	.857	.893	.000	.500	.000	.500	.344	.000	.000	.344	.868	.000	.500	.903

City of Weed N/S: Pilot Driveway E/W: E Vista Drive Weather: Clear

File Name: 06\_WED\_PiDW\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

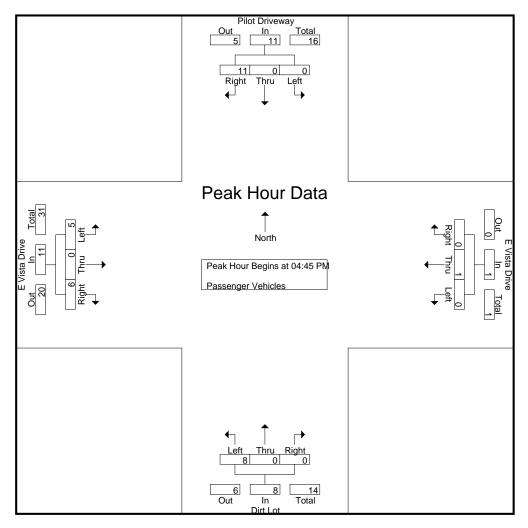
**Groups Printed- Passenger Vehicles** 

									d i assengei venicies								
		Pilot D	rivewa	y		E Vis	ta Drive	)		Dii	rt Lot			E Vis	ta Drive	;	
		South	nbound			Wes	tbound			Nortl	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	2	3
04:15 PM	0	0	2	2	0	0	0	0	1	0	0	1	0	0	1	1	4
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	1	2	4
04:45 PM	0	0	4	4	0	1	0	1	2	0	0	2	1	0	1	2	9
Total	0	0	7	7	0	2	0	2	4	0	0	4	2	1	4	7	20
05:00 PM	0	0	4	4	0	0	0	0	1	0	0	1	3	0	0	3	8
05:15 PM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	2	2	5
05:30 PM	0	0	0	0	0	0	0	0	5	0	0	5	1	0	3	4	9
05:45 PM	0	0	0	0	0	2	0	2	2	0	0	2	0	0	1	1	5
Total	0	0	7	7	0	2	0	2	8	0	0	8	4	0	6	10	27
Grand Total	0	0	14	14	0	4	0	4	12	0	0	12	6	1	10	17	47
Apprch %	0	0	100		0	100	0		100	0	0		35.3	5.9	58.8		
Total %	0	0	29.8	29.8	0	8.5	0	8.5	25.5	0	0	25.5	12.8	2.1	21.3	36.2	

		Pilot D	riveway	/		E Vist	a Drive	.		Dir	rt Lot			)			
		South	bound			West	bound			North	nbound						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fı	rom 04:	45 PM	to 05:30	PM - Po	eak 1 d	f 1										
Peak Hour for	Entire In	ntersec	tion Be	gins at 04	4:45 PM	1											
04:45 PM	0	0	4	4	0	1	0	1	2	0	0	2	1	0	1	2	9
05:00 PM	0	0	4	4	0	0	0	0	1	0	0	1	3	0	0	3	8
05:15 PM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	2	2	5
05:30 PM	0	0	0	0	0	0	0	0	5	0	0	5	1_	0	3	4	9
Total Volume	0	0	11	11	0	1	0	1	8	0	0	8	5	0	6	11	31
% App. Total	0	0	100		0	100	0		100	0	0		45.5	0	54.5		
PHF	.000	.000	.688	.688	.000	.250	.000	.250	.400	.000	.000	.400	.417	.000	.500	.688	.861

File Name: 06\_WED\_PiDW\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each Ap	proact	n Begins	s at:												
	04:45 PM	-	_		04:45 PM	1			04:45 PN	Л			04:45 PM	l		
+0 mins.	0	0	4	4	0	1	0	1	2	0	0	2	1	0	1	2
+15 mins.	0	0	4	4	0	0	0	0	1	0	0	1	3	0	0	3
+30 mins.	0	0	3	3	0	0	0	0	0	0	0	0	0	0	2	2
+45 mins.	0	0	0	0	0	0	0	0	5	0	0	5	1	0	3	4
Total Volume	0	0	11	11	0	1	0	1	8	0	0	8	5	0	6	11
% App. Total	0	0	100		0	100	0		100	0	0		45.5	0	54.5	
PHF	.000	.000	.688	.688	.000	.250	.000	.250	.400	.000	.000	.400	.417	.000	.500	.688

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

City of Weed N/S: Pilot Driveway E/W: E Vista Drive Weather: Clear

File Name: 06\_WED\_PiDW\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- Large 2 Axle Vehicles

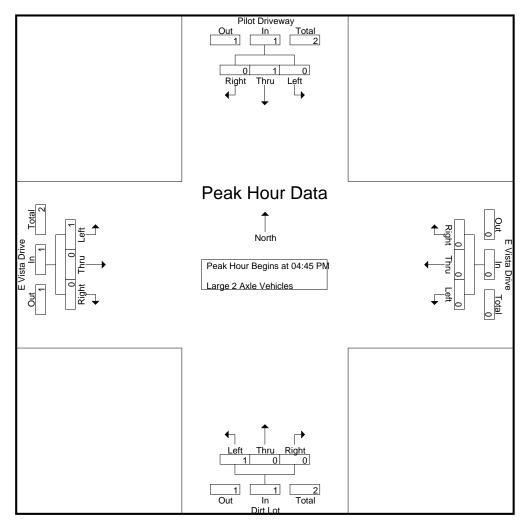
							Gioc	ips Filli	ieu- Larg	U Z AXII	e venic	JIES						
			Pilot D	rivewa	y		E Vis	ta Drive	:		Di	rt Lot			E Vis	ta Drive	!	
			South	nbound			Wes	tbound			Nortl	hbound			East	bound		
l	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:30 PM	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1	3
	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
	Total	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1	3
	Grand Total	0	1	0	1	0	0	0	0	1	0	0	1	2	0	0	2	4
	Apprch %	0	100	0		0	0	0		100	0	0		100	0	0		
	Total %	0	25	0	25	0	0	0	0	25	0	0	25	50	0	0	50	

		Pilot D	riveway	1		E Vist	a Drive	)		Dir	t Lot			E Vis	ta Drive	,	
		South	bound			West	bound			North	bound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	rom 04:	45 PM	to 05:30	PM - Pe	eak 1 o	f 1								_		
Peak Hour for	Entire In	ntersec	tion Be	gins at 0	4:45 PM	1											
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1	3
Total Volume	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1	3
% App. Total	0	100	0		0	0	0		100	0	0		100	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250	.250

City of Weed N/S: Pilot Driveway E/W: E Vista Drive Weather: Clear

File Name: 06\_WED\_PiDW\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

reak noul loi	Each A	opioaci	n begin	5 al.												
	04:45 PM	-	_		04:45 PN	4			04:45 PN	Л			04:45 PN	Л		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1
Total Volume	0	1	0	1	0	0	0	0	1	0	0	1	1	0	0	1
% App. Total	0	100	0		0	0	0		100	0	0		100	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.000	.250

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

City of Weed N/S: Pilot Driveway E/W: E Vista Drive Weather: Clear

File Name: 06\_WED\_PiDW\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- 3 Axle Vehicles

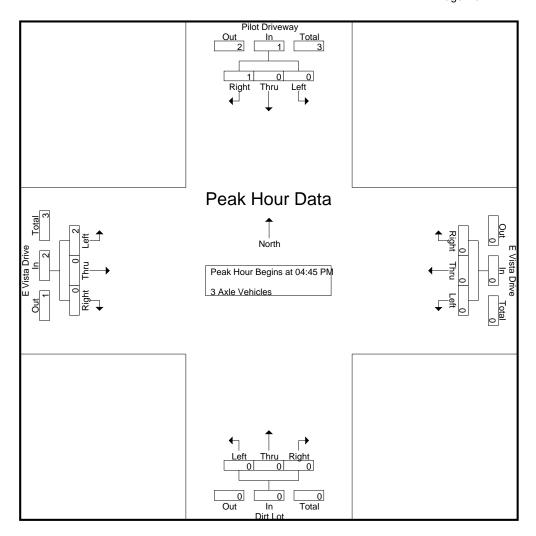
							iioups r	riiiileu- <u>s</u>	AXIE V	enicles	).						
		Pilot D	rivewa	y		E Vis	ta Drive	)		Dii	rt Lot			E Vis	ta Drive		
		South	nbound			Wes	tbound			Nortl	hbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Grand Total	0	0	4	4	0	0	0	0	0	0	0	0	2	0	0	2	6
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	66.7	66.7	0	0	0	0	0	0	0	0	33.3	0	0	33.3	
05:45 PM Total Grand Total Apprch %	0 0 0	0 0 0	0 1 4 100	0 1	0 0	0 0	0 0 0 0 0	0 0 0	0	0 0 0 0 0	0 0 0	0	2 100	0 0 0	0 0 0	2	

		Pilot D	rivewa	y		E Vist	a Drive	!		Dii	rt Lot			E Vis	ta Drive	)	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fi	om 04:	45 PM	to 05:30	PM - P	eak 1 o	of 1				_				_		
Peak Hour for	Entire In	ntersec	tion Be	gins at 0	4:45 PM	1											
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0_
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.375

City of Weed N/S: Pilot Driveway E/W: E Vista Drive Weather: Clear

File Name: 06\_WED\_PiDW\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each Ap	proach	n Begin:	s at:												
	04:45 PM		_		04:45 PM	1			04:45 PN	Л			04:45 PM	1		
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500

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

City of Weed N/S: Pilot Driveway E/W: E Vista Drive Weather: Clear

File Name: 06\_WED\_PiDW\_Vista PM Site Code: 00324824

Start Date : 9/24/2024 Page No : 1

Groups Printed- 4+ Axle Trucks

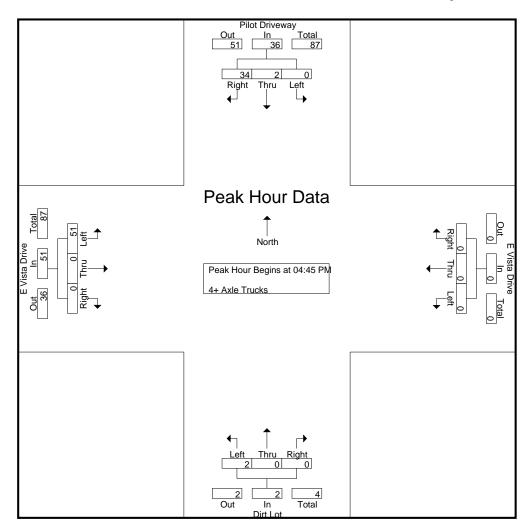
						G	roups r	<u>rintea- 4</u>	+ Axie	<u>i rucks</u>							
		Pilot D	rivewa	y		E Vist	ta Drive			Dii	rt Lot			E Vis	ta Drive		
		South	bound			West	tbound			Nortl	nbound			East	tbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	8	8	0	0	0	0	0	0	0	0	10	0	0	10	18
04:15 PM	0	0	11	11	0	0	0	0	0	0	0	0	7	0	0	7	18
04:30 PM	0	0	10	10	0	0	0	0	0	0	0	0	10	0	0	10	20
04:45 PM	0	0	7	7	0	0	0	0	0	0	0	0	16	0	0	16	23
Total	0	0	36	36	0	0	0	0	0	0	0	0	43	0	0	43	79
05:00 PM	0	2	7	9	0	0	0	0	0	0	0	0	13	0	0	13	22
05:15 PM	0	0	9	9	0	0	0	0	0	0	0	0	13	0	0	13	22
05:30 PM	0	0	11	11	0	0	0	0	2	0	0	2	9	0	0	9	22
05:45 PM	0	0	8	8	0	0	0	0	0	0	0	0	9	0	0	9	17
Total	0	2	35	37	0	0	0	0	2	0	0	2	44	0	0	44	83
Grand Total	0	2	71	73	0	0	0	0	2	0	0	2	87	0	0	87	162
Apprch %	0	2.7	97.3		0	0	0		100	0	0		100	0	0		
Total %	0	1.2	43.8	45.1	0	0	0	0	1.2	0	0	1.2	53.7	0	0	53.7	

		Pilot D	riveway	/		E Vist	a Drive			Dir	t Lot			E Vist	ta Drive	)	
		South	bound			West	bound			North	nbound			East	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Ana	alysis Fı	om 04:	45 PM	to 05:30	PM - Po	eak 1 o	f 1				_				_		
Peak Hour for	Entire In	ntersec	tion Be	gins at 0	4:45 PN	1											
04:45 PM	0	0	7	7	0	0	0	0	0	0	0	0	16	0	0	16	23
05:00 PM	0	2	7	9	0	0	0	0	0	0	0	0	13	0	0	13	22
05:15 PM	0	0	9	9	0	0	0	0	0	0	0	0	13	0	0	13	22
05:30 PM	0	0	11	11	0	0	0	0	2	0	0	2	9	0	0	9	22
Total Volume	0	2	34	36	0	0	0	0	2	0	0	2	51	0	0	51	89
% App. Total	0	5.6	94.4		0	0	0		100	0	0		100	0	0		
PHF	.000	.250	.773	.818	.000	.000	.000	.000	.250	.000	.000	.250	.797	.000	.000	.797	.967

City of Weed N/S: Pilot Driveway E/W: E Vista Drive Weather: Clear

File Name: 06\_WED\_PiDW\_Vista PM

Site Code : 00324824 Start Date : 9/24/2024 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for	Each Ap	proach	n Begin	s at:												
	04:45 PM	-	_		04:45 PM	1			04:45 PN	Л			04:45 PN	1		
+0 mins.	0	0	7	7	0	0	0	0	0	0	0	0	16	0	0	16
+15 mins.	0	2	7	9	0	0	0	0	0	0	0	0	13	0	0	13
+30 mins.	0	0	9	9	0	0	0	0	0	0	0	0	13	0	0	13
+45 mins.	0	0	11	11	0	0	0	0	2	0	0	2	9	0	0	9
Total Volume	0	2	34	36	0	0	0	0	2	0	0	2	51	0	0	51
% App. Total	0	5.6	94.4		0	0	0		100	0	0		100	0	0	
PHF	.000	.250	.773	.818	.000	.000	.000	.000	.250	.000	.000	.250	.797	.000	.000	.797

### **APPENDIX C**

### **VOLUME DEVELOPMENT WORKSHEETS**

Table C-1 - Existing Peak Hour Volume Summary

			A.M. Pe	ak Hour					P.M. Pe	ak Hour		
			Approved +	Existing +	Net	Existing			Approved +	Existing +	Net	Existing
	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project
L I-5 Southb	ound Ramps/Vis	sta Drive										
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
BL	50	50	58	108	101	209	91	91	69	160	92	252
BBT	0	0	0	0	0	0	2	2	0	2	0	2
BBR	1	1	70	71	0	71	2	2	68	70	0	70
BL	0	0	0	0	0	0	0	0	0	0	0	0
BT	9	9	77	86	1	87	8	8	81	89	1	90
BR	6	6	11	17	0	17	20	20	86	106	0	106
WBL	116	116	68	184	104	288	130	130	67	197	91	288
WBT	11	11	100	111	1	112	18	18	98	116	1	117
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	51	51	128	179	101	280	95	95	137	232	92	324
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	51	51	128	179	101	280	95	95	137	232	92	324
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	122	122	79	201	104	305	152	152	153	305	91	396
Total	122	122	79	201	104	305	152	152	153	305	91	396
ast Leg												
Approach	127	127	168	295	105	400	148	148	165	313	92	405
Departure		59	135	194	102	296	99	99	150	249	93	342
Total	186	186	303	489	207	696	247	247	315	562	185	747
Vest Leg												
Approach	15	15	88	103	1	104	28	28	167	195	1	196
Departure		12	170	182	1	183	20	20	166	186	1	187
Total	27	27	258	285	2	287	48	48	333	381	2	383
otal Approaches												
Approach	193	193	384	577	207	784	271	271	469	740	185	925
Departure		193	384	577	207	784	271	271	469	740	185	925
Total	386	386	768	1,154	414	1,568	542	542	938	1,480	370	1,850

Table C-1 - Existing Peak Hour Volume Summary

			A.M. Pe	ak Hour					P.M. Pe	ak Hour		
			Approved +	Existing +	Net	Existing			Approved +	Existing +	Net	Existing
	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project
2 I-5 Northb	ound Ramps/Vis	sta Drive										
NBL	12	12	88	100	0	100	11	11	86	97	0	97
NBT	1	1	0	1	0	1	2	2	0	2	0	2
NBR	113	113	60	173	103	276	178	178	75	253	94	347
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	2	2	65	67	0	67	2	2	68	70	0	70
EBT	57	57	70	127	101	228	98	98	82	180	93	273
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	119	119	81	200	104	304	137	137	80	217	92	309
WBR	66	66	65	131	102	233	94	94	63	157	89	246
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	69	69	130	199	102	301	98	98	131	229	89	318
Total	69	69	130	199	102	301	98	98	131	229	89	318
South Leg												
Approach	126	126	148	274	103	377	191	191	161	352	94	446
Departure		0	0	0	0	0	0	0	0	0	0	0
Total	126	126	148	274	103	377	191	191	161	352	94	446
East Leg												
Approach	185	185	146	331	206	537	231	231	143	374	181	555
Departure		170	130	300	204	504	276	276	157	433	187	620
Total	355	355	276	631	410	1,041	507	507	300	807	368	1,175
West Leg												
Approach	59	59	135	194	101	295	100	100	150	250	93	343
Departure	131	131	169	300	104	404	148	148	166	314	92	406
Total	190	190	304	494	205	699	248	248	316	564	185	749
Total Approaches	i											
Approach	370	370	429	799	410	1,209	522	522	454	976	368	1,344
Departure	370	370	429	799	410	1,209	522	522	454	976	368	1,344
Total	740	740	858	1,598	820	2,418	1,044	1,044	908	1,952	736	2,688

Table C-1 - Existing Peak Hour Volume Summary

			A.M. Pe	ak Hour					P.M. Pe	ak Hour		
			Approved +	Existing +	Net	Existing			Approved +	Existing +	Net	Existing
	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project
3 Shastina D	Orive/Vista Drive											
NBL	2	2	2	4	0	4	7	7	2	9	0	9
NBT	3	3	0	3	0	3	0	0	0	0	0	0
NBR	2	2	0	2	0	2	1	1	0	1	0	1
SBL	8	8	1	9	0	9	9	9	2	11	0	11
SBT	5	5	0	5	0	5	1	1	0	1	0	1
SBR	66	66	110	176	0	176	56	56	115	171	0	171
EBL	78	78	106	184	0	184	76	76	114	190	0	190
EBT	99	99	22	121	202	323	188	188	41	229	185	414
EBR	2	2	2	4	0	4	4	4	2	6	0	6
WBL	2	2	0	2	0	2	4	4	0	4	0	4
WBT	101	101	32	133	204	337	166	166	24	190	180	370
WBR	14	14	2	16	0	16	16	16	1	17	0	17
North Leg												
Approach	79	79	111	190	0	190	66	66	117	183	0	183
Departure	95	95	108	203	0	203	92	92	115	207	0	207
Total	174	174	219	393	0	393	158	158	232	390	0	390
South Leg												
Approach	7	7	2	9	0	9	8	8	2	10	0	10
Departure	9	9	2	11	0	11	9	9	2	11	0	11
Total	16	16	4	20	0	20	17	17	4	21	0	21
East Leg												
Approach	117	117	34	151	204	355	186	186	25	211	180	391
Departure	109	109	23	132	202	334	198	198	43	241	185	426
Total	226	226	57	283	406	689	384	384	68	452	365	817
West Leg												
Approach	179	179	130	309	202	511	268	268	157	425	185	610
Departure	169	169	144	313	204	517	229	229	141	370	180	550
Total	348	348	274	622	406	1,028	497	497	298	795	365	1,160
Total Approaches	5											
Approach	382	382	277	659	406	1,065	528	528	301	829	365	1,194
Departure		382	277	659	406	1,065	528	528	301	829	365	1,194
Total	764	764	554	1,318	812	2,130	1,056	1,056	602	1,658	730	2,388

Table C-1 - Existing Peak Hour Volume Summary

			A.M. Pe	eak Hour			P.M. Peak Hour					
			Approved +	Existing +	Net	Existing			Approved +	Existing +	Net	Existing
	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project
Black Butt	e Drive/Vista Dr	ive										
NBL	8	8	11	19	2	21	25	25	8	33	2	35
NBT	1	1	3	4	0	4	25	25	2	27	0	27
NBR	4	4	1	5	0	5	4	4	1	5	0	5
SBL	8	8	0	8	1	9	19	19	0	19	1	20
SBT	10	10	2	12	0	12	16	16	3	19	0	19
SBR	24	24	4	28	0	28	44	44	3	47	0	47
EBL	23	23	3	26	0	26	40	40	3	43	0	43
BT	68	68	12	80	200	280	118	118	24	142	184	326
BR	6	6	7	13	2	15	28	28	15	43	2	45
WBL	0	0	1	1	0	1	2	2	1	3	0	3
WBT	71	71	18	89	202	291	109	109	13	122	179	301
WBR	7	7	0	7	1	8	23	23	0	23	1	24
North Leg												
Approach	42	42	6	48	1	49	79	79	6	85	1	86
Departure	31	31	6	37	1	38	88	88	5	93	1	94
Total	73	73	12	85	2	87	167	167	11	178	2	180
South Leg												
Approach	13	13	15	28	2	30	54	54	11	65	2	67
Departure	16	16	10	26	2	28	46	46	19	65	2	67
Total	29	29	25	54	4	58	100	100	30	130	4	134
ast Leg												
Approach	78	78	19	97	203	300	134	134	14	148	180	328
Departure		80	13	93	201	294	141	141	25	166	185	351
Total	158	158	32	190	404	594	275	275	39	314	365	679
Vest Leg												
Approach	97	97	22	119	202	321	186	186	42	228	186	414
Departure		103	33	136	204	340	178	178	24	202	181	383
Total	200	200	55	255	406	661	364	364	66	430	367	797
otal Approaches	;											
Approach	230	230	62	292	408	700	453	453	73	526	369	895
Departure	230	230	62	292	408	700	453	453	73	526	369	895
Total	460	460	124	584	816	1,400	906	906	146	1,052	738	1,790

Table C-1 - Existing Peak Hour Volume Summary

			A.M. Pe	ak Hour			P.M. Peak Hour					
			Approved +	Existing +	Net	Existing			Approved +	Existing +	Net	Existing
	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project
Black Butte	e Drive/Project I	Oriveway 1										
NBL	2	2	0	2	0	2	0	0	0	0	0	0
NBT	5	5	10	15	0	15	3	3	7	10	0	10
IBR	0	0	0	0	0	0	0	0	0	0	0	0
BL	0	0	0	0	2	2	0	0	0	0	2	2
ВТ	4	4	6	10	0	10	5	5	14	19	0	19
BR	3	3	0	3	0	3	4	4	0	4	0	4
BL	4	4	0	4	0	4	4	4	0	4	0	4
BT	0	0	0	0	0	0	0	0	0	0	0	0
BR	0	0	0	0	0	0	1	1	0	1	0	1
VBL	0	0	0	0	0	0	0	0	0	0	0	0
VBT	0	0	0	0	0	0	0	0	0	0	0	0
VBR	0	0	0	0	2	2	0	0	0	0	2	2
Iorth Leg												
Approach	7	7	6	13	2	15	9	9	14	23	2	25
Departure	9	9	10	19	2	21	7	7	7	14	2	16
Total	16	16	16	32	4	36	16	16	21	37	4	41
outh Leg												
Approach	7	7	10	17	0	17	3	3	7	10	0	10
Departure	4	4	6	10	0	10	6	6	14	20	0	20
Total	11	11	16	27	0	27	9	9	21	30	0	30
ast Leg												
Approach	0	0	0	0	2	2	0	0	0	0	2	2
Departure		0	0	0	2	2	0	0	0	0	2	2
Total	0	0	0	0	4	4	0	0	0	0	4	4
Vest Leg												
Approach	4	4	0	4	0	4	5	5	0	5	0	5
Departure	5	5	0	5	0	5	4	4	0	4	0	4
Total	9	9	0	9	0	9	9	9	0	9	0	9
otal Approaches												
Approach	18	18	16	34	4	38	17	17	21	38	4	42
Departure	18	18	16	34	4	38	17	17	21	38	4	42
Total	36	36	32	68	8	76	34	34	42	76	8	84

Table C-1 - Existing Peak Hour Volume Summary

			A.M. Pe	ak Hour			P.M. Peak Hour						
			Approved +	Existing +	Net	Existing			Approved +	Existing +	Net	Existing	
	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project	
6 Project Dri	veway 2/Vista D	Orive											
NBL	0	0	0	0	112	112	0	0	0	0	94	94	
NBT	0	0	0	0	0	0	0	0	0	0	0	0	
NBR	0	0	0	0	0	0	0	0	0	0	0	0	
BL	0	0	0	0	0	0	0	0	0	0	0	0	
BT	0	0	0	0	0	0	0	0	0	0	0	0	
BR	0	0	0	0	0	0	0	0	0	0	0	0	
BL	0	0	0	0	0	0	0	0	0	0	0	0	
BT	0	0	10	10	41	51	0	0	23	23	49	72	
BR	0	0	0	0	160	160	0	0	0	0	135	135	
VBL	0	0	0	0	0	0	0	0	0	0	0	0	
WBT	0	0	16	16	92	108	0	0	11	11	85	96	
WBR	0	0	0	0	0	0	0	0	0	0	0	0	
North Leg													
Approach	0	0	0	0	0	0	0	0	0	0	0	0	
Departure	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	
outh Leg													
Approach	0	0	0	0	112	112	0	0	0	0	94	94	
Departure	0	0	0	0	160	160	0	0	0	0	135	135	
Total	0	0	0	0	272	272	0	0	0	0	229	229	
ast Leg													
Approach	0	0	16	16	92	108	0	0	11	11	85	96	
Departure	0	0	10	10	41	51	0	0	23	23	49	72	
Total	0	0	26	26	133	159	0	0	34	34	134	168	
Vest Leg													
Approach	0	0	10	10	201	211	0	0	23	23	184	207	
Departure	0	0	16	16	204	220	0	0	11	11	179	190	
Total	0	0	26	26	405	431	0	0	34	34	363	397	
otal Approaches													
Approach	0	0	26	26	405	431	0	0	34	34	363	397	
Departure	0	0	26	26	405	431	0	0	34	34	363	397	
Total	0	0	52	52	810	862	0	0	68	68	726	794	

Table C-1 - Existing Peak Hour Volume Summary

			A.M. Pe	eak Hour			P.M. Peak Hour						
			Approved +	Existing +	Net	Existing	Approved + Existing + Net						
	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project	
Project Dri	iveway 3/Vista [	Orive											
NBL	0	0	0	0	49	49	0	0	0	0	41	41	
NBT	0	0	0	0	0	0	0	0	0	0	0	0	
NBR	0	0	0	0	0	0	0	0	0	0	0	0	
BL	0	0	0	0	0	0	0	0	0	0	0	0	
BT	0	0	0	0	0	0	0	0	0	0	0	0	
BR	0	0	0	0	0	0	0	0	0	0	0	0	
BL	0	0	0	0	0	0	0	0	0	0	0	0	
BT	0	0	10	10	41	51	0	0	23	23	49	72	
BR	0	0	0	0	0	0	0	0	0	0	0	0	
NBL	0	0	0	0	0	0	0	0	0	0	0	0	
WBT	0	0	16	16	43	59	0	0	11	11	44	55	
WBR	0	0	0	0	0	0	0	0	0	0	0	0	
North Leg													
Approach	0	0	0	0	0	0	0	0	0	0	0	0	
Departure	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	
outh Leg													
Approach	0	0	0	0	49	49	0	0	0	0	41	41	
Departure	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	49	49	0	0	0	0	41	41	
ast Leg													
Approach	0	0	16	16	43	59	0	0	11	11	44	55	
Departure		0	10	10	41	51	0	0	23	23	49	72	
Total	0	0	26	26	84	110	0	0	34	34	93	127	
West Leg													
Approach	0	0	10	10	41	51	0	0	23	23	49	72	
Departure	0	0	16	16	92	108	0	0	11	11	85	96	
Total	0	0	26	26	133	159	0	0	34	34	134	168	
otal Approaches	5												
Approach	0	0	26	26	133	159	0	0	34	34	134	168	
Departure	0	0	26	26	133	159	0	0	34	34	134	168	
Total	0	0	52	52	266	318	0	0	68	68	268	336	

Table C-1 - Existing Peak Hour Volume Summary

	A.M. Peak Hour								P.M. Pe	ak Hour		
			Approved +	Existing +	Net	Existing	Approved + Existing + Net					
	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project
8 Project Dri	veway 4/Vista D	Orive										
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	10	10	0	10	0	0	23	23	0	23
EBR	0	0	0	0	41	41	0	0	0	0	49	49
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	16	16	43	59	0	0	11	11	44	55
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure		0	0	0	41	41	0	0	0	0	49	49
Total	0	0	0	0	41	41	0	0	0	0	49	49
East Leg												
Approach	0	0	16	16	43	59	0	0	11	11	44	55
Departure		0	10	10	0	10	0	0	23	23	0	23
Total	0	0	26	26	43	69	0	0	34	34	44	78
West Leg												
Approach	0	0	10	10	41	51	0	0	23	23	49	72
Departure		0	16	16	43	59	0	0	11	11	44	55
Total	0	0	26	26	84	110	0	0	34	34	93	127
Total Approaches												
Approach	0	0	26	26	84	110	0	0	34	34	93	127
Departure	0	0	26	26	84	110	0	0	34	34	93	127
Total	0	0	52	52	168	220	0	0	68	68	186	254
i Utai	U	U	JZ	J <u>Z</u>	100	220	U	U	00	UO	100	234

Table C-1 - Existing Peak Hour Volume Summary

		A.M. Peak Hour						P.M. Peak Hour						
			Approved +	Existing +	Net	Existing			Approved +	Existing +	Net	Existing		
	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project	Existing w/o Project	Balanced Existing	Pending Project Trips	Approved Pending Vol	Project Trips	Plus Project		
9 Project	t Driveway 5/Vista D	Orive												
NBL	0	0	0	0	43	43	0	0	0	0	44	44		
NBT	0	0	0	0	0	0	0	0	0	0	0	0		
NBR	0	0	0	0	0	0	0	0	0	0	0	0		
SBL	0	0	0	0	0	0	0	0	0	0	0	0		
SBT	0	0	0	0	0	0	0	0	0	0	0	0		
SBR	0	0	0	0	0	0	0	0	0	0	0	0		
EBL	0	0	0	0	0	0	0	0	0	0	0	0		
EBT	0	0	10	10	0	10	0	0	23	23	0	23		
EBR	0	0	0	0	0	0	0	0	0	0	0	0		
WBL	0	0	0	0	0	0	0	0	0	0	0	0		
WBT	0	0	16	16	0	16	0	0	11	11	0	11		
WBR	0	0	0	0	0	0	0	0	0	0	0	0		
North Leg														
Approa	ach 0	0	0	0	0	0	0	0	0	0	0	0		
Depart	cure 0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0		
South Leg														
Approa	ach 0	0	0	0	43	43	0	0	0	0	44	44		
Depart		0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	43	43	0	0	0	0	44	44		
East Leg														
Approa	ach 0	0	16	16	0	16	0	0	11	11	0	11		
Depart		0	10	10	0	10	0	0	23	23	0	23		
Total	0	0	26	26	0	26	0	0	34	34	0	34		
West Leg														
Approa	ach 0	0	10	10	0	10	0	0	23	23	0	23		
Depart		0	16	16	43	59	0	0	11	11	44	55		
Total	0	0	26	26	43	69	0	0	34	34	44	78		
Total Approac	ches													
Approa		0	26	26	43	69	0	0	34	34	44	78		
Depart		0	26	26	43	69	0	0	34	34	44	78 78		
Total	0	0	52	52	86	138	0	0	68	68	88	156		

Table C-2 - Cumulative Peak Hour Volume Summary

	,	AM Peak Hou	ır	ı	PM Peak Hou	ır
	Cumulative w/o Project	Net Project	Cumulative w/ Project	Cumulative w/o Project	Net Project	Cumulative w/ Project
	Volumes	Trips	Volumes	Volumes	Trips	Volumes
1 I-5 Southbo	ound Ramps/Vist	ta Drive				
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	111	101	212	165	92	257
SBT	0	0	0	3	0	3
SBR	73	0	73	72	0	72
EBL	0	0	0	0	0	0
EBT	89	1	90	92	1	93
EBR	18	0	18	109	0	109
WBL	190	104	294	203	91	294
WBT	115	1	116	120	1	121
WBR	0	0	0	0	0	0
North Leg						
Approach	184	101	285	240	92	332
Departure	0	0	0	0	0	0
Total	184	101	285	240	92	332
South Leg						
Approach	0	0	0	0	0	0
Departure	208	104	312	315	91	406
Total	208	104	312	315	91	406
East Leg						
Approach	305	105	410	323	92	415
Departure	200	102	302	257	93	350
Total	505	207	712	580	185	765
West Leg						
Approach	107	1	108	201	1	202
Departure	188	1	189	192	1	193
Total	295	2	297	393	2	395
Total Approaches						
Approach	596	207	803	764	185	949
Departure	596	207	803	764	185	949
Total	1,192	414	1,606	1,528	370	1,898

Table C-2 - Cumulative Peak Hour Volume Summary

	,	AM Peak Hou	ır	ı	PM Peak Hou	ır
	Cumulative w/o Project Volumes	Net Project Trips	Cumulative w/ Project Volumes	Cumulative w/o Project Volumes	Net Project Trips	Cumulative w/ Project Volumes
2 I-5 North	bound Ramps/Vist	ta Drive				
NBL	103	0	103	100	0	100
NBT	2	0	2	3	0	3
NBR	179	103	282	261	94	355
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	69	0	69	72	0	72
EBT	131	101	232	186	93	279
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	206	104	310	224	92	316
WBR	135	102	237	162	89	251
North Leg						
Approach	0	0	0	0	0	0
Departure		102	308	237	89	326
Total	206	102	308	237	89	326
South Leg						
Approach	284	103	387	364	94	458
Departure		0	0	0	0	0
Total	284	103	387	364	94	458
East Leg						
Approach	341	206	547	386	181	567
Departure		204	514	447	187	634
Total	651	410	1,061	833	368	1,201
West Leg						
Approach	200	101	301	258	93	351
Departure		104	413	324	92	416
Total	509	205	714	582	185	767
Total Approache	S					
Approach		410	1,235	1,008	368	1,376
Departure		410	1,235	1,008	368	1,376
Total	1,650	820	2,470	2,016	736	2,752

Table C-2 - Cumulative Peak Hour Volume Summary

	,	AM Peak Hou	ır	1	PM Peak Hou	ır
	Cumulative w/o Project Volumes	Net Project Trips	Cumulative w/ Project Volumes	Cumulative w/o Project Volumes	Net Project Trips	Cumulative w/ Project Volumes
3 Shastina [	Drive/Vista Drive					
NBL	4	0	4	9	0	9
NBT	4	0	4	0	0	0
NBR	3	0	3	2	0	2
SBL	9	0	9	11	0	11
SBT	6	0	6	2	0	2
SBR	182	0	182	176	0	176
EBL	190	0	190	196	0	196
EBT	125	202	327	236	185	421
EBR	4	0	4	6	0	6
WBL	3	0	3	5	0	5
WBT	137	204	341	196	180	376
WBR	17	0	17	17	0	17
North Leg						
Approach	197	0	197	189	0	189
Departure	211	0	211	213	0	213
Total	408	0	408	402	0	402
South Leg						
Approach	11	0	11	11	0	11
Departure	13	0	13	13	0	13
Total	24	0	24	24	0	24
East Leg						
Approach	157	204	361	218	180	398
Departure	137	202	339	249	185	434
Total	294	406	700	467	365	832
West Leg						
Approach	319	202	521	438	185	623
Departure	323	204	527	381	180	561
Total	642	406	1,048	819	365	1,184
Total Approaches	5					
Approach	684	406	1,090	856	365	1,221
Departure	684	406	1,090	856	365	1,221
Total	1,368	812	2,180	1,712	730	2,442

Table C-2 - Cumulative Peak Hour Volume Summary

Cumulative Net Cumulative Net W/o Project Project W/o Project Volumes Trips Volumes Volumes Trips  4 Black Butte Drive/Vista Drive	Cumulative w/ Project Volumes
4 Black Butte Drive/Vista Drive	
NBL 20 2 22 34 2	36
NBT 4 0 4 28 0	28
NBR 5 0 5 5 0	5
SBL 9 1 10 20 1	21
SBT 12 0 12 20 0	20
SBR 29 0 29 49 0	49
EBL 27 0 27 44 0	44
EBT 83 200 283 147 184	331
EBR 13 2 15 44 2	46
WBL 1 0 1 3 0	3
WBT 92 202 294 126 179	305
WBR 8 1 9 24 1	25
North Leg	
Approach 50 1 51 89 1	90
Departure 39 1 40 96 1	97
Total 89 2 91 185 2	187
South Leg	
Approach 29 2 31 67 2	69
Departure 26 2 28 67 2	69
Total 55 4 59 134 4	138
East Leg	
Approach 101 203 304 153 180	333
Departure 97 201 298 172 185	357
Total 198 404 602 325 365	690
West Leg	
Approach 123 202 325 235 186	421
Departure 141 204 345 209 181	390
Total 264 406 670 444 367	811
Total Approaches	
Approach 303 408 711 544 369	913
Departure 303 408 711 544 369	913
Total 606 816 1,422 1,088 738	1,826

Table C-2 - Cumulative Peak Hour Volume Summary

w/o Project Project w/ Project w/o Project Project w,	PM Peak Hour				
NBL 3 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	mulative / Project olumes				
NBT     15     0     15     10     0       NBR     0     0     0     0     0       SBL     0     2     2     0     2       SBT     10     0     10     20     0       SBR     4     0     4     5     0       EBL     5     0     5     5     0       EBT     0     0     0     0     0       EBR     0     0     0     2     0       WBL     0     0     0     0     0       WBT     0     0     0     0     0       WBR     0     2     2     0     2       North Leg       Approach     14     2     16     25     2       Departure     20     2     22     15     2					
NBR       0       0       0       0       0         SBL       0       2       2       0       2         SBT       10       0       10       20       0         SBR       4       0       4       5       0         EBL       5       0       5       5       0         EBT       0       0       0       0       0         EBR       0       0       0       2       0         WBL       0       0       0       0       0         WBT       0       0       0       0       0         WBR       0       2       2       0       2         North Leg         Approach       14       2       16       25       2         Departure       20       2       22       15       2	0				
SBL     0     2     2     0     2       SBT     10     0     10     20     0       SBR     4     0     4     5     0       EBL     5     0     5     5     0       EBT     0     0     0     0     0       EBR     0     0     0     2     0       WBL     0     0     0     0     0       WBT     0     0     0     0     0       WBR     0     2     2     0     2       North Leg       Approach     14     2     16     25     2       Departure     20     2     22     15     2	10				
SBT     10     0     10     20     0       SBR     4     0     4     5     0       EBL     5     0     5     5     0       EBT     0     0     0     0     0       EBR     0     0     0     2     0       WBL     0     0     0     0     0       WBT     0     0     0     0     0       WBR     0     2     2     0     2       North Leg       Approach     14     2     16     25     2       Departure     20     2     22     15     2	0				
SBR       4       0       4       5       0         EBL       5       0       5       5       0         EBT       0       0       0       0       0       0         EBR       0       0       0       2       0         WBL       0       0       0       0       0         WBT       0       0       0       0       0         WBR       0       2       2       0       2         North Leg         Approach       14       2       16       25       2         Departure       20       2       22       15       2	2				
EBL       5       0       5       5       0         EBT       0       0       0       0       0         EBR       0       0       0       2       0         WBL       0       0       0       0       0         WBT       0       0       0       0       0         WBR       0       2       2       0       2     North Leg  Approach  14  2  16  25  2  15  2	20				
EBT       0       0       0       0       0         EBR       0       0       0       2       0         WBL       0       0       0       0       0         WBT       0       0       0       0       0         WBR       0       2       2       0       2         North Leg         Approach       14       2       16       25       2         Departure       20       2       22       15       2	5				
EBR       0       0       0       2       0         WBL       0       0       0       0       0         WBT       0       0       0       0       0         WBR       0       2       2       0       2         North Leg         Approach       14       2       16       25       2         Departure       20       2       22       15       2	5				
WBL       0       0       0       0       0         WBT       0       0       0       0       0         WBR       0       2       2       0       2         North Leg         Approach       14       2       16       25       2         Departure       20       2       22       15       2	0				
WBT       0       0       0       0       0       0         WBR       0       2       2       0       2         North Leg         Approach       14       2       16       25       2         Departure       20       2       22       15       2	2				
WBR     0     2     2     0     2       North Leg	0				
North Leg  Approach 14 2 16 25 2  Departure 20 2 22 15 2	0				
Approach 14 2 16 25 2 Departure 20 2 22 15 2	2				
Departure 20 2 22 15 2					
•	27				
Total 34 4 38 40 4	17				
	44				
South Leg					
Approach 18 0 18 10 0	10				
Departure 10 0 10 22 0	22				
Total 28 0 28 32 0	32				
East Leg					
Approach 0 2 2 0 2	2				
Departure 0 2 2 0 2	2				
Total 0 4 4 0 4	4				
West Leg					
Approach 5 0 5 7 0	7				
Departure 7 0 7 5 0	5				
Total 12 0 12 12 0	12				
Total Approaches					
Approach 37 4 41 42 4	46				
Departure 37 4 41 42 4	46				
Total 74 8 82 84 8	92				

Table C-2 - Cumulative Peak Hour Volume Summary

w/o Project Volumes         Project Trips         w/ Project Volumes         w/o Project Volumes         Project Trips           6         Project Driveway 2/Vista Drive           NBL         0         112         112         0         94           NBT         0         0         0         0         0           NBR         0         0         0         0         0           SBL         0         0         0         0         0           SBT         0         0         0         0         0           SBR         0         0         0         0         0           EBL         0         0         0         0         0           EBR         0         160         160         160         0         0           EBR         0         160         160         0         0         0           WBL         0         0         0         0         0         0           WBR         0         0         0         0         0         0           North Leg         Approach         0         0         0         0         0         0      <	Cumulative w/ Project Volumes 94 0 0
NBL 0 112 112 0 94  NBT 0 0 0 0 0 0 0  NBR 0 0 0 0 0 0 0  SBL 0 0 0 0 0 0 0  SBT 0 0 0 0 0 0 0  SBR 0 0 0 0 0 0 0  EBL 0 0 0 0 0 0 0  EBL 0 0 0 0 0 0 0  EBL 0 0 0 0 0 0 0  EBT 10 41 51 24 49  EBR 0 160 160 0 0 0 135  WBL 0 0 0 0 0 0 0 0  WBT 17 92 109 11 85  WBR 0 0 0 0 0 0 0  North Leg  Approach 0 0 0 0 0 0 0  Departure 0 0 0 0 0 0  South Leg  Approach 0 112 112 0 94  Departure 0 160 160 0 0 135	0
NBT         0         0         0         0         0           NBR         0         0         0         0         0           SBL         0         0         0         0         0           SBT         0         0         0         0         0           SBR         0         0         0         0         0           EBL         0         0         0         0         0           EBT         10         41         51         24         49           EBR         0         160         160         0         135           WBL         0         0         0         0         0           WBR         0         0         0         0         0           North Leg         Approach         0         0         0         0         0           Departure         0         0         0         0         0         0           South Leg         Approach         0         112         112         10         94           Departure         0         160         160         160         0         135	0
NBR         0         0         0         0         0           SBL         0         0         0         0         0           SBT         0         0         0         0         0           SBR         0         0         0         0         0           EBL         0         0         0         0         0           EBT         10         41         51         24         49           EBR         0         160         160         0         0         135           WBL         0         0         0         0         0         0         0           WBR         0         0         0         0         0         0         0           North Leg           Approach         0         0         0         0         0         0           Departure         0         0         0         0         0         0           South Leg         Approach         0         112         112         0         94           Departure         0         160         160         0         0         0	
SBL         0         0         0         0         0           SBT         0         0         0         0         0           SBR         0         0         0         0         0           EBL         0         0         0         0         0           EBT         10         41         51         24         49           EBR         0         160         160         0         135           WBL         0         0         0         0         0           WBR         0         0         0         0         0           North Leg         Approach         0         0         0         0         0           South Leg         Approach         0         112         112         0         94           Departure         0         160         160         0         0         94	0
SBT         0         0         0         0         0           SBR         0         0         0         0         0           EBL         0         0         0         0         0           EBT         10         41         51         24         49           EBR         0         160         160         0         0         135           WBL         0         0         0         0         0         0           WBR         17         92         109         11         85           WBR         0         0         0         0         0           North Leg         Approach         0         0         0         0         0           Total         0         0         0         0         0         0           South Leg         Approach         0         112         112         0         94           Departure         0         160         160         160         0         135	
SBR         0         0         0         0         0           EBL         0         0         0         0         0           EBT         10         41         51         24         49           EBR         0         160         160         0         135           WBL         0         0         0         0         0           WBT         17         92         109         11         85           WBR         0         0         0         0         0           North Leg         Approach         0         0         0         0         0           Departure         0         0         0         0         0         0           South Leg         Approach         0         112         112         0         94           Departure         0         160         160         0         0         135	0
EBL         0         0         0         0         0           EBT         10         41         51         24         49           EBR         0         160         160         0         135           WBL         0         0         0         0         0           WBT         17         92         109         11         85           WBR         0         0         0         0         0           North Leg         Approach         0         0         0         0         0           Departure         0         0         0         0         0         0         0           South Leg         Approach         0         112         112         0         94         0         94         0         0         135         0         0         135         0	0
EBT       10       41       51       24       49         EBR       0       160       160       0       135         WBL       0       0       0       0       0         WBT       17       92       109       11       85         WBR       0       0       0       0       0         North Leg         Approach       0       0       0       0       0         Departure       0       0       0       0       0         South Leg       Approach       0       112       112       0       94         Departure       0       160       160       0       0       135	0
EBR       0       160       160       0       135         WBL       0       0       0       0       0         WBT       17       92       109       11       85         WBR       0       0       0       0       0         North Leg         Approach       0       0       0       0       0         Total       0       0       0       0       0         South Leg       Approach       0       112       112       0       94         Departure       0       160       160       0       135	0
WBL       0       0       0       0       0         WBT       17       92       109       11       85         WBR       0       0       0       0       0         North Leg         Approach       0       0       0       0       0         Departure       0       0       0       0       0         South Leg       Approach       0       112       112       0       94         Departure       0       160       160       0       135	73
WBT     17     92     109     11     85       WBR     0     0     0     0     0       North Leg       Approach     0     0     0     0     0       Departure     0     0     0     0     0       Total     0     0     0     0     0       South Leg     Approach     0     112     112     0     94       Departure     0     160     160     0     135	135
WBR       0       0       0       0       0         North Leg       Approach       0       0       0       0       0         Departure       0       0       0       0       0       0         Total       0       0       0       0       0       0         South Leg       Approach       0       112       112       0       94         Departure       0       160       160       0       135	0
North Leg	96
Approach       0<	0
Departure       0       0       0       0       0         Total       0       0       0       0       0         South Leg       Approach       0       112       112       0       94         Departure       0       160       160       0       135	
Total 0 0 0 0 0 0 0 0 South Leg Approach 0 112 112 0 94 Departure 0 160 160 0 135	0
South Leg  Approach 0 112 112 0 94  Departure 0 160 160 0 135	0
Approach         0         112         112         0         94           Departure         0         160         160         0         135	0
Departure 0 160 160 0 135	
	94
	135
Total 0 272 272 0 229	229
East Leg	
Approach 17 92 109 11 85	96
Departure 10 41 51 24 49	73
Total 27 133 160 35 134	169
West Leg	
Approach 10 201 211 24 184	208
Departure 17 204 221 11 179	190
Total 27 405 432 35 363	398
Total Approaches	
Approach 27 405 432 35 363	398
Departure 27 405 432 35 363	
Total 54 810 864 70 726	398

Table C-2 - Cumulative Peak Hour Volume Summary

	,	AM Peak Hou	ır	ĺ	PM Peak Hou	ır
	Cumulative w/o Project Volumes	Net Project Trips	Cumulative w/ Project Volumes	Cumulative w/o Project Volumes	Net Project Trips	Cumulative w/ Project Volumes
7 Project Dri	veway 3/Vista D	rive				
NBL	0	49	49	0	41	41
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	10	41	51	24	49	73
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	17	43	60	11	44	55
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	49	49	0	41	41
Departure	0	0	0	0	0	0
Total	0	49	49	0	41	41
East Leg						
Approach	17	43	60	11	44	55
Departure	10	41	51	24	49	73
Total	27	84	111	35	93	128
West Leg						
Approach	10	41	51	24	49	73
Departure	17	92	109	11	85	96
Total	27	133	160	35	134	169
Total Approaches						
Approach	27	133	160	35	134	169
Departure	27	133	160	35	134	169
Total	54	266	320	70	268	338
				. •		

Table C-2 - Cumulative Peak Hour Volume Summary

	,	AM Peak Hou	ır	1	PM Peak Hou	ır
	Cumulative w/o Project Volumes	Net Project Trips	Cumulative w/ Project Volumes	Cumulative w/o Project Volumes	Net Project Trips	Cumulative w/ Project Volumes
8 Project Dri	veway 4/Vista D				<u> </u>	
	_					
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	10	0	10	24	0	24
EBR	0	41	41	0	49	49
WBL	0	0	0	0	0	0
WBT	17	43	60	11	44	55
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	41	41	0	49	49
Total	0	41	41	0	49	49
East Leg						
Approach	17	43	60	11	44	55
Departure	10	0	10	24	0	24
Total	27	43	70	35	44	79
West Leg						
Approach	10	41	51	24	49	73
Departure	17	43	60	11	44	55
Total	27	84	111	35	93	128
Total Approaches						
Approach	27	84	111	35	93	128
Departure	27	84	111	35	93	128
Total	54	168	222	70	186	256
iolai	J <del>4</del>	100	222	70	100	230

Table C-2 - Cumulative Peak Hour Volume Summary

Wo Project   Project   Volumes   V		,	AM Peak Hou	ır	1	PM Peak Hou	ır
NBL		w/o Project	Project	w/ Project	w/o Project	Project	-
NBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 Project Dri	veway 5/Vista D	rive				
NBR	NBL	0	43	43	0	44	44
SBL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NBT	0	0	0	0	0	0
SBT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NBR	0	0	0	0	0	0
SBR	SBL	0	0	0	0	0	0
EBL 0 0 0 0 0 0 0 0 24 EBT 10 0 0 10 24 0 24 EBR 0 0 0 0 0 0 0 0 0 WBL 0 0 0 0 0 0 0 0 0 WBT 17 0 17 11 0 11 WBR 0 0 0 0 0 0 0 0 0 0 North Leg  Approach 0 0 0 0 0 0 0 0 0 Total 0 0 0 0 0 0 0 0  South Leg  Approach 0 43 43 43 0 44 44 Departure 0 0 0 0 0 0 0 0 0 Total 0 13 43 43 0 44 44  Departure 0 0 0 1 0 0 0 0 0 0 0 0  East Leg  Approach 17 0 17 11 0 11 Departure 10 0 10 24 0 24 Total 27 0 27 35 0 35  West Leg  Approach 10 0 10 24 0 24 Departure 17 43 60 11 44 55 Total 27 43 70 35 44 79  Total Approaches  Approach 27 43 70 35 44 79 Departure 27 43 70 35 44 79	SBT	0	0	0	0	0	0
EBT 10 0 10 24 0 24 0 24 EBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SBR	0	0	0	0	0	0
EBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EBL	0	0	0	0	0	0
WBL 0 0 0 0 0 0 0 0 0 0 0 WBT 17 17 0 11 0 11 WBR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EBT	10	0	10		0	
WBT 17 0 17 11 0 11 WBR 0 0 0 0 0 0 0 0 0  North Leg  Approach 0 0 0 0 0 0 0 0 0 0  Departure 0 0 0 0 0 0 0 0 0 0  Total 0 0 0 0 0 0 0 0 0 0  South Leg  Approach 0 43 43 43 0 44 44  Departure 0 0 0 0 0 0 0 0 0 0 0  Total 0 17 11 0 11 0 11  Departure 10 0 17 11 0 11  Departure 10 0 10 24 0 24  Total 27 0 27 35 0 35  West Leg  Approach 10 0 10 24 0 24  Departure 17 43 60 11 44 55  Total 27 43 70 35 44 79  Departure 27 43 70 35 44 79  Departure 27 43 70 35 44 79	EBR	0	0	0	0	0	0
WBR         0         0         0         0         0         0           North Leg         Approach 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBL	0	0	0	0	0	0
North Leg  Approach	WBT	17	0	17		0	
Approach 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WBR	0	0	0	0	0	0
Departure 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	North Leg						
Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Approach	0	0	0	0	0	0
South Leg  Approach 0 43 43 0 44 44  Departure 0 0 0 0 0 0 0 0  Total 0 43 43 0 0 44 44  East Leg  Approach 17 0 17 11 0 11  Departure 10 0 10 24 0 24  Total 27 0 27 35 0 35  West Leg  Approach 10 0 10 24 0 24  Departure 17 43 60 11 44 55  Total 27 43 70 35 44 79  Total Approaches  Approach 27 43 70 35 44 79  Departure 27 43 70 35 44 79	Departure	0	0	0	0	0	0
Approach 0 43 43 0 44 44 Departure 0 0 0 0 0 0 0 0 Total 0 43 43 0 0 44 44  East Leg  Approach 17 0 17 11 0 11 Departure 10 0 10 24 0 24 Total 27 0 27 35 0 35  West Leg  Approach 10 0 10 24 0 24 Departure 17 43 60 11 44 55 Total 27 43 70 35 44 79  Total Approaches Approach 27 43 70 35 44 79 Departure 27 43 70 35 44 79	Total	0	0	0	0	0	0
Departure 0 0 0 0 0 0 0 0 0 0 0 Total 0 0 43 43 43 0 44 44 44 44 44 44 44 44 44 44 44 44 4	South Leg						
East Leg  Approach 17 0 17 11 0 11 Departure 10 0 10 24 0 24 Total 27 0 10 27 35 0 35  West Leg  Approach 10 0 10 24 0 24 Departure 17 43 60 11 44 55 Total 27 43 70 35 44 79 Departure 27 43 70 35 44 79	Approach	0	43	43	0	44	44
East Leg  Approach 17 0 17 11 0 11  Departure 10 0 10 24 0 24  Total 27 0 27 35 0 35  West Leg  Approach 10 0 10 24 0 24  Departure 17 43 60 11 44 55  Total 27 43 70 35 44 79  Departure 27 43 70 35 44 79	Departure	0	0	0	0	0	0
Approach 17 0 17 11 0 11 Departure 10 0 10 24 0 24 Total 27 0 27 35 0 35  West Leg Approach 10 0 10 24 0 24 Departure 17 43 60 11 44 55 Total 27 43 70 35 44 79 Departure 27 43 70 35 44 79	Total	0	43	43	0	44	44
Approach 17 0 17 11 0 11 Departure 10 0 10 24 0 24 Total 27 0 27 35 0 35  West Leg Approach 10 0 10 24 0 24 Departure 17 43 60 11 44 55 Total 27 43 70 35 44 79 Departure 27 43 70 35 44 79	East Leg						
Departure 10 0 10 24 0 24 Total 27 0 27 35 0 35  West Leg  Approach 10 0 10 24 0 24 0 24 Departure 17 43 60 11 44 55 Total 27 43 70 35 44 79  Total Approaches  Approach 27 43 70 35 44 79 Departure 27 43 70 35 44 79	-	17	0	17	11	0	11
Total 27 0 27 35 0 35  West Leg  Approach 10 0 10 24 0 24  Departure 17 43 60 11 44 55  Total 27 43 70 35 44 79  Total Approaches  Approach 27 43 70 35 44 79  Departure 27 43 70 35 44 79		10		10	24	0	24
Approach 10 0 10 24 0 24 Departure 17 43 60 11 44 55 Total 27 43 70 35 44 79  Total Approach 27 43 70 35 44 79 Departure 27 43 70 35 44 79			0	27	35	0	35
Approach 10 0 10 24 0 24 Departure 17 43 60 11 44 55 Total 27 43 70 35 44 79  Total Approach 27 43 70 35 44 79 Departure 27 43 70 35 44 79	West Leg						
Departure 17 43 60 11 44 55 Total 27 43 70 35 44 79  Total Approaches Approach 27 43 70 35 44 79 Departure 27 43 70 35 44 79	J	10	0	10	24	0	24
Total     27     43     70     35     44     79       Total Approaches       Approach     27     43     70     35     44     79       Departure     27     43     70     35     44     79	• • •					_	
Approach       27       43       70       35       44       79         Departure       27       43       70       35       44       79							
Approach       27       43       70       35       44       79         Departure       27       43       70       35       44       79	Total Approaches						
Departure 27 43 70 35 44 79		27	43	70	35	44	79
	Total	54	86	140	70	88	158

### **APPENDIX D**

#### **LEVEL OF SERVICE REPORTS**

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1		×	1						4	
Traffic Vol, veh/h	0	9	6	116	11	0	0	0	0	50	0	1
Future Vol, veh/h	0	9	6	116	11	0	0	0	0	50	0	1
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	-	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	11	0	39	9	0	0	0	0	46	0	0
Mvmt Flow	0	10	7	130	12	0	0	0	0	56	0	1
Major/Minor N	1ajor1		ı	Major2					N	Minor2		
Conflicting Flow All	-	0	0	17	0	0				283	290	12
Stage 1	-	-	-	-	-	-				273	273	-
Stage 2	-	-	-	-	-	-				10	17	-
Critical Hdwy	-	-	-	4.49	_	-				6.86	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.86	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.86	5.5	-
Follow-up Hdwy	-	-	-	2.551	-	-				3.914	4	3.3
Pot Cap-1 Maneuver	0	-	-	1390	-	0				623	624	1074
Stage 1	0	-	-	-	-	0				682	688	-
Stage 2	0	-	-	-	-	0				910	885	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1390	-	-				565	0	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-				565	0	-
Stage 1	-	-	-	-	-	-				682	0	-
Stage 2	-	-	-	-	-	-				824	0	-
Approach	EB			WB						SB		
HCM Control Delay, s/v	0			7.18						12.02		
HCM LOS										В		
Minor Lane/Major Mvmt		EBT	EBR	WBL	WBT:	SBLn1						
Capacity (veh/h)		-	-	1390	_	570						
HCM Lane V/C Ratio		-	-	0.094	-	0.101						
HCM Control Delay (s/v	eh)	-	-	7.9	-	12						
HCM Lane LOS		-	-	Α	-	В						
HCM 95th %tile Q(veh)		-	-	0.3	-	0.3						

Interpostion												
Intersection	3.3											
Int Delay, s/veh												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	*			1			4	7			
Traffic Vol, veh/h	2	57	0	0	119	66	12	1	113	0	0	0
Future Vol, veh/h	2	57	0	0	119	66	12	1	113	0	0	0
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	100	-	-	-	-	-	-	-	510	-	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	46	0	0	35	44	0	100	26	0	0	0
Mvmt Flow	2	66	0	0	137	76	14	1	130	0	0	0
Major/Minor N	Major1			Major2		ı	/linor1					
Conflicting Flow All	213	0	_	-	_	0	207	283	66			
Stage 1	-	-	_	_	_	-	70	70	-			
Stage 2	_	_	_	_	_	_	137	213	_			
Critical Hdwy	4.1	_	_	_	-	-	6.4	7.5	6.46			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6.5	-			
Critical Hdwy Stg 2	-	-	-	-	_	_	5.4	6.5	-			
Follow-up Hdwy	2.2	_	_	_	_	_	3.5		3.534			
Pot Cap-1 Maneuver	1370	_	0	0	_	_	786	491	935			
Stage 1	-	_	0	0	_	_	958	679	-			
Stage 2	-	-	0	0	_	_	895	576	-			
Platoon blocked, %		-			_	_						
Mov Cap-1 Maneuver	1370	_	-	-	_	_	785	0	935			
Mov Cap-2 Maneuver	-	-	-	-	_	-	785	0	-			
Stage 1	-	-	_	-	-	-	956	0	-			
Stage 2	-	-	-	-	-	-	895	0	-			
<u> </u>												
Approach	EB			WB			NB					
HCM Control Delay, s/v				0			9.49					
HCM LOS	v 0.Z0			U			9.49 A					
TIOWI LOO												
Minor Long/Major Mares		NBLn11	VIDI ~2	EDI	EBT	WDT	WBR					
Minor Lane/Major Mvm	ı I			EBL	ED I	WBT	WDK					
Capacity (veh/h)		785	935	1370	-	-	-					
HCM Control Doloy (a)	\\			0.002	-	-	-					
HCM Long LOS	ven)	9.7	9.5	7.6	-	-	-					
HCM CEth (/tile O/ceth)		Α	A	A	-	-	-					
HCM 95th %tile Q(veh)		0.1	0.5	0	-	-	-					

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	×	朴		M	*	7		4		K	ħ	
Traffic Vol, veh/h	78	99	2	2	101	14	2	3	2	8	5	66
Future Vol, veh/h	78	99	2	2	101	14	2	3	2	8	5	66
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	100	-	-	50	-	0	-	-	-	50	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	17	32	0	0	55	7	50	33	50	25	0	17
Mvmt Flow	88	111	2	2	113	16	2	3	2	9	6	74
Major/Minor	Major1		ľ	Major2			Minor1			Minor2		
Conflicting Flow All	129	0	0	113	0	0	408	421	57	351	407	113
Stage 1	-	-	-	-	-	-	288	288	-		118	-
Stage 2	-	-	-	-	-	-	121	134	-		289	-
Critical Hdwy	4.355	-	-	4.1	-	-	8.05	6.995	7.65	7.675	6.5	6.455
Critical Hdwy Stg 1	-	-	-	-	-	-	7.25	5.995	-	6.475	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.85	5.995	-	6.875	5.5	-
	2.3615	-	-	2.2	-	-	3.975	4.3135	3.775	3.7375	4:	3.4615
Pot Cap-1 Maneuver	1360	-	-	1488	-	-	451	469	871	544	537	896
Stage 1	-	-	-	-	-	-	592	611	-	828	802	-
Stage 2	-	-	-	-	-	-	769	723	-	695	677	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1360	-	-	1488	-	-	383	438	871	503	501	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	383	438	-	548	540	-
Stage 1	-	-	-	-	-	-	554	572	-	826	801	-
Stage 2	-	-	-	-	-	-	699	722	-	645	633	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/	v 3.41			0.13			12.51			9.84		
HCM LOS							В			Α		
Minor Lane/Major Mvm	nt N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SBLn1	SBLn2		
Capacity (veh/h)		487	1360	-	-	1488	-	_	548	856		
HCM Lane V/C Ratio		0.016		-	-	0.002	-	_	0.016			
HCM Control Delay (s/	/veh)	12.5	7.8	-	-	7.4	-	-	11.7	9.6		
HCM Lane LOS		В	A	-	-	Α	-	-	В	Α		
HCM 95th %tile Q(veh	)	0	0.2	-	-	0	-	-	0	0.3		
	,											

	1	<b>→</b>	1	1	+	1	1	1	1	1	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	M	<b>*</b>		M	朴		M	*	7	M	*	7
Traffic Volume (veh/h)	23	68	6	0	71	7	8	1	4	8	10	24
Future Volume (veh/h)	23	68	6	0	71	7	8	1	4	8	10	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1263	1055	1648	1900	937	1470	1530	1900	1159	789	1752	1218
Adj Flow Rate, veh/h	31	92	8	0	96	9	11	1	5	11	14	32
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	43	57	17	0	65	29	25	0	50	75	10	46
Cap, veh/h	46	807	69	6	405	38	21	142	74	11	131	77
Arrive On Green	0.04	0.43	0.43	0.00	0.25	0.25	0.01	0.07	0.07	0.01	0.07	0.07
Sat Flow, veh/h	1203	1868	161	1810	1647	152	1457	1900	982	751	1752	1032
Grp Volume(v), veh/h	31	49	51	0	51	54	11	1	5	11	14	32
Grp Sat Flow(s), veh/h/ln	1203	1002	1026	1810	890	909	1457	1900	982	751	1752	1032
. , ,	0.7	0.8	0.8	0.0	1.3	1.3	0.2	0.0	0.1	0.4	0.2	0.8
Q Serve(g_s), s	0.7	0.8	0.8	0.0	1.3	1.3	0.2	0.0	0.1	0.4	0.2	0.8
Cycle Q Clear(g_c), s		0.0			1.3			0.0			0.2	
Prop In Lane	1.00	400	0.16	1.00	040	0.17	1.00	440	1.00	1.00	404	1.00
Lane Grp Cap(c), veh/h	46	433	443	6	219	224	21	142	74	11	131	77
V/C Ratio(X)	0.67	0.11	0.12	0.00	0.23	0.24	0.52	0.01	0.07	1.00	0.11	0.41
Avail Cap(c_a), veh/h	457	962	985	687	854	873	553	1824	943	285	1682	991
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.5	4.8	4.8	0.0	8.6	8.6	13.9	12.2	12.2	14.0	12.3	12.6
Incr Delay (d2), s/veh	6.2	0.0	0.0	0.0	0.2	0.2	7.0	0.0	0.3	77.1	0.3	2.6
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	0.1	0.1	0.0	0.2	0.2	0.1	0.0	0.0	0.3	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.7	4.9	4.9	0.0	8.8	8.8	20.9	12.2	12.5	91.1	12.5	15.2
LnGrp LOS	В	Α	Α		Α	Α	С	В	В	F	В	В
Approach Vol, veh/h		131			105			17			57	
Approach Delay, s/veh		8.4			8.8			17.9			29.2	
Approach LOS		Α			Α			В			С	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	17.0	4.6	6.8	5.3	11.7	4.6	6.8				
Change Period (Y+Rc), s	4.2	4.7	4.2	4.7	4.2	4.7	4.2	4.7				
Max Green Setting (Gmax), s	10.8	27.3	10.8	27.3	10.8	27.3	10.8	27.3				
Max Q Clear Time (g_c+l1), s	0.0	2.8	2.2	2.8	2.7	3.3	2.4	2.1				
Green Ext Time (p_c), s	0.0	0.4	0.0	0.1	0.0	0.4	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.9									
HCM 7th LOS			В									
			_									

Intersection						
Int Delay, s/veh	3					
		EDD	NDI	NDT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	A	^	0	ન	1	^
Traffic Vol, veh/h	4	0	2	5	4	3
Future Vol, veh/h	4	0	2	5	4	3
Conflicting Peds, #/hr	0	0	0	0	_ 0	_ 0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	75	0	100	60	75	100
Mvmt Flow	7	0	4	9	7	5
Major/Minor	Minor2	N	Major1	N	/lajor2	
Conflicting Flow All	26	10	13	0	- najorz	0
Stage 1	10	-	-	-	_	-
Stage 2	16	_	_		_	_
Critical Hdwy	7.15	6.2	5.1	_	_	
Critical Hdwy Stg 1	6.15	0.2	J. I	_	_	_
	6.15		-	-		-
Critical Hdwy Stg 2	4.175	3.3	3.1		-	-
Follow-up Hdwy		1077	1147	-		-
Pot Cap-1 Maneuver	831		1147	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %	000	4077	44.47	-	-	-
Mov Cap-1 Maneuver	829	1077	1147	-	-	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/			2.33		0	
HCM LOS	V 3.50		2.00		U	
TIGIVI LOS	Α					
Minor Lane/Major Mvn	nt	NBL	NBTI	EBLn1	SBT	SBR
Capacity (veh/h)		514	-	829	-	-
HCM Lane V/C Ratio		0.003	-	0.009	-	-
HCM Control Delay (s/	veh)	8.1	0	9.4	-	-
HCM Lane LOS		Α	Α	Α	-	-
HCM 95th %tile Q(veh	)	0	-	0	-	-
.,	,					

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1		×	<b>^</b>						4	
Traffic Vol, veh/h	0	8	20	130	18	0	0	0	0	91	2	2
Future Vol, veh/h	0	8	20	130	18	0	0	0	0	91	2	2
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	-	-	-	90	-	-	-	-	-	-	-	-
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, %	0	0	0	25	0	0	0	0	0	46	0	0
Mvmt Flow	0	9	22	141	20	0	0	0	0	99	2	2
Major/Minor N	Major1			Major2					N	Minor2		
Conflicting Flow All	-	0	0	30	0	0				311	333	20
Stage 1	-	-	_	-	-	-				302	302	
Stage 2	-	-	-	-	-	-				9	30	-
Critical Hdwy	-	-	-	4.35	-	-				6.86	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.86	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.86	5.5	-
Follow-up Hdwy	-	-	-	2.425	-	-				3.914	4	3.3
Pot Cap-1 Maneuver	0	-	-	1446	-	0				599	590	1064
Stage 1	0	-	-	-	-	0				660	668	-
Stage 2	0	-	-	-	-	0				911	874	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1446	-	-				541	0	1064
Mov Cap-2 Maneuver	-	-	-	-	-	-				541	0	-
Stage 1	-	-	-	-	-	-				660	0	-
Stage 2	-	-	-	-	-	-				822	0	-
Approach	EB			WB						SB		
HCM Control Delay, s/v	, 0			6.82						13.11		
HCM LOS										В		
Minor Lane/Major Mvm	t	EBT	EBR	WBL	WBT:	SBLn1						
Capacity (veh/h)				1446								
HCM Lane V/C Ratio		_		0.098		0.189						
HCM Control Delay (s/\	veh)	_	_	7.8	_	13.1						
HCM Lane LOS	. 3.11	_	_	Α	_	В						
HCM 95th %tile Q(veh)		-	_	0.3	_	0.7						
				3.0		7.1						

Movement   EBL   EBT   EBR   WBL   WBR   WBR   NBL   NBT   NBR   SBL   SBT   SBR	Intersection												
Lane Configurations	Int Delay, s/veh	3.8											
Traffic Vol, vehi/h  2 98 0 0 137 94 11 2 178 0 0 0 0  Future Vol, vehi/h  2 98 0 0 137 94 11 2 178 0 0 0 0  Future Vol, vehi/h  2 98 0 0 137 94 11 2 178 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, vehi/h  2 98 0 0 137 94 11 2 178 0 0 0 0  Future Vol, vehi/h  2 98 0 0 137 94 11 2 178 0 0 0 0  Future Vol, vehi/h  2 98 0 0 137 94 11 2 178 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Lane Configurations	*	*			ħ			4	7			
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Traffic Vol, veh/h			0	0		94	11			0	0	0
Sign Control   Free	Future Vol, veh/h			0	0		94	11			0	0	0
Sign Control   Free	Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
RT Channelized	Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Veh in Median Storage, # - 0	RT Channelized	-	-	None	-	-	None						
Grade, % - 0	Storage Length	100	-	-	-	-	-	-	-	510	-	-	-
Peak Hour Factor 95 95 95 95 95 95 95 95 95 95 95 95 95	Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Heavy Vehicles, %	Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Mymit Flow         2         103         0         144         99         12         2         187         0         0         0           Major/Minor         Major1         Major2         Minor1           Conflicting Flow All         243         0         -         -         0         252         351         103           Stage 1         -         -         -         -         107         107         -           Citical Hdwy         4.1         -         -         -         6.4         6.5         6.59           Critical Hdwy Stg 1         -         -         -         5.4         5.5         -           Critical Hdwy Stg 2         -         -         -         5.4         5.5         -           Critical Hdwy Stg 2         -         -         -         5.4         5.5         -           Critical Hdwy Stg 2         -         -         -         5.4         5.5         -           Critical Hdwy Stg 2         -         -         -         5.4         5.5         -           Critical Hdwy Stg 2         -         -         -         -         5.4         5.5         -	Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Major/Minor   Major1   Major2   Minor1	Heavy Vehicles, %	0	44	0	0	26	55	0	0	39	0	0	0
Conflicting Flow All   243   0   -   -   0   252   351   103     Stage 1   -   -   -   -   107   107   -     Stage 2   -   -   -   -   144   243   -     Critical Hdwy   4.1   -   -   -   -   6.4   6.5   6.59     Critical Hdwy Stg 1   -   -   -   -   5.4   5.5   -     Critical Hdwy Stg 2   -   -   -   5.4   5.5   -     Follow-up Hdwy   2.2   -   -   -   3.5   4 3.651     Pot Cap-1 Maneuver   1335   -   0   0   -   741   577   860     Stage 1   -   0   0   -   922   810   -     Stage 2   -   0   0   -   888   708   -     Platoon blocked, %   -   -       Mov Cap-1 Maneuver   1335   -   -   -   740   0   860     Mov Cap-2 Maneuver   -   -   -   -   740   0   860     Mov Cap-2 Maneuver   -   -   -   -   -   740   0   -     Stage 1   -   -   -   -   -   -   888   0   -      Approach   EB   WB   NB     HCM Control Delay, s/v   0.15   0   10.32     HCM LOS   B      Minor Lane/Major Mvmt   NBLn1 NBLn2   EBL   EBT   WBT   WBR     Capacity (veh/h)   740   860   1335   -     -     HCM Lane V/C Ratio   0.018   0.218   0.002   -     -     HCM Control Delay (s/veh)   10   10.3   7.7   -     -     HCM Control Delay (s/veh)   10   10.3   7.7   -     -     HCM Control Delay (s/veh)   10   10.3   7.7   -     -     HCM Lane LOS   A   B   A   -     -	Mvmt Flow	2	103	0	0	144	99	12	2	187	0	0	0
Conflicting Flow All   243   0   -   -   0   252   351   103     Stage 1   -   -   -   -   107   107   -     Stage 2   -   -   -   -   144   243   -     Critical Hdwy   4.1   -   -   -   -   6.4   6.5   6.59     Critical Hdwy Stg 1   -   -   -   -   5.4   5.5   -     Critical Hdwy Stg 2   -   -   -   5.4   5.5   -     Follow-up Hdwy   2.2   -   -   -   3.5   4 3.651     Pot Cap-1 Maneuver   1335   -   0   0   -   741   577   860     Stage 1   -   0   0   -   922   810   -     Stage 2   -   0   0   -   888   708   -     Platoon blocked, %   -   -       Mov Cap-1 Maneuver   1335   -   -   -   740   0   860     Mov Cap-2 Maneuver   -   -   -   -   740   0   860     Mov Cap-2 Maneuver   -   -   -   -   -   888   0   -      Approach   EB   WB   NB     HCM Control Delay, s/v   0.15   0   10.32     HCM LOS   B      Minor Lane/Major Mvmt   NBLn1 NBLn2   EBL   EBT   WBT   WBR     Capacity (veh/h)   740   860   1335   -     -     HCM Lane V/C Ratio   0.018   0.218   0.002   -     -     HCM Control Delay (s/veh)   10   10.3   7.7   -     -     HCM Control Delay (s/veh)   10   10.3   7.7   -     -     HCM Control Delay (s/veh)   10   10.3   7.7   -     -     HCM Lane LOS   A   B   A   -     -													
Stage 1       -       -       -       -       107       107       -         Stage 2       -       -       -       -       144       243       -         Critical Hdwy       4.1       -       -       -       6.4       6.5       6.59         Critical Hdwy Stg 1       -       -       -       -       5.4       5.5       -         Critical Hdwy Stg 2       -       -       -       -       5.4       5.5       -         Critical Hdwy Stg 2       -       -       -       -       5.4       5.5       -         Critical Hdwy Stg 2       -       -       -       -       5.4       5.5       -         Critical Hdwy Stg 2       -       -       -       -       5.4       5.5       -         Critical Hdwy Stg 2       -       -       -       -       5.4       3.651         Pot Cap-1 Maneuver       1335       -       0       0       -       -       -         Stage 2       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -	Major/Minor N	Major1		I	Major2		ľ	Minor1					
Stage 2       -       -       -       -       144       243       -         Critical Hdwy       4.1       -       -       -       6.4       6.5       6.59         Critical Hdwy Stg 1       -       -       -       -       5.4       5.5       -         Critical Hdwy Stg 2       -       -       -       -       5.4       5.5       -         Follow-up Hdwy       2.2       -       -       -       3.5       4       3.651         Pot Cap-1 Maneuver       1335       -       0       0       -       -       741       577       860         Stage 2       -       0       0       -       -       888       708       -         Platoon blocked, %       -       -       -       -       -       740       0       860         Mov Cap-1 Maneuver       1335       -       -       -       -       740       0       -         Stage 1       -       -       -       -       -       921       0       -         Stage 2       -       -	Conflicting Flow All	243	0	-	-	-	0	252	351	103			
Critical Howy       4.1       -       -       -       6.4       6.5       6.59         Critical Howy Stg 1       -       -       -       -       5.4       5.5       -         Critical Howy Stg 2       -       -       -       -       5.4       5.5       -         Follow-up Howy       2.2       -       -       -       3.5       4       3.651         Pot Cap-1 Maneuver       1335       -       0       0       -       741       577       860         Stage 1       -       -       0       0       -       922       810       -         Stage 2       -       -       0       0       -       888       708       -         Platoon blocked, %       - <td< td=""><td>Stage 1</td><td>-</td><td>-</td><td>-</td><td>_</td><td>-</td><td>-</td><td>107</td><td>107</td><td>_</td><td></td><td></td><td></td></td<>	Stage 1	-	-	-	_	-	-	107	107	_			
Critical Hdwy Stg 1       -       -       -       -       5.4       5.5       -         Critical Hdwy Stg 2       -       -       -       -       5.4       5.5       -         Follow-up Hdwy       2.2       -       -       -       3.5       4       3.651         Pot Cap-1 Maneuver       1335       -       0       0       -       741       577       860         Stage 1       -       -       0       0       -       -       922       810       -         Stage 2       -       -       0       0       -       -       888       708       -         Platoon blocked, %       - <td>Stage 2</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>144</td> <td>243</td> <td>-</td> <td></td> <td></td> <td></td>	Stage 2	-	-	-	-	-	-	144	243	-			
Critical Hdwy Stg 2	Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	6.59			
Follow-up Hdwy 2.2 3.5 4 3.651  Pot Cap-1 Maneuver 1335 - 0 0 - 741 577 860  Stage 1 0 0 0 - 922 810 - Stage 2 0 0 0 - 888 708 -  Platoon blocked, % 740 0 860  Mov Cap-1 Maneuver 1335 740 0 - Stage 1 740 0 - Stage 1 888 0 -  Stage 2 1 1335 1 140 0 - Stage 1 1 140 0 - Stage 2 Stage 2 Stage 2 Stage 2	Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-			
Pot Cap-1 Maneuver 1335 - 0 0 - 741 577 860  Stage 1 - 90 0 - 922 810 - 888 708 - 741 577 860  Stage 2 - 0 0 0 - 888 708 - 741 578 860  Mov Cap-1 Maneuver 1335 - 740 0 860  Mov Cap-2 Maneuver - 740 0 - 740 0 - 740 0 860  Mov Cap-2 Maneuver - 740 0 - 740 0 - 740 0 860  Stage 1 - 740 0 - 740 0 - 740 0 - 740 0 860  Stage 2 - 740 0 - 74	Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-			
Stage 1       -       -       0       0       -       -       922       810       -         Stage 2       -       -       0       0       -       -       888       708       -         Platoon blocked, %       -<	Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.651			
Stage 2       -       -       0       0       -       -       888       708       -         Platoon blocked, %       -       -       -       -       -       740       0       860         Mov Cap-1 Maneuver       -       -       -       -       -       740       0       -         Stage 1       -       -       -       -       921       0       -         Stage 2       -       -       -       -       888       0       -     Approach  EB  WB  NB  HCM Control Delay, s/v 0.15  0  10.32  HCM LOS  B  Minor Lane/Major Mvmt  NBLn1 NBLn2  EBL  EBT  WBT  WBR  Capacity (veh/h)  740  860  1335  HCM Lane V/C Ratio  0.018  0.218  0.002  HCM Control Delay (s/veh)  10  10.3  7.7  HCM Lane LOS  A  B  A	Pot Cap-1 Maneuver	1335	-	0	0	-	-	741	577	860			
Platoon blocked, %	Stage 1	-	-	0	0	-	-			-			
Mov Cap-1 Maneuver       1335       -       -       -       740       0       860         Mov Cap-2 Maneuver       -       -       -       -       740       0       -         Stage 1       -       -       -       -       921       0       -         Stage 2       -       -       -       -       -       888       0       -            Approach       EB       WB       NB         HCM Control Delay, s/v 0.15       0       10.32       -       <		-	-	0	0	-	-	888	708	-			
Mov Cap-2 Maneuver         -         -         -         740         0         -           Stage 1         -         -         -         -         921         0         -           Stage 2         -         -         -         -         -         -         888         0         -           Approach         EB         WB         NB         NB <t< td=""><td>Platoon blocked, %</td><td></td><td>-</td><td></td><td></td><td>-</td><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Platoon blocked, %		-			-	-						
Stage 1       -       -       -       -       921       0       -         Stage 2       -       -       -       -       -       888       0       -             Approach       EB       WB       NB         HCM Control Delay, s/v 0.15       0       10.32         HCM LOS       B             Minor Lane/Major Mvmt       NBLn1 NBLn2       EBL       EBT       WBT       WBR         Capacity (veh/h)       740       860       1335       -       -       -         HCM Lane V/C Ratio       0.018       0.218       0.002       -       -       -         HCM Control Delay (s/veh)       10       10.3       7.7       -       -       -         HCM Lane LOS       A       B       A       -       -       -	Mov Cap-1 Maneuver	1335	-	-	-	-	-			860			
Stage 2         - </td <td>Mov Cap-2 Maneuver</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td>	Mov Cap-2 Maneuver	-	-	-	-	-	-			-			
Approach EB WB NB  HCM Control Delay, s/v 0.15 0 10.32  HCM LOS B  Minor Lane/Major Mvmt NBLn1 NBLn2 EBL EBT WBT WBR  Capacity (veh/h) 740 860 1335  HCM Lane V/C Ratio 0.018 0.218 0.002  HCM Control Delay (s/veh) 10 10.3 7.7  HCM Lane LOS A B A	-	-	-	-	-	-	-			-			
HCM Control Delay, s/v   0.15   0   10.32   HCM LOS   B	Stage 2	-	-	-	-	-	-	888	0	-			
HCM Control Delay, s/v   0.15   0   10.32   HCM LOS   B													
Minor Lane/Major Mvmt   NBLn1 NBLn2   EBL   EBT   WBT   WBR	Approach	EB			WB								
Minor Lane/Major Mvmt NBLn1 NBLn2 EBL EBT WBT WBR  Capacity (veh/h) 740 860 1335  HCM Lane V/C Ratio 0.018 0.218 0.002  HCM Control Delay (s/veh) 10 10.3 7.7  HCM Lane LOS A B A	•	v 0.15			0			10.32					
Capacity (veh/h)       740       860       1335       -       -       -         HCM Lane V/C Ratio       0.018       0.218       0.002       -       -       -         HCM Control Delay (s/veh)       10       10.3       7.7       -       -       -         HCM Lane LOS       A       B       A       -       -       -	HCM LOS							В					
Capacity (veh/h)       740       860       1335       -       -       -         HCM Lane V/C Ratio       0.018       0.218       0.002       -       -       -         HCM Control Delay (s/veh)       10       10.3       7.7       -       -       -         HCM Lane LOS       A       B       A       -       -       -													
HCM Lane V/C Ratio 0.018 0.218 0.002 HCM Control Delay (s/veh) 10 10.3 7.7 HCM Lane LOS A B A	Minor Lane/Major Mvm	ıt l	NBLn11	VBLn2	EBL	EBT	WBT	WBR					
HCM Control Delay (s/veh) 10 10.3 7.7 HCM Lane LOS A B A	Capacity (veh/h)		740	860	1335	-	-	-					
HCM Lane LOS A B A	HCM Lane V/C Ratio		0.018	0.218	0.002	-	-	-					
		veh)	10	10.3	7.7	-	-	-					
HCM 95th %tile Q(veh) 0.1 0.8 0	HCM Lane LOS					-	-	-					
	HCM 95th %tile Q(veh)		0.1	0.8	0	-	-	-					

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	K	1		K	*	7		4		K	1	
Traffic Vol, veh/h	76	188	4	4	166	16	7	0	1	9	1	56
Future Vol, veh/h	76	188	4	4	166	16	7	0	1	9	1	56
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	100	-	-	50	-	0	-	-	-	50	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	30	45	75	0	43	19	43	0	0	0	0	25
Mvmt Flow	79	196	4	4	173	17	7	0	1	9	1	58
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	190	0	0	200	0	0	538	554	100	438	540	173
Stage 1	-	-	-	-	-	-	356	356	-	181	181	-
Stage 2	_	_	_	_	_	_	182	198	_	256	358	_
Critical Hdwy	4.55	-	-	4.1	-	-	7.945	6.5	6.9	7.3	6.5	6.575
Critical Hdwy Stg 1	_	-	-	-	-	-	7.145	5.5	-	6.1	5.5	_
Critical Hdwy Stg 2	-	-	-	-	-	-	6.745	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.485	-	-	2.2	-		3.9085	4	3.3	3.5		3.5375
Pot Cap-1 Maneuver	1216	-	-	1384	-	-	371	443	943	520	452	807
Stage 1	-	-	-	-	-	-	548	632	-	825	753	-
Stage 2	-	-	-	-	-	-	722	741	-	732	631	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1216	-	-	1384	-	-	320	413	943	484	421	807
Mov Cap-2 Maneuver	-	-	-	-	-	-	320	413	-	555	485	-
Stage 1	-	-	-	-	-	-	512	591	-	823	751	-
Stage 2	-	-	-	-	-	-	667	739	-	683	590	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/	v 2.32			0.16			15.57			10.11		
HCM LOS							С			В		
Minor Lane/Major Mvm	nt l	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)		349	1216	-	-	1384	-	-	555	798		
HCM Lane V/C Ratio		0.024		-	-	0.003	-	-		0.074		
HCM Control Delay (s/	veh)	15.6	8.2	-	-	7.6	-	-	11.6	9.9		
HCM Lane LOS	•	С	Α	-	-	Α	-	-	В	Α		
HCM 95th %tile Q(veh)	)	0.1	0.2	-	-	0	-	-	0.1	0.2		

	1	<b>→</b>	1	1	+	1	1	1	1	1	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	N.	<b>*</b>		M	个		1	1	7	1	1	7
Traffic Volume (veh/h)	40	118	28	2	109	23	25	25	4	19	16	44
Future Volume (veh/h)	40	118	28	2	109	23	25	25	4	19	16	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1233	1115	1589	1159	1174	1767	1544	1781	1900	1589	1900	1500
Adj Flow Rate, veh/h	43	127	30	2	117	25	27	27	4	20	17	47
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	45	53	21	50	49	9	24	8	0	21	0	27
Cap, veh/h	59	477	110	4	425	89	49	186	168	39	183	122
Arrive On Green	0.05	0.28	0.28	0.00	0.23	0.23	0.03	0.10	0.10	0.03	0.10	0.10
Sat Flow, veh/h	1174	1710	393	1104	1838	382	1471	1781	1610	1513	1900	1271
Grp Volume(v), veh/h	43	77	80	2	70	72	27	27	4	20	17	47
Grp Sat Flow(s), veh/h/ln	1174	1059	1044	1104	1115	1105	1471	1781	1610	1513	1900	1271
Q Serve(g_s), s	1.1	1.7	1.8	0.1	1.6	1.6	0.5	0.4	0.1	0.4	0.2	1.0
Cycle Q Clear(g_c), s	1.1	1.7	1.8	0.1	1.6	1.6	0.5	0.4	0.1	0.4	0.2	1.0
Prop In Lane	1.00	1.7	0.38	1.00	1.0	0.35	1.00	0.4	1.00	1.00	0.2	1.00
	59	295	291	1.00	258	256	49	186	1.00	39	183	1.00
Lane Grp Cap(c), veh/h												
V/C Ratio(X)	0.73	0.26	0.27	0.55	0.27	0.28	0.55	0.15	0.02	0.52	0.09	0.38
Avail Cap(c_a), veh/h	419	956	942	394	1007	997	525	1608	1454	540	1715	1147
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	8.5	8.5	15.1	9.5	9.6	14.4	12.3	12.2	14.5	12.5	12.8
Incr Delay (d2), s/veh	6.3	0.2	0.2	40.0	0.2	0.2	3.5	0.3	0.0	3.9	0.2	1.5
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	0.3	0.3	0.1	0.3	0.3	0.2	0.1	0.0	0.1	0.1	0.3
Unsig. Movement Delay, s/veh			_									
LnGrp Delay(d), s/veh	20.5	8.7	8.7	55.0	9.7	9.8	17.9	12.6	12.2	18.5	12.6	14.3
LnGrp LOS	С	Α	Α	Е	Α	Α	В	В	В	В	В	В
Approach Vol, veh/h		200			144			58			84	
Approach Delay, s/veh		11.2			10.4			15.0			14.9	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.3	13.1	5.2	7.6	5.7	11.7	5.0	7.9				
Change Period (Y+Rc), s	4.2	4.7	4.2	4.7	4.2	4.7	4.2	4.7				
Max Green Setting (Gmax), s	10.8	27.3	10.8	27.3	10.8	27.3	10.8	27.3				
Max Q Clear Time (g_c+l1), s	2.1	3.8	2.5	3.0	3.1	3.6	2.4	2.4				
Green Ext Time (p_c), s	0.0	0.6	0.0	0.1	0.0	0.5	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.1									
HCM 7th LOS			В									
			_									

Intersection						
Int Delay, s/veh	2.7					
		EBR	NDI	NDT	CDT	CDD
Movement	EBL	EBK	NBL	NBT	SBT	SBR
Lane Configurations	Y		^	4	Þ	4
Traffic Vol, veh/h	4	1	0	3	5	4
Future Vol, veh/h	4	1	0	3	5	4
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	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	75	100	0	0	40	100
Mvmt Flow	6	1	0	4	7	6
Major/Minor	Minor2	N	/lajor1	٨	/lajor2	
Conflicting Flow All	14	10	13	0		0
					-	0
Stage 1	10	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	7.15	7.2	4.1	-	-	-
Critical Hdwy Stg 1	6.15	-	-	-	-	-
Critical Hdwy Stg 2	6.15	-	-	-	-	-
Follow-up Hdwy	4.175	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	845	845	1619	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	845	845	1619	-	-	-
Mov Cap-2 Maneuver	845	-	-	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	858	-	-	-	-	-
, and the second						
Δ	- ED		ND		00	
Approach	EB		NB		SB	
HCM Control Delay, s/			0		0	
HCM LOS	Α					
Minor Lane/Major Mvm	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1619		845		
HCM Lane V/C Ratio		-		0.008	_	_
HCM Control Delay (s/	(voh)	0		9.3		
HCM Lane LOS	ven)	A	-		-	-
HCM 95th %tile Q(veh	1	0	-	A 0	-	-
HOW SOUL WILLE CLASS	)	U	-	U	-	-

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LUL	1	LDIN	T	<b>↑</b>	וטייי	NDL	וטוו	ווטוו	ODL	4	ODIN
Traffic Vol, veh/h	0	86	17	184	111	0	0	0	0	108	0	71
Future Vol, veh/h	0	86	17	184	111	0	0	0	0	108	0	71
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	_	_	-	90	_	-	_	_	-	_	_	-
Veh in Median Storage,	# -	0	_	-	0	-	-	0	-	_	0	_
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	24	1	0	0	0	0	21	0	0
Mvmt Flow	0	97	19	207	125	0	0	0	0	121	0	80
Major/Minor N	1ajor1		1	Major2					N	Minor2		
Conflicting Flow All	<u>-</u>	0	0	116	0	0				635	654	125
Stage 1	_	-	-	-	-	-				538	538	-
Stage 2	-	-	-	-	-	-				97	116	-
Critical Hdwy	-	-	-	4.34	-	-				6.61	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.61	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.61	5.5	-
Follow-up Hdwy	-	-	-	2.416	-	-				3.689	4	3.3
Pot Cap-1 Maneuver	0	-	-	1347	-	0				414	389	931
Stage 1	0	-	-	-	-	0				549	525	-
Stage 2	0	-	-	-	-	0				882	804	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1347	-	-				350	0	931
Mov Cap-2 Maneuver	-	-	-	-	-	-				350	0	-
Stage 1	-	-	-	-	-	-				549	0	-
Stage 2	-	-	-	-	-	-				746	0	-
Approach	EB			WB						SB		
HCM Control Delay, s/v	0			5.09						18.49		
HCM LOS										С		
Minor Lane/Major Mvmt		EBT	EBR	WBL	WBT	SBLn1						
Capacity (veh/h)		-	-	1347	-	465						
HCM Lane V/C Ratio		-		0.153	_	0.432						
HCM Control Delay (s/v	eh)	-	-		-	18.5						
HCM Lane LOS	,	-	-	Α	-	С						
HCM 95th %tile Q(veh)		-	-	0.5	-	2.1						

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	T		EDR	VVDL		WDR	INDL			SDL	ODI	SDR
Lane Configurations Traffic Vol, veh/h	<b>6</b> 7	<b>1</b> 27	٥	٥	200	131	100	4	172	٥	٥	0
Future Vol, veh/h	67	127	0	0	200	131	100	1	173 173	0	0	0
Conflicting Peds, #/hr	0	0	0	0	200	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	Stop -	Stop -	None	Stop -	Stop -	None
Storage Length	100	_	-	_	_	-	_	_	510	_	_	-
Veh in Median Storage,		0	_	_	0	_	_	0	-	_	0	_
Grade, %	# - -	0	_	_	0	-	_	0	<u>-</u>	_	0	_
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	20	0	0	21	22	0	100	17	0	0	0
Mymt Flow	77	146	0	0	230	151	115	1	199	0	0	0
	- ' '	170			200	101	. 10	1	100		- 0	
Major/Minor	10i0-1			Maisro			line=1					
	lajor1	^		Major2			Minor1	600	110			
Conflicting Flow All	380	0	-	-	-	0	530	680	146			
Stage 1	-	-	-	-	-	-	300	300	-			
Stage 2	- 11	-	-	-	-	-	230 6.4	380	- 6 27			
Critical Hdwy Critical Hdwy Stg 1	4.1	-	-	-	_	-	5.4	7.5 6.5	6.37			
Critical Hdwy Stg 2	-	-	_	_	-	-	5.4	6.5	_			
Follow-up Hdwy	2.2	-	-	-	-	-	3.5		3.453			
Pot Cap-1 Maneuver	1189	-	0	0	-	-	513	273	863			
Stage 1	1109	-	0	0	-	-	756	521	- 003			
Stage 1	-	-	0	0	-	-	813	474	-			
Platoon blocked, %	_	_	U	U	_	-	013	4/4	-			
Mov Cap-1 Maneuver	1189	-	_	_			480	0	863			
Mov Cap-1 Maneuver	-	_	_	_	_	_	480	0	- 003			
Stage 1	_	_			_	_	707	0	_			
Stage 2	_	_	_	_	_	_	813	0	<u>-</u>			
Clayo 2							0.10					
Approach	EB			WB			NB					
				0			12.06					
HCM Control Delay, s/v HCM LOS	2.04			U			12.06 B					
I IOIVI LOS							D					
NA: 1 /NA NA		UDL 41	IDI C	ED:	FDT	MET	MED					
Minor Lane/Major Mvmt		NBLn11		EBL	EBT	WBT	WBR					
Capacity (veh/h)		480	863	1189	-	-	-					
HCM Lane V/C Ratio		0.242		0.065	-	-	-					
HCM Control Delay (s/v	eh)	14.9	10.4	8.2	-	-	-					
HCM Lane LOS		В	В	A	-	-	-					
HCM 95th %tile Q(veh)		0.9	0.9	0.2	-	-	-					

Int Delay, s/veh
Movement         EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL         SBT         SBR           Lane Configurations         1 <t< td=""></t<>
Lane Configurations         1
Traffic Vol, veh/h         184         121         4         2         133         16         4         3         2         9         5         176           Future Vol, veh/h         184         121         4         2         133         16         4         3         2         9         5         176           Conflicting Peds, #/hr         0
Future Vol, veh/h         184         121         4         2         133         16         4         3         2         9         5         176           Conflicting Peds, #/hr         0
Conflicting Peds, #/hr         0
Sign Control         Free         Free         Free         Free         Free         Free         Free         Free         Free         Stop         Stop
RT Channelized       -       -       None       -       -       -       0       -       -       0       -       -
Storage Length         100         -         -         50         -         0         -         -         50         -         -           Veh in Median Storage, #         -         0         -         -         0         -         -         0         -         -         1         -           Grade, %         -         0         -         -         0         -         -         0         -         -         0         -           Peak Hour Factor         89<
Veh in Median Storage, # - 0 0 0 1 -         Grade, % - 0 0 0 0 0 -         Peak Hour Factor       89
Grade, % - 0 0 0 0 - Peak Hour Factor 89 89 89 89 89 89 89 89 89 89 89 89 89
Peak Hour Factor         89
Heavy Vehicles % 7 26 0 0 42 6 25 33 50 22 0 6
Mvmt Flow 207 136 4 2 149 18 4 3 2 10 6 198
Major/Minor Major1 Major2 Minor1 Minor2
Conflicting Flow All 167 0 0 140 0 0 708 724 70 637 708 149
Stage 1 552 552 - 154 154 -
Stage 2 157 172 - 483 554 -
Critical Hdwy 4.205 4.1 7.675 6.995 7.65 7.63 6.5 6.29
Critical Hdwy Stg 1 6.875 5.995 - 6.43 5.5 -
Critical Hdwy Stg 2 6.475 5.995 - 6.83 5.5 -
Follow-up Hdwy 2.2665 2.23.7375 4.3135 3.775 3.709 4 3.357
Pot Cap-1 Maneuver 1376 1455 300 306 852 343 362 885
Stage 1 441 455 - 797 774 -
Stage 2 787 694 - 493 517 -
Platoon blocked, %
Mov Cap-1 Maneuver 1376 1455 195 260 852 287 307 885
Mov Cap-2 Maneuver 195 260 - 353 373 -
Stage 1 375 387 - 796 773 -
Stage 2 606 693 - 414 439 -
Approach EB WB NB SB
HCM Control Delay, s/v 4.81 0.1 19.3 10.77
HCM LOS C B
TIOW LOO
Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1 SBLn2
Capacity (veh/h) 262 1376 1455 353 853
HCM Lane V/C Ratio 0.039 0.15 0.002 0.029 0.239
HCM Control Delay (s/veh) 19.3 8.1 7.5 15.5 10.5
HCM Lane LOS C A A C B
HCM 95th %tile Q(veh) 0.1 0.5 0 0.1 0.9

	1	-	1	1		1	1	1	1	1	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	×	<b>1</b>		*	<b>1</b>		1	1	7	*	1	7
Traffic Volume (veh/h)	26	80	13	1	89	7	19	4	5	8	12	28
Future Volume (veh/h)	26	80	13	1	89	7	19	4	5	8	12	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1337	1174	1781	1900	1129	1470	1737	1900	1307	789	1781	1322
Adj Flow Rate, veh/h	35	108	18	1	120	9	26	5	7	11	16	38
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	38	49	8	0	52	29	11	0	40	75	8	39
Cap, veh/h	54	534	87	6	480	36	54	195	114	11	151	95
Arrive On Green	0.04	0.28	0.28	0.00	0.24	0.24	0.03	0.10	0.10	0.01	0.08	0.08
Sat Flow, veh/h	1273	1919	313	1810	2025	150	1654	1900	1108	751	1781	1120
Grp Volume(v), veh/h	35	62	64	1	63	66	26	5	7	11	16	38
Grp Sat Flow(s),veh/h/ln	1273	1115	1117	1810	1073	1102	1654	1900	1108	751	1781	1120
Q Serve(g_s), s	0.8	1.2	1.3	0.0	1.4	1.4	0.5	0.1	0.2	0.4	0.2	0.9
Cycle Q Clear(g_c), s	0.8	1.2	1.3	0.0	1.4	1.4	0.5	0.1	0.2	0.4	0.2	0.9
Prop In Lane	1.00		0.28	1.00		0.14	1.00	0.1	1.00	1.00	V. <u>L</u>	1.00
Lane Grp Cap(c), veh/h	54	310	311	6	254	261	54	195	114	11	151	95
V/C Ratio(X)	0.65	0.20	0.21	0.16	0.25	0.25	0.48	0.03	0.06	1.00	0.11	0.40
Avail Cap(c_a), veh/h	466	1032	1034	662	993	1020	605	1758	1025	275	1648	1036
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	8.1	8.2	14.7	9.1	9.1	14.0	11.9	12.0	14.5	12.5	12.8
Incr Delay (d2), s/veh	4.8	0.1	0.1	4.5	0.2	0.2	2.5	0.0	0.2	77.6	0.2	2.0
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	0.2	0.2	0.0	0.2	0.2	0.2	0.0	0.0	0.3	0.1	0.2
Unsig. Movement Delay, s/veh		V.E	V.E	0.0	V. <u>L</u>	V. <u>E</u>	V.E	0.0	0.0	0.0	<b>U</b>	Ų. <u>L</u>
LnGrp Delay(d), s/veh	18.8	8.3	8.3	19.2	9.3	9.3	16.5	11.9	12.1	92.1	12.7	14.8
LnGrp LOS	В	A	A	В	A	A	В	В	В	F	В	В
Approach Vol, veh/h		161	,,		130	, , , , , , , , , , , , , , , , , , ,		38		•	65	
Approach Delay, s/veh		10.5			9.4			15.1			27.4	
Approach LOS		В			3.4 A			В			C C	
	1		2	<b>A</b>		c	7					
Timer - Assigned Phs	4.2	12.0	5.2	7.2	5.4	6 11.7	7 4.6	7.7				
Phs Duration (G+Y+Rc), s	4.2	12.9	4.2					7.7				
Change Period (Y+Rc), s		4.7		4.7	4.2	4.7	4.2	4.7				
Max Green Setting (Gmax), s	10.8	27.3	10.8	27.3	10.8	27.3	10.8	27.3				
Max Q Clear Time (g_c+l1), s	2.0	3.3	2.5	2.9	2.8	3.4	2.4	2.2				
Green Ext Time (p_c), s	0.0	0.5	0.0	0.1	0.0	0.4	0.0	0.0				
Intersection Summary			40.									
HCM 7th Control Delay, s/veh			13.4									
HCM 7th LOS			В									

latara astiara						
Intersection	4.0					
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	A			4	1	
Traffic Vol, veh/h	4	0	2	15	10	3
Future Vol, veh/h	4	0	2	15	10	3
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	_
Grade, %	0	-	-	0	0	_
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	75	0	100	20	30	100
Mymt Flow	7	0	4	27	18	5
WINTER TOWN		-	7	LI	10	
	Minor2		//ajor1		/lajor2	
Conflicting Flow All	54	21	23	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	34	-	-	-	-	-
Critical Hdwy	7.15	6.2	5.1	-	-	-
Critical Hdwy Stg 1	6.15	-	-	-	-	-
Critical Hdwy Stg 2	6.15	-	-	-	-	-
Follow-up Hdwy	4.175	3.3	3.1	-	_	-
Pot Cap-1 Maneuver	799	1063	1135	-	-	-
Stage 1	843	-		_	_	_
Stage 2	830	_	_	_	-	_
Platoon blocked, %	500			_	_	_
Mov Cap-1 Maneuver	796	1063	1135	_	_	_
Mov Cap-1 Maneuver	796	1000	-	_	_	-
Stage 1	840	_	-	_	<u>-</u>	-
•	830		-		-	_
Stage 2	030	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/	v 9.56		0.96		0	
HCM LOS	Α					
Minor Long /Maior M		NDI	NDT	EDL 4	CDT	CDD
Minor Lane/Major Mvn	IL	NBL		EBLn1	SBT	SBR
Capacity (veh/h)		212	-		-	-
HCM Lane V/C Ratio		0.003		0.009	-	-
HCM Control Delay (s/	veh)	8.2	0	9.6	-	-
HCM Lane LOS		Α	Α	Α	-	-
HCM 95th %tile Q(veh	1	0	_	0	_	_

Intersection												
Int Delay, s/veh	10.6											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement	EDL		EDK			WDK	INDL	INDI	INDK	ODL		SDK
Lane Configurations	0	1	400	107	110	0	^	^	0	400	4	70
Traffic Vol, veh/h	0	89	106	197	116	0	0	0	0	160	2	70
Future Vol, veh/h	0	89	106	197	116	0	0	0	0	160	2	70
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	-	-	-	90	-	-	-	-	-	-	-	-
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, %	0	0	0	17	0	0	0	0	0	26	0	0
Mvmt Flow	0	97	115	214	126	0	0	0	0	174	2	76
Major/Minor M	1ajor1		ľ	Major2					N	Minor2		
Conflicting Flow All		0	0	212	0	0				651	766	126
Stage 1	_	-	-		-	-				554	554	-
Stage 2	_	-	_	_	_	-				97	212	_
Critical Hdwy	-	-	-	4.27	_	-				6.66	6.5	6.2
Critical Hdwy Stg 1	_	_	_	-	_	_				5.66	5.5	-
Critical Hdwy Stg 2	-	-	-	-	_	-				5.66	5.5	_
Follow-up Hdwy	_	-	_	2.353	_	-				3.734	4	3.3
Pot Cap-1 Maneuver	0	-	-	1274	_	0				398	335	930
Stage 1	0	_	_	-	_	0				530	517	-
Stage 2	0	-	-	-	_	0				870	731	_
Platoon blocked, %		-	_		_							
Mov Cap-1 Maneuver	_	-	-	1274	-	-				331	0	930
Mov Cap-2 Maneuver	_	_	_	-	_	_				331	0	-
Stage 1	-	-	-	-	-	-				530	0	-
Stage 2	_	_	_	_	_	_				724	0	_
Annroach	ED			WD						CD		
Approach	EB			WB						SB		
HCM Control Delay, s/v	0			5.28						26.65		
HCM LOS										D		
Minor Lane/Major Mvmt		EBT	EBR	WBL	WBT:	SBLn1						
Capacity (veh/h)		_	-	1274	_	411						
HCM Lane V/C Ratio		-		0.168	_	0.613						
HCM Control Delay (s/v	eh)	_	_		-	26.6						
HCM Lane LOS	,	-	_	A	_	D						
HCM 95th %tile Q(veh)		-	-	0.6	-	4						
(.011)						-						

Internation											
Intersection 5	2										
Int Delay, s/veh 5.	2										
Movement EB	L EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<b>1 1</b>			1			4	7			
Traffic Vol, veh/h 7		0	0	217	157	97	2	253	0	0	0
Future Vol, veh/h 7	0 180	0	0	217	157	97	2	253	0	0	0
Conflicting Peds, #/hr	0 0	0	0	0	0	0	0	0	0	0	0
Sign Control Fre	e Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized		None	-	-	None	-	-	None	-	-	None
Storage Length 10	0 -	-	-	-	-	-	-	510	-	-	-
Veh in Median Storage, #	- 0	-	-	0	-	-	0	-	-	0	-
Grade, %	- 0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor 9		95	95	95	95	95	95	95	95	95	95
, ,	0 24	0	0	16	33	0	0	27	0	0	0
Mvmt Flow 7	4 189	0	0	228	165	102	2	266	0	0	0
Major/Minor Major	1		Major2		_ [	Minor1					
Conflicting Flow All 39			-	_	0	565	731	189			
Stage 1		_	_	_	-	337	337	-			
Stage 2		_	_	<u> </u>	_	228	394	<u> </u>			
Critical Hdwy 4.		_	_	_	_	6.4	6.5	6.47			
Critical Hdwy Stg 1		_	_	_	_	5.4	5.5	-			
Critical Hdwy Stg 2		_	_	_	_	5.4	5.5	_			
Follow-up Hdwy 2.		_	_	_	_	3.5	4	3.543			
Pot Cap-1 Maneuver 117		0	0	-	-	489	351	792			
Stage 1		0	0	_	_	728	645	-			
Stage 2		0	0	-	-	814	609	-			
Platoon blocked, %	-			-	-						
Mov Cap-1 Maneuver 117	6 -	-	-	-	-	459	0	792			
Mov Cap-2 Maneuver		-	_	_	_	459	0	-			
Stage 1		-	-	-	-	682	0	-			
Stage 2		-	-	_	_	814	0	_			
Approach	<b>5</b>		WD			ND					
Approach E	<u> </u>		WB 0			NB					
HCM Control Delay, s/v 2.3	I		U			12.76					
HCM LOS						В					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR					
Capacity (veh/h)	459	792	1176	-	-	-					
HCM Lane V/C Ratio	0.227	0.336	0.063	-	-	-					
HCM Control Delay (s/veh)	45.4	44.0	8.3		_	_					
	15.1	11.8	0.5	_							
HCM Lane LOS HCM 95th %tile Q(veh)	15.1 C 0.9	В	0.3 A 0.2	_	-	-					

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	朴		K	*	7		4		1	1	
Traffic Vol, veh/h	190	229	6	4	190	17	9	0	1	11	1	171
Future Vol, veh/h	190	229	6	4	190	17	9	0	1	11	1	171
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	100	-	-	50	-	0	-	-	-	50	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	12	37	50	0	37	18	33	0	0	0	0	8
Mvmt Flow	198	239	6	4	198	18	9	0	1	11	1	178
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	216	0	0	245	0	0	844	861	122	721	847	198
Stage 1	-	-	-	-	-	-	638	638	-	206	206	-
Stage 2	-	-	-	-	-	-	207	224	-	515	641	-
Critical Hdwy	4.28	-	-	4.1	-	-	7.795	6.5	6.9	7.3	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.995	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.595	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.314	-	-	2.2	-	- 3	3.8135	4	3.3	3.5	4	3.376
Pot Cap-1 Maneuver	1289	-	-	1333	-	-	230	295	912	331	301	825
Stage 1	-	-	-	-	-	-	376	474	-	800	735	-
Stage 2	-	-	-	-	-	-	720	722	-	516	473	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1289	-	-	1333	-	-	152	249	912	279	254	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	249	-	363	332	-
Stage 1	-	-	-	-	-	-	318	401	-		733	-
Stage 2	-	-	-	-	-	-	562	720	-	436	400	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/	v 3.71			0.15			28.24			10.91		
HCM LOS							D			В		
Minor Lane/Major Mvm	nt I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SBLn1	SBLn2		
Capacity (veh/h)		165	1289	-	-	1333	_	-	363	818		
HCM Lane V/C Ratio		0.063		-	_	0.003	-	-		0.219		
HCM Control Delay (s/	veh)	28.2	8.3	-	-	7.7	_	_	15.3	10.6		
HCM Lane LOS		D	Α	_	_	Α	-	-	С	В		
HCM 95th %tile Q(veh	)	0.2	0.5	-	-	0	-	-	0.1	0.8		
	,											

	١	<b>→</b>	1	1	+	1	1	1	1	1	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	M	<b>*</b>		M	个节		1	1	7	1	1	7
Traffic Volume (veh/h)	43	142	43	3	122	23	33	27	5	19	19	47
Future Volume (veh/h)	43	142	43	3	122	23	33	27	5	19	19	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1278	1248	1693	1411	1263	1767	1633	1796	1900	1589	1900	1515
Adj Flow Rate, veh/h	46	153	46	3	131	25	35	29	5	20	20	51
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	42	44	14	33	43	9	18	7	0	21	0	26
Cap, veh/h	64	498	145	6	457	85	65	215	193	39	196	133
Arrive On Green	0.05	0.28	0.28	0.00	0.23	0.23	0.04	0.12	0.12	0.03	0.10	0.10
Sat Flow, veh/h	1217	1811	527	1344	2018	376	1555	1796	1610	1513	1900	1284
Grp Volume(v), veh/h	46	98	101	3	77	79	35	29	5	20	20	51
Grp Sat Flow(s),veh/h/ln	1217	1186	1153	1344	1200	1195	1555	1796	1610	1513	1900	1284
Q Serve(g_s), s	1.2	2.0	2.1	0.1	1.6	1.7	0.7	0.4	0.1	0.4	0.3	1.1
Cycle Q Clear(g_c), s	1.2	2.0	2.1	0.1	1.6	1.7	0.7	0.4	0.1	0.4	0.3	1.1
Prop In Lane	1.00	,	0.46	1.00		0.32	1.00	• • • • • • • • • • • • • • • • • • • •	1.00	1.00	0.0	1.00
Lane Grp Cap(c), veh/h	64	326	317	6	272	270	65	215	193	39	196	133
V/C Ratio(X)	0.72	0.30	0.32	0.54	0.28	0.29	0.54	0.13	0.03	0.52	0.10	0.38
Avail Cap(c_a), veh/h	425	1046	1018	469	1059	1055	543	1586	1421	528	1677	1133
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	8.9	8.9	15.4	9.9	9.9	14.5	12.2	12.0	14.9	12.6	12.9
Incr Delay (d2), s/veh	5.4	0.2	0.2	27.3	0.2	0.2	2.5	0.2	0.0	3.9	0.2	1.4
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	0.4	0.4	0.1	0.3	0.3	0.2	0.2	0.0	0.2	0.1	0.3
Unsig. Movement Delay, s/veh		0.1	0.1	0.1	0.0	0.0	V.E	V. <u>L</u>	0.0	V.E	<b>U</b> . 1	0.0
LnGrp Delay(d), s/veh	19.9	9.1	9.1	42.7	10.1	10.1	17.0	12.4	12.1	18.8	12.7	14.3
LnGrp LOS	В	Α	A	D	В	В	В	В	В	В	В	В
Approach Vol, veh/h		245			159			69			91	
Approach Delay, s/veh		11.1			10.7			14.7			14.9	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.3	13.2	5.5	7.9	5.8	11.7	5.0	8.4				
Change Period (Y+Rc), s	4.2	4.7	4.2	4.7	4.2	4.7	4.2	4.7				
Max Green Setting (Gmax), s	10.8	27.3	10.8	27.3	10.8	27.3	10.8	27.3				
Max Q Clear Time (g_c+l1), s	2.1	4.1	2.7	3.1	3.2	3.7	2.4	2.4				
Green Ext Time (p_c), s	0.0	0.8	0.0	0.2	0.0	0.6	0.0	0.1				
Intersection Summary	3.0	0.0	3.0	J	J.0	3.0	3.0	<b>J</b> .,				
			10.1									
HCM 7th LOS			12.1									
HCM 7th LOS			В									

Intersection						
Int Delay, s/veh	1.2					
		ED5	NE	NET	057	000
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	A			4	1	
Traffic Vol, veh/h	4	1	0	10	19	4
Future Vol, veh/h	4	1	0	10	19	4
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	e, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	75	100	0	0	11	100
Mvmt Flow	6	1	0	14	27	6
		•	•		=-	
	Minor2		//ajor1		/lajor2	
Conflicting Flow All	44	30	32	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	7.15	7.2	4.1	-	-	-
Critical Hdwy Stg 1	6.15	-	-	_	_	-
Critical Hdwy Stg 2	6.15	_	-	-	_	_
Follow-up Hdwy	4.175	4.2	2.2	_	_	_
Pot Cap-1 Maneuver	811	822	1593	_	_	_
Stage 1	834	-	-	_	_	_
Stage 2	849	_	_	_	_	_
Platoon blocked, %	043			_	_	_
Mov Cap-1 Maneuver	811	822	1593		_	_
Mov Cap-1 Maneuver	811	022	1090	_	_	_
	834	-	-	<u>-</u>	-	-
Stage 1		-	-	-	-	-
Stage 2	849	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/			0		0	
HCM LOS	A		- 0		- 0	
TIOW LOO						
Minor Lane/Major Mvn	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1593	-	813	-	_
HCM Lane V/C Ratio		-	-	0.009	-	-
HCM Control Delay (s/	veh)	0	-		-	-
HCM Lane LOS	,	A	_		-	-
HCM 95th %tile Q(veh	)	0	_	^	_	_
7000 00	1			_		

Intersection												
Intersection Int Delay, s/veh	49.6											
				11/51						0.51		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1		*	<b>↑</b>						4	_,
Traffic Vol, veh/h	0	87	17	288	112	0	0	0	0	209	0	71
Future Vol, veh/h	0	87	17	288	112	0	0	0	0	209	0	71
Conflicting Peds, #/hr		_ 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	-	-	-	90	-	-	-	-	-	-	-	-
Veh in Median Storage		0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	23	1	0	0	0	0	21	0	0
Mvmt Flow	0	98	19	324	126	0	0	0	0	235	0	80
Major/Minor	Major1			Major2					N	Minor2		
Conflicting Flow All	-	0	0	117	0	0				871	890	126
Stage 1	-	-	-	_	-	_				773	773	-
Stage 2	-	-	-	-	-	-				98	117	-
Critical Hdwy	-	-	-	4.33	-	-				6.61	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-				5.61	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.61	5.5	-
Follow-up Hdwy	-	-	-	2.407	-	-				3.689	4	3.3
Pot Cap-1 Maneuver	0	-	-	1351	-	0				298	284	930
Stage 1	0	-	-	-	-	0				424	412	-
Stage 2	0	-	-	-	-	0				881	803	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1351	-	-				~ 227	0	930
Mov Cap-2 Maneuver	· -	-	-	-	-	-				~ 227	0	-
Stage 1	-	-	-	-	-	-				424	0	-
Stage 2	-	-	-	-	-	-				670	0	-
Approach	EB			WB						SB		
HCM Control Delay, s				6.12					,	130.13		
HCM LOS	,,,,			0.12						F		
TIOM EGG												
Minor Lane/Major Mvr	mt	EBT	EBR	WBL	WPT	SBLn1						
	TIL	LDT	LDK		VVDI							
Capacity (veh/h) HCM Lane V/C Ratio		-	-	1351 0.24		281 1.121						
	/v.ob)	-	-									
HCM Long LOS	(ven)	-	-	8.5		130.1						
HCM Of the 90 tills O(vol	2)	-	-	A	-	F						
HCM 95th %tile Q(veh	1)	-	-	0.9	-	13.2						
Notes												
~: Volume exceeds ca	apacity	\$: De	elay exc	eeds 30	00s	+: Com	putation	Not D	efined	*: All	major v	olume i

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	<b>^</b>			1			र्न	7			
Traffic Vol, veh/h	67	228	0	0	304	233	100	1	276	0	0	0
Future Vol, veh/h	67	228	0	0	304	233	100	1	276	0	0	0
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	100	-	-	-	-	-	-	-	510	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	21	0	0	21	22	0	100	18	0	0	0
Mvmt Flow	77	262	0	0	349	268	115	1	317	0	0	0
Major/Minor N	lajor1		_	Major2		ı	Minor1					
Conflicting Flow All	617	0		viajui 2 -	_	0	766	1033	262			
Stage 1	017	-	-	-	-	-	416	416	202			
Stage 1	-	-	-	-	-	-	349	617	-			
Critical Hdwy	4.1			-		-	6.4	7.5	6.38			
Critical Hdwy Stg 1	4.1	_	_	_	_	_	5.4	6.5	0.50			
Critical Hdwy Stg 2	-	-		-			5.4	6.5				
Follow-up Hdwy	2.2	_	_	_	_	_	3.5		3.462			
Pot Cap-1 Maneuver	973	_	0	0	_	-	374	159	739			
Stage 1	-	_	0	0	<u>-</u>	_	670	454	-			
Stage 2	_	_	0	0	_	_	718	356	_			
Platoon blocked, %		_			_	_	. 10	500				
Mov Cap-1 Maneuver	973	_	-	_	-	-	344	0	739			
Mov Cap-2 Maneuver	-	-	-	-	-	-	344	0	-			
Stage 1	_	_	_	-	_	_	617	0	-			
Stage 2	_	_	_	_	_	_	718	0	-			
A				MA			ND					
Approach	EB			WB			NB					
HCM Control Delay, s/v	2.05			0			15.41					
HCM LOS							С					
Minor Lane/Major Mvmt	<u> </u>	NBLn11	NBL <sub>n</sub> 2	EBL	EBT	WBT	WBR					
Capacity (veh/h)		344	739	973	-	-	-					
HCM Lane V/C Ratio				0.079	-	-	-					
HCM Control Delay (s/v	eh)	20.7	13.5	9	-	-	-					
HCM Lane LOS	•	С	В	A	-	-	-					
HCM 95th %tile Q(veh)		1.5	2.2	0.3	-	-	-					

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	×	朴		K	*	7		4		K	1	
Traffic Vol. veh/h	184	323	4	2	337	16	4	3	2	9	5	176
Future Vol, veh/h	184	323	4	2	337	16	4	3	2	9	5	176
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	100	-	-	50	-	0	-	-	-	50	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	1	-
Grade, %	_	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	7	23	0	0	29	6	25	33	50	22	0	6
Mvmt Flow	207	363	4	2	379	18	4	3	2	10	6	198
Major/Minor	Major1		ľ	Major2			Minor1			Minor2		
Conflicting Flow All	397	0	0	367	0	0	1165	1180	184	980	1164	379
Stage 1	-	-	-	-	-	-	779	779	-	383	383	-
Stage 2	-	-	-	-	-	-	386	401	-	597	781	-
Critical Hdwy	4.205	-	-	4.1	-	-		6.995	7.65	7.63	6.5	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.875	5.995	-	6.43	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.475		-	6.83	5.5	-
Follow-up Hdwy	2.2665	-	-	2.2	-	- ;		4.3135	3.775	3.709		3.357
Pot Cap-1 Maneuver	1129	-	-	1202	-	-	139	158	710	193	196	657
Stage 1	-	-	-	-	-	-	317	351	-	593	615	-
Stage 2	-	-	-	-	-	-	584	539	-	419	408	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1129	_	-	1202	-	-	78	128	710	154	160	657
Mov Cap-2 Maneuver		-	-	-	-	-	78	128	-	257	260	-
Stage 1	-	_	-	-	-	-	259	287	-	591	614	-
Stage 2	-	-	-	-	-	-	404	538	-	337	334	-
-												
Approach	EB			WB			NB			SB		
HCM Control Delay, s.	/v 3.2			0.05			39.04			13.7		
HCM LOS							Е			В		
Minor Lane/Major Mvr	nt I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SBLn1	SBLn2		
Capacity (veh/h)		116	1129	-	-	1202	-	-	257	630		
HCM Lane V/C Ratio		0.087	0.183	-	-	0.002	-	-	0.039	0.323		
HCM Control Delay (s	/veh)	39	8.9	-	-	8	-	-	19.6	13.4		
HCM Lane LOS		Е	Α	-	-	Α	-	-	С	В		
HCM 95th %tile Q(veh	۱)	0.3	0.7	-	-	0	-	-	0.1	1.4		

T. Didok Datte Di & V	ista L									J 11		
	•	-	*	1	-	*	1	1	1	1	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	M	<b>*</b>		M	个		M	*	7	M	*	7
Traffic Volume (veh/h)	26	280	15	1	291	8	21	4	5	9	12	28
Future Volume (veh/h)	26	280	15	1	291	8	21	4	5	9	12	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1337	1470	1796	1900	1441	1530	1752	1900	1307	907	1781	1322
Adj Flow Rate, veh/h	35	378	20	1	393	11	28	5	7	12	16	38
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	38	29	7	0	31	25	10	0	40	67	8	39
Cap, veh/h	54	775	41	6	670	19	58	196	114	14	151	95
Arrive On Green	0.04	0.29	0.29	0.00	0.25	0.25	0.03	0.10	0.10	0.02	0.08	0.08
Sat Flow, veh/h	1273	2699	142	1810	2719	76	1668	1900	1108	864	1781	1120
Grp Volume(v), veh/h	35	195	203	1	197	207	28	5	7	12	16	38
Grp Sat Flow(s),veh/h/ln	1273	1397	1445	1810	1369	1427	1668	1900	1108	864	1781	1120
Q Serve(g_s), s	0.8	3.5	3.5	0.0	3.8	3.8	0.5	0.1	0.2	0.4	0.2	1.0
Cycle Q Clear(g_c), s	0.8	3.5	3.5	0.0	3.8	3.8	0.5	0.1	0.2	0.4	0.2	1.0
Prop In Lane	1.00		0.10	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	401	415	6	337	351	58	196	114	14	151	95
V/C Ratio(X)	0.65	0.49	0.49	0.17	0.59	0.59	0.48	0.03	0.06	0.88	0.11	0.40
Avail Cap(c_a), veh/h	458	1269	1312	650	1243	1296	600	1726	1006	310	1618	1018
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	8.9	8.9	15.0	10.0	10.0	14.2	12.1	12.2	14.8	12.7	13.0
Incr Delay (d2), s/veh	4.9	0.3	0.3	4.7	0.6	0.6	2.3	0.0	0.2	42.2	0.2	2.0
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	0.8	0.8	0.0	0.8	0.9	0.2	0.0	0.0	0.2	0.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.1	9.2	9.2	19.7	10.6	10.6	16.6	12.2	12.3	57.0	12.9	15.1
LnGrp LOS	В	Α	Α	В	В	В	В	В	В	Е	В	В
Approach Vol, veh/h		433			405			40			66	
Approach Delay, s/veh		10.0			10.6			15.3			22.2	
Approach LOS		В			В			В			С	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.2	13.3	5.2	7.2	5.5	12.1	4.7	7.8				
Change Period (Y+Rc), s	4.2	4.7	4.2	4.7	4.2	4.7	4.2	4.7				
Max Green Setting (Gmax), s	10.8	27.3	10.8	27.3	10.8	27.3	10.8	27.3				
Max Q Clear Time (g_c+l1), s	2.0	5.5	2.5	3.0	2.8	5.8	2.4	2.2				
Green Ext Time (p_c), s	0.0	1.7	0.0	0.1	0.0	1.6	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			11.3									
HCM 7th LOS			В									

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	4	0	0	0	0	2	2	15	0	2	10	3
Future Vol, veh/h	4	0	0	0	0	2	2	15	0	2	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	56	56	56	56	56	56	56	56	56
Heavy Vehicles, %	75	0	0	0	0	0	100	20	0	0	30	100
Mvmt Flow	7	0	0	0	0	4	4	27	0	4	18	5
Major/Minor	Minor2		ı	Minor1			Major1		N	Major2		
Conflicting Flow All	62	62	21	59	64	27	23	0	0	27	0	0
Stage 1	28	28	- 21	34	34	21	۷٥	U	U	21	-	
Stage 1	34	34	-	25	30	-	-	-	-	-	-	-
Critical Hdwy	7.85	6.5	6.2	7.1	6.5	6.2	5.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.85	5.5	0.2	6.1	5.5	0.2	5. I -	-	-	4.1	-	-
	6.85	5.5		6.1	5.5		-	-	-	_	-	-
Critical Hdwy Stg 2 Follow-up Hdwy	4.175	5.5 4	3.3	3.5	5.5	3.3	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	781	833	1063	942	830	1055	1135	-	-	1600	-	-
· · · · · · · · · · · · · · · · · · ·	831	876	1003	942	871	1000	1100	-	-	1000	-	-
Stage 1 Stage 2	824	871	-	998	874	_	-	-	-	-	-	-
Platoon blocked, %	024	011	-	330	014	-	-	-	-	_	-	_
Mov Cap-1 Maneuver	774	829	1063	937	826	1055	1135	_	<u>-</u>	1600	-	-
Mov Cap-1 Maneuver	774	829	1003	937	826	1000	1100	-	-	1000	-	-
Stage 1	829	874	-	984	868	-	-	-	-	-	-	-
Stage 2	819	868	_	996	872	-	_	-	-	_	_	_
Staye 2	019	000	-	<b>330</b>	012	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, sa	/v 9.69			8.43			0.96			0.97		
HCM LOS	Α			Α								
Minor Lane/Major Mvn	nt	NBL	NBT	NBR F	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		212		-		1055	229	_	_			
HCM Lane V/C Ratio		0.003	_			0.003	0.002	<u>-</u>	<u>-</u>			
HCM Control Delay (s	/veh)	8.2	0	_	9.7	8.4	7.3	0	_			
HCM Lane LOS	7011)	Α	A	_	Α.	Α	Α.5	A	_			
HCM 95th %tile Q(veh	1)	0	-	_	0	0	0	-	_			
TION JOHN JUNE Q(VOI	7	U			0	U	U					

Intersection						
Int Delay, s/veh	2.7					
	EBT	EDD	WDI	WDT	NDI	NDD
		EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>†</b> †	400	*	<b>^</b>	Y	^
Traffic Vol, veh/h	51	160	0	108	112	0
Future Vol, veh/h	51	160	0	108	112	0
Conflicting Peds, #/hr	0	_ 0	_ 0	_ 0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #		-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	80	0	0	40	0	0
Mvmt Flow	55	174	0	117	122	0
Major/Minor Ma	ajor1	ı	//ajor2	N	/linor1	
Conflicting Flow All	0	0	229	0	201	115
Stage 1	-	U	-	-	142	-
Stage 2	_	-	_	-	59	_
	-	-	4.1		6.8	6.9
Critical Hdwy	-	-		-		
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1351	-	775	922
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1351	-	775	922
Mov Cap-2 Maneuver	-	-	-	-	767	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	963	-
Approach	EB		WB		NB	
			0		10.58	
HCM LOS	0		U			
HCM LOS					В	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		767	-	-	1351	-
HCM Lane V/C Ratio		0.159	-	-	-	-
HCM Control Delay (s/ve	h)	10.6	_	_	0	_
HCM Lane LOS	7	В	-	-	A	-
HCM 95th %tile Q(veh)		0.6	-	-	0	-
		3.0				

2.9 EBT 51 51 0 Free - # 0 92 80 55 Major1 0	F EBR 1 0 1 0 1 0 0 0 e Free None 0 0 5 0 1 N 0 0 0 0 0 0 0 0 0 0 0 0 0	WBL 0 0 0 Free - 50 - 92 0 0 Major2 55	WBT 59 59 0 Free None - 0 92 73 64	NBL 49 49 0 Stop - 0 1 0 92 0 53 Minor1 88 55	NBR  0 0 0 Stop None 92 0 0
51 51 0 Free  # 0 92 80 55	F EBR 1 0 1 0 1 0 0 0 0 Free None 0 0 0 5 0 1 N 0 0 0	0 0 0 Free - 50 - - 92 0 0 0 Major2	59 59 0 Free None - 0 0 92 73 64	49 49 0 Stop - 0 1 0 92 0 53 Minor1 88 55	0 0 0 Stop None - - - 92 0 0
51 51 0 Free - # 0 0 92 80 55 Major1 0	1 0 1 0 0 0 e Free - None 0 0 2 2 92 0 0 5 0	0 0 0 Free - 50 - - 92 0 0 0 Major2	59 59 0 Free None - 0 0 92 73 64	49 49 0 Stop - 0 1 0 92 0 53 Minor1 88 55	0 0 0 Stop None - - - 92 0 0
51 51 0 Free - # 0 0 92 80 55 Major1 0	1 0 1 0 0 0 0 0 e Free - None  0 - 2 92 0 0 5 0	0 0 0 Free - 50 - 92 0 0	59 59 0 Free None - 0 0 92 73 64	49 49 0 Stop - 0 1 0 92 0 53 Minor1 88 55	0 0 Stop None - - 92 0 0
51 0 Free - # 0 0 92 80 55 Major1 0	1 0 0 0 e Free - None  0 - 2 92 0 0 5 0	0 0 Free - 50 - 92 0 0	59 0 Free None - 0 0 92 73 64	49 0 Stop 0 1 0 92 0 53 Minor1 88 55	0 0 Stop None - - 92 0 0
0 Free - # 0 92 80 55 Major1 0	0 0 e Free - None 0 0 0 5 0 1 N 0 0	0 Free - 50 - 92 0 0 0 Major2 - 55	0 Free None - 0 0 92 73 64	0 Stop - 0 1 0 92 0 53 Minor1 88 55	0 Stop None - - 92 0 0
Free	Free - None	Free - 50 - 92 0 0 Major2 55	Free None - 0 0 92 73 64 N	Stop	Stop None - - - 92 0 0
# 0 0 92 80 55 Major1 0	- None	50 - - 92 0 0 0 Major2 55	None	0 1 0 92 0 53 Minor1 88 55	None 92 0 0
# 0 0 92 80 55 Major1 0		50 - - 92 0 0 0 Major2 55	0 0 92 73 64	0 1 0 92 0 53 Minor1 88 55	92 0 0
# 0 0 92 80 55 Major1 0	0 - 0 - 2 92 0 0 5 0 1 N 0	- 92 0 0 4ajor2 55	0 0 92 73 64	1 0 92 0 53 Minor1 88 55	92 0 0
0 92 80 55 Major1 0 -	0 - 2 92 0 0 5 0 1 N 0 0 	92 0 0 0 Major2 55	0 92 73 64 •••••••••••••••••••••••••••••••••••	0 92 0 53 Minor1 88 55	92 0 0
92 80 55 Major1 0	92 92 0 0 5 0 1 N 0 0 	92 0 0 Major2 55 -	92 73 64 N 0	92 0 53 Minor1 88 55	92 0 0
80 55 Major1 0 -	0 0 0 0 1 M N O O O O O O O O O O O O O O O O O O	0 0 Major2 55 -	73 64 N 0	0 53 Minor1 88 55	0 0
55 <u>//ajor1</u> 0 -	5 0 1 N 0 0 	0 <u>Major2</u> 55 -	64 0 	53 Minor1 88 55	28
<u>//ajor1</u> 0 -	1 N O O 	Major2 55 -	0 -	Minor1 88 55	28
0 - -	0  	55 - -	0	88 55	
0 - -	0  	55 - -	0	88 55	
0 - -	0  	55 - -	0	88 55	
- -	 	-	-	55	
-		-			-
		-	-		
		4 4		32	-
		4.1	-	6.8	6.9
-		-	-	5.8	-
-		-	-	5.8	-
-		2.2	-	3.5	3.3
-		1562	-	909	1048
-		-	-	966	-
-		-	-	992	-
-			-		
-		1562	_	909	1048
_		-	_	861	-
_		_	_	966	_
		<u>_</u>	_		_
				332	
EB	3	WB			
0	)	0		9.46	
				Α	
	NIDL 1	EDT	CDD.	WDI	WDT
					WBT
		-			-
		-	-	-	-
		-	-		-
veh)	Α	-	-	Α	-
reh)		-	-	0	-
t	EE	0 NBLn1 861 0.062	BB WB 0 0  NBLn1 EBT 861 - 0.062 - n) 9.5 - A -	BB WB  0 0  NBLn1 EBT EBR  861 0.062 n) 9.5 A	BB WB NB 0 0 9.46 A  NBLn1 EBT EBR WBL 861 1562 0.062 0) 9.5 0 A - A

Intersection						
Int Delay, s/veh	0					
		EDD	WDI	WDT	NDI	NDD
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>↑</b> ‡	11	*	<b>^</b>	***	۸
Traffic Vol, veh/h	10	41	0	59	0	0
Future Vol, veh/h	10	41	0	59	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage,		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	0	73	0	0
Mvmt Flow	11	45	0	64	0	0
Major/Minor M	lajor1	N	Major2	N	/linor1	
Conflicting Flow All	0	0	55	0	65	28
Stage 1	-	-	-	-	33	-
Stage 2	_	_	_	_	32	_
Critical Hdwy	_	_	4.1	_	6.8	6.9
Critical Hdwy Stg 1	_	_	7.1	_	5.8	0.5
Critical Hdwy Stg 2		-	-		5.8	-
	-	_	2.2	-		3.3
Follow-up Hdwy		-		-	3.5	
Pot Cap-1 Maneuver	-	-	1562	-	938	1048
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1562	-	938	1048
Mov Cap-2 Maneuver	-	-	-	-	881	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	992	-
Approach	EB		WB		NB	
HCM Control Delay, s/v			0		0	
HCM LOS	U		- 0		A	
TIOWI LOG					Α	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		-	-	-	1562	-
HCM Lane V/C Ratio		-	-	-	-	-
HCM Control Delay (s/ve	eh)	0	-	-	0	-
HCM Lane LOS		Α	-	-	Α	-
HCM 95th %tile Q(veh)		-	-	-	0	-
222 22 23 24(1911)						

Intersection						
Int Delay, s/veh	6.5					
		EDD	WDI	WDT	NDI	NDD
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>^</b>	0	^	<b>^</b>	**	^
Traffic Vol, veh/h	10	0	0	16	43	0
Future Vol, veh/h	10	0	0	16	43	0
Conflicting Peds, #/hr	0	_ 0	_ 0	_ 0	0	0
3	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	100	0
Mvmt Flow	11	0	0	17	47	0
Majay/Minay Ma	.:1		Anin nO		Nin au 1	
	ajor1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	20	5
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	-	-	8.8	6.9
Critical Hdwy Stg 1	-	-	-	-	7.8	-
Critical Hdwy Stg 2	-	-	-	-	7.8	-
Follow-up Hdwy	-	-	-	-	4.5	3.3
Pot Cap-1 Maneuver	-	0	0	-	772	1082
Stage 1	-	0	0	-	787	-
Stage 2	-	0	0	-	789	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	772	1082
Mov Cap-2 Maneuver	-	-	-	-	712	-
Stage 1	-	_	_	-	787	_
Stage 2	_	_	_	_	789	_
Jugo 2					. 00	
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		10.41	
					В	
HCM LOS						
HCM LOS		NRI n1	FRT	WRT		
HCM LOS  Minor Lane/Major Mvmt	ı	VBLn1	EBT	WBT		
Minor Lane/Major Mvmt Capacity (veh/h)	ı	712	-	-		
Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio		712 0.066	-	WBT - -		
Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s/vel		712 0.066 10.4	- - -	- - -		
Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio		712 0.066	-	-		

Interception												
Intersection Int Delay, s/veh	72.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1		1	*						4	
Traffic Vol, veh/h	0	90	106	288	117	0	0	0	0	252	2	70
Future Vol, veh/h	0	90	106	288	117	0	0	0	0	252	2	70
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	-	-	-	90	-	-	-	-	-	-	-	-
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, %	0	0	0	19	0	0	0	0	0	27	0	0
Mvmt Flow	0	98	115	313	127	0	0	0	0	274	2	76
Major/Minor N	/lajor1			Major2					N	Minor2		
Conflicting Flow All		0	0	213	0	0				851	966	127
Stage 1	_	-	-		-	-				753	753	-
Stage 2	_	_	_	_	_	_				98	213	_
Critical Hdwy	_	_	_	4.29	_	_				6.67	6.5	6.2
Critical Hdwy Stg 1	_	_	_	-	_	_				5.67	5.5	-
Critical Hdwy Stg 2	_	_	_	_	_	_				5.67	5.5	_
Follow-up Hdwy	_	_	_	2.371	_	_				3.743	4	3.3
Pot Cap-1 Maneuver	0	_	_	1262	_	0				299	256	928
Stage 1	0	_	_	-	_	0				424	420	-
Stage 2	0	_	_	_	_	0				867	730	_
Platoon blocked, %	•	_	_		_					001	100	
Mov Cap-1 Maneuver	_	_	_	1262	_	_				~ 225	0	928
Mov Cap-2 Maneuver	_	_	_	-	_	_				~ 225	0	-
Stage 1	-	-	-	_	-	_				424	0	_
Stage 2	_	_	_	_	_	_				652	0	-
											<u> </u>	
A mara a a b	ED			W/D						CD		
Approach	EB			WB						SB		
HCM Control Delay, s/v	0			6.25					į.	199.53		
HCM LOS										F		
Minor Lane/Major Mvmt	t	EBT	EBR	WBL	WBT	SBLn1						
Capacity (veh/h)		-	-	1262	-	270						
HCM Lane V/C Ratio		-	-	0.248	-	1.306						
HCM Control Delay (s/v	/eh)	-	-	8.8	-	199.5						
HCM Lane LOS		-	-	Α	-	F						
HCM 95th %tile Q(veh)		-	-	1	-	17.8						
Notes												
	agity	¢. D.	Nov ovo	oods 20	)nc	T. Com	outotion	Not D	ofined	*. AII	major	/olumo i
~: Volume exceeds cap	acity	φ: D6	elay exc	eeds 30	JUS	+: Com	butation	NOT DO	ennea	: All	major \	olume i

Intersection												
Int Delay, s/veh	6											
		EDT		MOL	MPT	MPP	ND	NET	NDD	ODL	ODT	ODD
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>^</b>	^	•	1	0.40	07	4	7	•	•	•
Traffic Vol, veh/h	70	273	0	0	309	246	97	2	347	0	0	0
Future Vol, veh/h	70	273	0	0	309	246	97	2	347	0	0	0
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	100	-	-	-	-	-	-	-	510	-	-	-
Veh in Median Storage		0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	25	0	0	18	30	0	0	27	0	0	0
Mvmt Flow	74	287	0	0	325	259	102	2	365	0	0	0
Major/Minor N	Major1		<u> </u>	Major2			Minor1					
Conflicting Flow All	584	0	-	-	-	0	760	1019	287			
Stage 1	-	-	-	-	-	-	435	435	-			
Stage 2	-	-	-	-	-	-	325	584	-			
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	6.47			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-			
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.543			
Pot Cap-1 Maneuver	1000	-	0	0	-	-	377	239	696			
Stage 1	-	-	0	0	-	-	657	584	-			
Stage 2	-	-	0	0	-	-	737	501	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1000	-	-	-	-	-	349	0	696			
Mov Cap-2 Maneuver	-	-	-	-	-	-	349	0	-			
Stage 1	-	-	-	-	-	-	609	0	-			
Stage 2	-	-	-	-	-	-	737	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s/v				0			16.61					
HCM LOS				- 0			C					
N. 1 (0.4.)		NDI 4	UDI C	EDI	-D-	MOT	MADE					
Minor Lane/Major Mvm	t l	NBLn11		EBL	EBT	WBT	WBR					
Capacity (veh/h)		349	696	1000	-	-	-					
HCM Lane V/C Ratio	. ,	0.299		0.074	-	-	-					
HCM Control Delay (s/v	veh)	19.6	15.7	8.9	-	-	-					
HCM Lane LOS		C	С	A	-	-	-					
HCM 95th %tile Q(veh)		1.2	3.1	0.2	-	-	-					

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	) N	<b>†</b> ‡	LDIX	YVDL	<b>₩</b>	T T	NDL	4	NDIX	SDL N	7,	SDIX
Traffic Vol, veh/h	190	414	6	4	370	17	9	0	1	11	1	171
Future Vol, veh/h	190	414	6	4	370	17	9	0	1	11	1	171
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	100	_	-	50	_	0	_	-	-	50	_	-
Veh in Median Storage		0	_	_	0	-	_	0	_	-	1	-
Grade, %	_	0	-	_	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	12	32	50	0	31	18	33	0	0	0	0	8
Mvmt Flow	198	431	6	4	385	18	9	0	1	11	1	178
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	403	0	0	438	0	0	1224	1242	219	1005	1227	385
Stage 1	-	-	-	-	-	-	830	830	-	394	394	-
Stage 2	_	_	_	_	_	_	394	411	_	611	833	_
Critical Hdwy	4.28	_	-	4.1	-	-	7.795	6.5	6.9	7.3	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.995	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	0 -0-	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.314	-	-	2.2	-	-3	3.8135	4	3.3	3.5	4	3.376
Pot Cap-1 Maneuver	1094	-	-	1133	-	-	119	176	792	210	180	646
Stage 1	-	-	-	-	-	-	283	388	-	635	609	-
Stage 2	-	-	-	-	-	-	561	598	-	452	386	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1094	-	-	1133	-	-	70	144	792	171	147	646
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	144	-	281	245	-
Stage 1	-	-	-	-	-	-	232	317	-	633	607	-
Stage 2	-	-	-	-	-	-	404	596	-	370	316	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	v 2.81			0.08			58.9			13.13		
HCM LOS							F			В		
Minor Lane/Major Mvm	nt I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1	SBLn2		
Capacity (veh/h)		77				1133	-	-	281	640		
HCM Lane V/C Ratio		0.135		_		0.004	-		0.041	0.28		
HCM Control Delay (s/	veh)	58.9	9	-	-	8.2	_	-	18.3	12.8		
HCM Lane LOS	,	F	A	-	-	Α	-	-	С	В		
HCM 95th %tile Q(veh)	)	0.4	0.7	-	-	0	-	-	0.1	1.1		

T. Didok Datte Di & V	iota L	/1								9		,
	1	-	1	1	+	1	1	1	1	1	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	M	作		*	<b>1</b>		*	1	7	1	1	7
Traffic Volume (veh/h)	43	326	45	3	301	24	35	27	5	20	19	47
Future Volume (veh/h)	43	326	45	3	301	24	35	27	5	20	19	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1278	1396	1707	1411	1426	1781	1648	1796	1900	1604	1900	1515
Adj Flow Rate, veh/h	46	351	48	3	324	26	38	29	5	22	20	51
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	42	34	13	33	32	8	17	7	0	20	0	26
Cap, veh/h	64	643	87	6	573	46	71	216	194	43	196	133
Arrive On Green	0.05	0.27	0.27	0.00	0.23	0.23	0.05	0.12	0.12	0.03	0.10	0.10
Sat Flow, veh/h	1217	2347	318	1344	2541	203	1570	1796	1610	1527	1900	1284
Grp Volume(v), veh/h	46	197	202	3	172	178	38	29	5	22	20	51
Grp Sat Flow(s),veh/h/ln	1217	1326	1339	1344	1354	1389	1570	1796	1610	1527	1900	1284
Q Serve(g_s), s	1.2	3.9	4.0	0.1	3.5	3.5	0.7	0.4	0.1	0.4	0.3	1.2
Cycle Q Clear(g_c), s	1.2	3.9	4.0	0.1	3.5	3.5	0.7	0.4	0.1	0.4	0.3	1.2
Prop In Lane	1.00		0.24	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	364	367	6	305	313	71	216	194	43	196	133
V/C Ratio(X)	0.72	0.54	0.55	0.54	0.56	0.57	0.54	0.13	0.03	0.52	0.10	0.38
Avail Cap(c_a), veh/h	423	1167	1178	468	1191	1222	546	1580	1416	531	1671	1129
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	9.6	9.6	15.4	10.7	10.7	14.5	12.2	12.0	14.9	12.6	13.0
Incr Delay (d2), s/veh	5.4	0.5	0.5	27.3	0.6	0.6	2.3	0.2	0.0	3.6	0.2	1.4
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	0.9	0.9	0.1	0.8	8.0	0.3	0.2	0.0	0.2	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.9	10.1	10.1	42.7	11.3	11.3	16.9	12.4	12.1	18.5	12.8	14.4
LnGrp LOS	В	В	В	D	В	В	В	В	В	В	В	В
Approach Vol, veh/h		445			353			72			93	
Approach Delay, s/veh		11.1			11.5			14.7			15.0	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.3	13.2	5.6	7.9	5.8	11.7	5.1	8.4				
Change Period (Y+Rc), s	4.2	4.7	4.2	4.7	4.2	4.7	4.2	4.7				
Max Green Setting (Gmax), s	10.8	27.3	10.8	27.3	10.8	27.3	10.8	27.3				
Max Q Clear Time (g_c+l1), s	2.1	6.0	2.7	3.2	3.2	5.5	2.4	2.4				
Green Ext Time (p_c), s	0.0	1.7	0.0	0.2	0.0	1.3	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			11.9									
HCM 7th LOS			В									

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	4	0	1	0	0	2	0	10	0	2	19	4
Future Vol, veh/h	4	0	1	0	0	2	0	10	0	2	19	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	75	0	100	0	0	0	0	0	0	0	11	100
Mvmt Flow	6	0	1	0	0	3	0	14	0	3	27	6
Major/Minor	Minor2		ı	Minor1			Major1		N	//ajor2		
Conflicting Flow All	49	49	30	46	52	14	32	0	0	14	0	0
Stage 1	35	35	-	14	14	-	-	-	-	-	-	-
Stage 2	14	14	_	32	38	_	_	_	_	_	_	_
Critical Hdwy	7.85	6.5	7.2	7.1	6.5	6.2	4.1	_	_	4.1	_	_
Critical Hdwy Stg 1	6.85	5.5	- 1.2	6.1	5.5	J. <u>Z</u>	-	<u>-</u>	<u>-</u>	T. I	_	<u>-</u>
Critical Hdwy Stg 2	6.85	5.5	_	6.1	5.5	_	_	_	_	_	_	_
Follow-up Hdwy	4.175	4	4.2	3.5	4	3.3	2.2	_	_	2.2	_	_
Pot Cap-1 Maneuver	797	846	822	960	843	1072	1593	-	-	1617	-	-
Stage 1	823	870	-	1011	888		-	-	-	-	-	-
Stage 2	846	888	_	989	867	_	-	_	-	_	-	-
Platoon blocked, %								_	_		_	_
Mov Cap-1 Maneuver	793	845	822	956	842	1072	1593	_	-	1617	-	-
Mov Cap-2 Maneuver	793	845	-	956	842	-		_	_	-	-	-
Stage 1	822	868	-	1011	888	-	-	-	-	-	-	-
Stage 2	844	888	-	986	866	-	-	_	-	_	-	-
<u> </u>												
Annach	ED			MD			ND			CD		
Approach	EB			WB			NB			SB		
HCM Control Delay, s/				8.37			0			0.58		
HCM LOS	Α			Α								
Minor Lane/Major Mvn	nt	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1593	-	-	799	1072	139	-	-			
HCM Lane V/C Ratio		-	-	-		0.003		-	-			
HCM Control Delay (sa	/veh)	0	-	-	9.5	8.4	7.2	0	-			
HCM Lane LOS		Α	-	-	Α	Α	Α	Α	-			
HCM 95th %tile Q(veh	1)	0	-	-	0	0	0	-	-			

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Intersection						
Int Delay, s/veh	2.5					
		EDD	MDI	MOT	ND	NDD
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>1</b>	405	*	<b>^</b>	Y	^
Traffic Vol, veh/h	72	135	0	96	94	0
Future Vol, veh/h	72	135	0	96	94	0
Conflicting Peds, #/hr	0	0	0	0	0	0
	ree	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	ŧ 0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	68	0	0	46	0	0
Mvmt Flow	78	147	0	104	102	0
Maian/Minan	:1		4-10		Alia a ad	
	ijor1		Major2		Minor1	4.40
Conflicting Flow All	0	0	225	0	204	113
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1356	-	772	925
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1356	-	772	925
Mov Cap-2 Maneuver	_	-	-	_	763	_
Stage 1	_	_	_	_	866	_
Stage 2	_	_	_	_	970	_
Clago L					010	
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		10.45	
HCM LOS					В	
Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT
				LDIX		VVDI
Capacity (veh/h)		763	-	-	1356	-
HCM Control Dolor (a/ra)	<b>L</b> \	0.134	-	-	-	-
HCM Control Delay (s/vel	11)	10.4	-	-	0	-
HOME						
HCM Lane LOS HCM 95th %tile Q(veh)		B 0.5	-	-	A 0	-

Intersection						
Int Delay, s/veh	2.3					
	EBT	EBR	WBL	WBT	NBL	NBR
		EBK				INBK
	<b>↑</b> ‡	^	*	ተተ	Y	0
Traffic Vol, veh/h	72	0	0	55	41	0
Future Vol, veh/h	72	0	0	55	41	0
Conflicting Peds, #/hr	0	_ 0	0	_ 0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	<del>+</del> 0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	68	0	0	80	0	0
Mvmt Flow	78	0	0	60	45	0
Major/Minor Ma	ajor1	N	Major2	N	/linor1	
Conflicting Flow All	0	0	78	0	108	39
Stage 1	-	-	-	-	78	-
Stage 2	_	_	_	_	30	-
			4.1		6.8	6.9
Critical Hdwy	-	-	4.1	-		
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1533	-	883	1030
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1533	-	883	1030
Mov Cap-2 Maneuver	-	-	-	-	841	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	995	-
Annroach	EB		WB		NB	
Approach						
HCM Control Delay, s/v	0		0		9.52	
HCM LOS					Α	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		841	_		1533	_
HCM Lane V/C Ratio		0.053	_	_	-	_
HCM Control Delay (s/ve	h)	9.5	_	_	0	_
HCM Lane LOS	,	A	_	_	A	_
HCM 95th %tile Q(veh)		0.2	_	_	0	_
		3.2				

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>1</b>	LUIT	Y Y	<b>ተ</b> ተ	W	HUIT
Traffic Vol. veh/h	23	49	0	55	0	0
Future Vol, veh/h	23	49	0	55	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	50	-	0	-
Veh in Median Storage, #		_	-	0	0	_
Grade, %	0	_	_	0	0	<u>-</u>
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	0	80	0	0
Mymt Flow	25	53	0	60	0	0
IVIVIIIL FIOW	25	55	U	00	U	U
Major/Minor Ma	ajor1	N	Major2	N	Minor1	
Conflicting Flow All	0	0	78	0	82	39
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	_	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	_	_	-	_	5.8	_
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	_	_	2.2	_	3.5	3.3
Pot Cap-1 Maneuver	-	_	1533	_	917	1030
Stage 1	_	_	-	_	970	-
Stage 2	_	_	_	_	995	_
Platoon blocked, %	_	_		_	000	
Mov Cap-1 Maneuver	_	_	1533	_	917	1030
Mov Cap-1 Maneuver	_	_	-	_	866	-
Stage 1			_	_	970	_
		-		_	995	
Stage 2	-	-	-	-	990	-
			WB		NB	
Approach	EB		770			
					0	
HCM Control Delay, s/v	EB 0		0		0 A	
					0 A	
HCM Control Delay, s/v HCM LOS	0	IDI - 4	0	EDD	Α	WPT
HCM Control Delay, s/v HCM LOS Minor Lane/Major Mvmt	0	NBLn1		EBR	A WBL	WBT
HCM Control Delay, s/v HCM LOS Minor Lane/Major Mvmt Capacity (veh/h)	0	NBLn1 -	0	EBR -	Α	WBT -
HCM Control Delay, s/v HCM LOS Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	0	-	0 EBT		A WBL 1533	
HCM Control Delay, s/v HCM LOS  Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s/ve	0	- - 0	0 EBT	-	WBL 1533 - 0	-
HCM Control Delay, s/v HCM LOS  Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	0	-	0 EBT -	-	A WBL 1533	-

Intersection						
Int Delay, s/veh	5.9					
		EDD	\\/DI	WDT	NDI	NDD
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	**	•	^	<b>^</b>	A	•
Traffic Vol, veh/h	23	0	0	11	44	0
Future Vol, veh/h	23	0	0	11	44	0
Conflicting Peds, #/hr	_ 0	_ 0	_ 0	_ 0	0	0
<u> </u>	Free	Free	Free	Free	Stop	Stop
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, %	0	0	0	0	100	0
Mvmt Flow	25	0	0	12	48	0
Major/Minor M	oior1		/laior2	N	dinor1	
	ajor1		Major2		Minor1	40
Conflicting Flow All	0	-	-	-	31	13
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	6	-
Critical Hdwy	-	-	-	-	8.8	6.9
Critical Hdwy Stg 1	-	-	-	-	7.8	-
Critical Hdwy Stg 2	-	-	-	-	7.8	-
Follow-up Hdwy	-	-	-	-	4.5	3.3
Pot Cap-1 Maneuver	-	0	0	-	756	1071
Stage 1	-	0	0	-	770	-
Stage 2	-	0	0	-	793	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	756	1071
Mov Cap-2 Maneuver	-	-	-	-	699	-
Stage 1	-	_	-	-	770	-
Stage 2	_	_	_	_	793	_
Olago Z					, 55	
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		10.53	
HCM LOS					В	
Minor Long/Major Myset		JDI -1	EDT	MDT		
Minor Lane/Major Mvmt	١	NBLn1	EBT	WBT		
Capacity (veh/h)	N	699	-	-		
Capacity (veh/h) HCM Lane V/C Ratio		699 0.068	-	-		
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s/ve		699 0.068 10.5	-	- - -		
Capacity (veh/h) HCM Lane V/C Ratio		699 0.068	-	-		

Intersection												
Int Delay, s/veh	8.3											
•		<b>CDT</b>	EDD	WDI	WDT	WED	NDI	NDT	NDD	CDI	CDT	CDD
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1	4.0	*	1						4	
Traffic Vol, veh/h	0	89	18	190	115	0	0	0	0	111	0	73
Future Vol, veh/h	0	89	18	190	115	0	0	0	0	111	0	73
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	-	-	-	90	-	-	-	-	-	-	-	-
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, %	0	1	0	24	1	0	0	0	0	21	0	0
Mvmt Flow	0	97	20	207	125	0	0	0	0	121	0	79
Major/Minor N	Major1			Major2					N	Minor2		
Conflicting Flow All	viajui i -	0	0	116	0	0				635	654	125
Stage 1	-	-	U	110						538	538	
Stage 1 Stage 2	_	-		-	-	-				97	116	-
	-	-	-	4.34	-	-				6.61	6.5	6.2
Critical Hdwy		-		4.34	-	-				5.61	5.5	0.2
Critical Hdwy Stg 1	-	-	-	<del>-</del>	-	-						
Critical Hdwy Stg 2	-	-	-	2 446	-	-				5.61	5.5	2 2
Follow-up Hdwy	-	-	-	2.416	-	-				3.689	4	3.3
Pot Cap-1 Maneuver	0	-	-	1346	-	0				414	389	931
Stage 1	0	-	-	-	-	0				549	526	-
Stage 2	0	-	-	-	-	0				882	803	-
Platoon blocked, %		-	-	10.40	-					250	^	004
Mov Cap-1 Maneuver	-	-	-	1346	-	-				350	0	931
Mov Cap-2 Maneuver	-	-	-	-	-	-				350	0	-
Stage 1	-	-	-	-	-	-				549	0	-
Stage 2	-	-	-	-	-	-				746	0	-
Approach	EB			WB						SB		
HCM Control Delay, s/v				5.08						18.43		
HCM LOS	•			0.00						C		
Minor Lane/Major Mvm	t	EBT	EBR	WBL	WRT	SBLn1						
		LDT		1346								
Capacity (veh/h)		-			-	466						
HCM Control Dolov (a/a	(ما م	-		0.153	-	0.43						
HCM Control Delay (s/v	/en)	-	-	~	-	18.4						
HCM Of the O(title O(title)		-	-	A	-	C						
HCM 95th %tile Q(veh)		-	-	0.5	-	2.1						

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	4			1			र्न	7			
Traffic Vol, veh/h	69	131	0	0	206	135	103	2	179	0	0	0
Future Vol, veh/h	69	131	0	0	206	135	103	2	179	0	0	0
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	100	-	-	-	-	-	-	-	510	-	-	-
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, %	0	20	0	0	21	22	0	100	17	0	0	0
Mvmt Flow	75	142	0	0	224	147	112	2	195	0	0	0
Major/Minor N	Major1			Major2			Minor1					
Conflicting Flow All	371	0	-	-	-	0	516	663	142			
Stage 1	-	-	-	-	-	-	292	292	-			
Stage 2	-	-	-	-	-	-	224	371	-			
Critical Hdwy	4.1	-	-	-	-	-	6.4	7.5	6.37			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6.5	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6.5	-			
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4.9	3.453			
Pot Cap-1 Maneuver	1199	-	0	0	-	-	522	280	867			
Stage 1	-	-	0	0	-	-	762	525	-			
Stage 2	-	-	0	0	-	-	818	479	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1199	-	-	-	-	-	490	0	867			
Mov Cap-2 Maneuver	-	-	-	-	-	-	490	0	-			
Stage 1	-	-	-	-	-	-	714	0	-			
Stage 2	-	-	-	-	-	-	818	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s/v	/ 2.83			0			11.91					
HCM LOS							В					
Minor Lane/Major Mvm	t l	NBLn11	NBLn2	EBL	EBT	WBT	WBR					
Capacity (veh/h)		490	867	1199	-	-	-					
HCM Lane V/C Ratio		0.233	0.224	0.063	-	-	-					
HCM Control Delay (s/v	veh)	14.6	10.3	8.2	-	-	-					
HCM Lane LOS		В	В	Α	-	-	-					
HCM 95th %tile Q(veh)		0.9	0.9	0.2	-	-	-					

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	<b>1</b>	LDIX	*	1	7	INDL	4	HUIT	ሻ	1	ODIT
Traffic Vol, veh/h	190	125	4	3	137	17	4	4	3	9	6	182
Future Vol, veh/h	190	125	4	3	137	17	4	4	3	9	6	182
Conflicting Peds, #/hr		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	100	-	-	50	-	0	-	-	-	50	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	26	0	0	42	6	25	33	50	22	0	6
Mvmt Flow	207	136	4	3	149	18	4	4	3	10	7	198
Major/Minor	Major1		ı	Major2			Minor1			Minor2		
Conflicting Flow All	167	0	0	140	0	0	710	725	70	639	709	149
Stage 1	-	-	-	-	-	-	551	551	-	155	155	-
Stage 2	-	-	-	_	-	_	159	174	-	483	553	-
Critical Hdwy	4.205	-	_	4.1	_	-	7.675	6.995	7.65	7.63	6.5	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.875	5.995	-	6.43	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.475		-	6.83	5.5	-
	2.2665	-	-	2.2	-	- ;		4.3135	3.775	3.709		3.357
Pot Cap-1 Maneuver	1376	-	-	1455	-	-	300	305	852	342	362	885
Stage 1	-	-	-	-	-	-	442	455	-	796	773	-
Stage 2	-	-	-	-	-	-	785	692	-	493	517	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver		-	-	1455	-	-	194	259	852	285	307	885
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	259	-	351	373	-
Stage 1	-	-	-	-	-	-	375	387	-	794	771	-
Stage 2	-	-	-	-	-	-	603	691	-	412	440	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	/v 4.81			0.14			18.52			10.81		
HCM LOS							С			В		
Minor Lane/Major Mvr	nt I	NBLn1	EBL	EBT	EBR	WBL	WBT	WRR	SBLn1	SBI n2		
Capacity (veh/h)		278	1376	-		1455	-	-	351	848		
HCM Lane V/C Ratio		0.043	0.15	_		0.002	_		0.028			
HCM Control Delay (s	/veh)	18.5	8.1	_	_	7.5	_		15.5	10.6		
HCM Lane LOS	,, 7011)	C	Α	_	_	Α.5	<u>-</u>	_	C	В		
HCM 95th %tile Q(veh	າ)	0.1	0.5	-	-	0	-	-	0.1	0.9		
	-,	<b>J.</b> ,	3.0						0.1	3.0		

	1	<b>→</b>	1	1	+	1	1	1	1	1	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	<b>*</b>		M	个的		1	1	7	1	1	7
Traffic Volume (veh/h)	27	83	13	1	92	8	20	4	5	9	12	29
Future Volume (veh/h)	27	83	13	1	92	8	20	4	5	9	12	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1337	1174	1781	1900	1129	1470	1737	1900	1307	789	1781	1322
Adj Flow Rate, veh/h	29	90	14	1	100	9	22	4	5	10	13	32
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, %	38	49	8	0	52	29	11	0	40	75	8	39
Cap, veh/h	46	539	82	6	485	43	46	168	98	10	131	82
Arrive On Green	0.04	0.28	0.28	0.00	0.24	0.24	0.03	0.09	0.09	0.01	0.07	0.07
Sat Flow, veh/h	1273	1940	296	1810	1993	177	1654	1900	1108	751	1781	1120
Grp Volume(v), veh/h	29	51	53	1	53	56	22	4	5	10	13	32
Grp Sat Flow(s), veh/h/ln	1273	1115	1121	1810	1073	1097	1654	1900	1108	751	1781	1120
Q Serve(g_s), s	0.6	1.0	1.0	0.0	1.1	1.2	0.4	0.1	0.1	0.4	0.2	0.8
Cycle Q Clear(g_c), s	0.6	1.0	1.0	0.0	1.1	1.2	0.4	0.1	0.1	0.4	0.2	0.8
Prop In Lane	1.00	1.0	0.26	1.00	1.1	0.16	1.00	0.1	1.00	1.00	0.2	1.00
Lane Grp Cap(c), veh/h	46	310	312	6	261	267	46	168	98	10	131	82
V/C Ratio(X)	0.63	0.16	0.17	0.16	0.20	0.21	0.47	0.02	0.05	1.00	0.10	0.39
Avail Cap(c_a), veh/h	478	1059	1064	680	1019	1042	621	1804	1052	282	1691	1064
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	7.9	7.9	14.3	8.7	8.7	13.8	12.0	12.0	14.2	12.4	12.7
Incr Delay (d2), s/veh	5.3	0.1	0.1	4.3	0.1	0.1	2.8	0.0	0.2	79.8	0.2	2.2
Initial Q Delay(d3), s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
, , ,		0.2	0.2	0.0	0.2	0.2	0.1	0.0	0.0	0.3	0.1	0.2
Unsig. Movement Delay, s/veh		7.0	0.0	10.6	0.0	8.8	1C E	10.0	40.0	02.0	10.7	14.0
LnGrp Delay(d), s/veh LnGrp LOS	18.9	7.9	8.0 A	18.6	8.8	0.0 A	16.5 B	12.0	12.2 B	93.9 F	12.7 B	14.9
	В	A 400	A	В	A 440	A	D	B	D	Г		В
Approach Vol, veh/h		133			110			31			55	
Approach Delay, s/veh		10.3			8.9			15.3			28.8	
Approach LOS		В			Α			В			С	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.2	12.7	5.0	6.8	5.2	11.7	4.6	7.2				
Change Period (Y+Rc), s	4.2	4.7	4.2	4.7	4.2	4.7	4.2	4.7				
Max Green Setting (Gmax), s	10.8	27.3	10.8	27.3	10.8	27.3	10.8	27.3				
Max Q Clear Time (g_c+l1), s	2.0	3.0	2.4	2.8	2.6	3.2	2.4	2.1				
Green Ext Time (p_c), s	0.0	0.4	0.0	0.1	0.0	0.4	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			13.4									
HCM 7th LOS			В									

Intersection						
Int Delay, s/veh	1.9					
		EDD	NDI	NDT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	A			4	1	
Traffic Vol, veh/h	5	0	3	15	10	4
Future Vol, veh/h	5	0	3	15	10	4
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	e, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	75	0	100	20	30	100
Mvmt Flow	5	0	3	16	11	4
IVIVIII( I IOW	3	U	J	10	- 11	
Major/Minor I	Minor2	N	//ajor1	N	/lajor2	
Conflicting Flow All	36	13	15	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	23	-	_	-	_	-
Critical Hdwy	7.15	6.2	5.1	_	_	_
Critical Hdwy Stg 1	6.15	-	-	_	_	_
Critical Hdwy Stg 2	6.15	_	_	_	_	_
Follow-up Hdwy	4.175	3.3	3.1	_	_	_
Pot Cap-1 Maneuver	820	1073	1144		-	_
•			1144	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	817	1073	1144	-	-	-
Mov Cap-2 Maneuver	817	-	-	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Δ			ND		0.0	
Approach	EB		NB		SB	
HCM Control Delay, s/			1.36		0	
HCM LOS	Α					
Minor Lane/Major Mvm	<b>\</b>	NBL	NDT	EBLn1	SBT	SBR
	IL				SDI	אמט
Capacity (veh/h)		300	-	×	-	-
HCM Lane V/C Ratio		0.003		0.007	-	-
HCM Control Delay (s/	veh)	8.2	0	9.4	-	-
HCM Lane LOS		Α	Α	Α	-	-
HCM 95th %tile Q(veh)	)	0	-	0	-	-

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Intersection												
Int Delay, s/veh	11.5											
		CDT	EDD	MDI	WDT	WDD	NDI	NDT	NDD	ODI	ODT	000
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1	400	*	<b>↑</b>					40=	4	
Traffic Vol, veh/h	0	92	109	203	120	0	0	0	0	165	3	72
Future Vol, veh/h	0	92	109	203	120	0	0	0	0	165	3	72
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	-	-	-	90	-	-	-	-	-	-	-	-
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, %	0	0	0	17	0	0	0	0	0	26	0	0
Mvmt Flow	0	100	118	221	130	0	0	0	0	179	3	78
Major/Minor N	/lajor1		ı	Major2					N	Minor2		
Conflicting Flow All	-	0	0	218	0	0				672	790	130
Stage 1	_	-	-	- 10	-	-				572	572	-
Stage 2		_		_	_	_				100	218	_
Critical Hdwy	_	_		4.27	_					6.66	6.5	6.2
Critical Hdwy Stg 1		_		4.21	_	_				5.66	5.5	0.2
Critical Hdwy Stg 2	-	_		_		_				5.66	5.5	_
Follow-up Hdwy	_	_		2.353		_				3.734	4	3.3
Pot Cap-1 Maneuver	0	_	-	1267	_	0				386	325	925
Stage 1	0	-	-	1201	-	0				520	508	920
Stage 1	0	-	-	-	-	0				867	726	-
Platoon blocked, %	U	-	•	-	-	U				007	120	-
Mov Cap-1 Maneuver		-	-	1267	-					319	0	925
	-	-	-	1207	-	_				319	0	
Mov Cap-2 Maneuver	-	-	-	-	-	-						-
Stage 1	-	-	-	-	-	-				520	0	-
Stage 2	-	-	-	<del>-</del>	-	-				716	0	-
Approach	EB			WB						SB		
HCM Control Delay, s/v	0			5.3						29.63		
HCM LOS										D		
Minor Lane/Major Mvmt		EBT	EBR	WBL	WBT:	SBLn1						
Capacity (veh/h)				1267	-	398						
HCM Lane V/C Ratio		_		0.174		0.655						
HCM Control Delay (s/v	reh)	_	_		_	29.6						
HCM Lane LOS	OH)	_	_	Α	-	29.0 D						
HCM 95th %tile Q(veh)			-	0.6	-	4.5						
HOW Sour Wille Q(ven)		-	_	0.0	_	4.5						

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	<b>^</b>			1			र्न	7			
Traffic Vol, veh/h	72	186	0	0	224	162	100	3	261	0	0	0
Future Vol, veh/h	72	186	0	0	224	162	100	3	261	0	0	0
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	100	-	-	-	-	-	-	-	510	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	24	0	0	16	33	0	0	27	0	0	0
Mvmt Flow	76	196	0	0	236	171	105	3	275	0	0	0
Major/Minor N	Major1		ı	Major2		ı	Minor1					
Conflicting Flow All	406	0	-	-	-	0	583	754	196			
Stage 1	-	-	-	-	-	-	347	347	-			
Stage 2	-	-	-	-	-	-	236	406	-			
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	6.47			
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-			
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-			
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4				
Pot Cap-1 Maneuver	1163	-	0	0	-	-	478	341	786			
Stage 1	-	-	0	0	-	-	720	638	-			
Stage 2	-	-	0	0	-	-	808	601	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1163	-	-	-	-	-	447	0	786			
Mov Cap-2 Maneuver	-	-	-	-	-	-	447	0	-			
Stage 1	-	-	-	-	-	-	673	0	-			
Stage 2	-	-	-	-	-	-	808	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s/v	v 2.32			0			13.04					
HCM LOS							В					
Minor Lane/Major Mvm	nt l	NBLn11	VBLn2	EBL	EBT	WBT	WBR					
Capacity (veh/h)		447	786	1163	-		-					
HCM Lane V/C Ratio		0.243		0.065	-	-	-					
HCM Control Delay (s/v	veh)	15.6	12	8.3	-	-	-					
HCM Lane LOS	,	С	В	Α	-	-	-					
HCM 95th %tile Q(veh)	_	0.9	1.6	0.2	-	-	-					

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	朴		1	*	7		4		A	B	
Traffic Vol, veh/h	196	236	6	5	196	17	9	0	2	11	2	176
Future Vol, veh/h	196	236	6	5	196	17	9	0	2	11	2	176
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	100	-	-	50	-	0	-	-	-	50	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	12	37	50	0	37	18	33	0	0	0	0	8
Mvmt Flow	204	246	6	5	204	18	9	0	2	11	2	183
Major/Minor	Major1			Major?			Minor1			/linor?		
	Major1	^		Major2	0		Minor1	000		Minor2	075	204
Conflicting Flow All	222	0	0	252	0	0	873	890	126	746	875	204
Stage 1	-	-	-	-	-	-	657	657	-	215	215	-
Stage 2	4.00	-	-	-	-	-	216	232	-	531	660	6.20
Critical Hdwy	4.28	-	-	4.1	-	-	7.795	6.5	6.9	7.3	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.995	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	- 244	-	-	-	-		6.595	5.5	-	6.5	5.5	2 276
Follow-up Hdwy	2.314	-	-	2.2	-	-,	3.8135	4	3.3	3.5		3.376
Pot Cap-1 Maneuver	1282	-	-	1325	-	-	219	284	907	319	290	819
Stage 1	-	-	-	-	-	-	365	465	-	792	729	-
Stage 2	-	-	-	-	-	-	711	716	-	505	463	-
Platoon blocked, %	4000	-	-	4005	-	-	444	000	007	000	0.40	0.40
Mov Cap-1 Maneuver		-	-	1325	-	-	141	238	907	266	243	819
Mov Cap-2 Maneuver	-	-	-	-	-	-	141	238	-	350	321	-
Stage 1	-	-	-	-	-	-	307	391	-	789	726	-
Stage 2	-	-	-	-	-	-	548	713	-	423	389	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s				0.18			28.16			11.09		
HCM LOS							D			В		
Minor Lane/Major Mvr	nt I	NBLn1	EBL	EBT	EBR	WBL	WBT	WRD	SBLn1 S	SRI n2		
	nt I						VVDI					
Capacity (veh/h)		167	1282	-		1325	-	-	350	805		
HCM Cartral Dalay (	/ la \	0.069	0.159	-		0.004	-		0.033	0.23		
HCM Control Delay (s	/ven)	28.2	8.3	-	-	7.7	-	-	15.6	10.8		
HCM Lane LOS		D	A	-	-	A	-	-	C	В		
HCM 95th %tile Q(veh	1)	0.2	0.6	-	-	0	-	-	0.1	0.9		

	٦	-	1	1	+	1	1	1	1	1	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	M	<b>*</b>		M	<b>*</b>		1	1	7	1	1	7
Traffic Volume (veh/h)	44	147	44	3	126	24	34	28	5	20	20	49
Future Volume (veh/h)	44	147	44	3	126	24	34	28	5	20	20	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1278	1248	1693	1411	1263	1767	1633	1796	1900	1589	1900	1515
Adj Flow Rate, veh/h	47	158	47	3	135	26	37	30	5	22	22	53
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	42	44	14	33	43	9	18	7	0	21	0	26
Cap, veh/h	65	497	143	6	452	85	68	222	199	42	204	138
Arrive On Green	0.05	0.27	0.27	0.00	0.22	0.22	0.04	0.12	0.12	0.03	0.11	0.11
Sat Flow, veh/h	1217	1816	524	1344	2015	379	1555	1796	1610	1513	1900	1284
Grp Volume(v), veh/h	47	101	104	3	79	82	37	30	5	22	22	53
Grp Sat Flow(s),veh/h/ln	1217	1186	1154	1344	1200	1194	1555	1796	1610	1513	1900	1284
Q Serve(g_s), s	1.2	2.1	2.2	0.1	1.7	1.8	0.7	0.5	0.1	0.4	0.3	1.2
Cycle Q Clear(g_c), s	1.2	2.1	2.2	0.1	1.7	1.8	0.7	0.5	0.1	0.4	0.3	1.2
Prop In Lane	1.00		0.45	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	325	316	6	269	268	68	222	199	42	204	138
V/C Ratio(X)	0.72	0.31	0.33	0.54	0.29	0.31	0.54	0.14	0.03	0.52	0.11	0.38
Avail Cap(c_a), veh/h	421	1038	1010	465	1050	1046	539	1572	1409	524	1663	1124
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	9.0	9.0	15.5	10.0	10.1	14.6	12.2	12.0	15.0	12.6	13.0
Incr Delay (d2), s/veh	5.5	0.2	0.2	27.3	0.2	0.2	2.5	0.2	0.0	3.7	0.2	1.3
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	0.4	0.4	0.1	0.3	0.4	0.3	0.2	0.0	0.2	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.0	9.2	9.3	42.8	10.3	10.3	17.1	12.4	12.1	18.6	12.7	14.3
LnGrp LOS	В	Α	Α	D	В	В	В	В	В	В	В	В
Approach Vol, veh/h		252			164			72			97	
Approach Delay, s/veh		11.2			10.9			14.8			14.9	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.3	13.2	5.6	8.0	5.9	11.7	5.1	8.5				
Change Period (Y+Rc), s	4.2	4.7	4.2	4.7	4.2	4.7	4.2	4.7				
Max Green Setting (Gmax), s	10.8	27.3	10.8	27.3	10.8	27.3	10.8	27.3				
Max Q Clear Time (g_c+l1), s	2.1	4.2	2.7	3.2	3.2	3.8	2.4	2.5				
Green Ext Time (p_c), s	0.0	0.8	0.0	0.2	0.0	0.6	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.2									
HCM 7th LOS			В									

Intersection						
Int Delay, s/veh	1.6					
		EDD	NDI	NDT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	A	_	^	4	1	_
Traffic Vol, veh/h	5	2	0	10	20	5
Future Vol, veh/h	5	2	0	10	20	5
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	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	75	100	0	0	11	100
Mvmt Flow	5	2	0	11	22	5
N.A. ' (N.A.	N. 0					
	Minor2		/lajor1		/lajor2	
Conflicting Flow All	35	24	27	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	7.15	7.2	4.1	-	-	-
Critical Hdwy Stg 1	6.15	-	-	-	-	-
Critical Hdwy Stg 2	6.15	-	-	-	-	-
Follow-up Hdwy	4.175	4.2	2.2	-	-	-
Pot Cap-1 Maneuver	820	828	1600	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %				_	_	_
Mov Cap-1 Maneuver	820	828	1600	_	_	_
Mov Cap-2 Maneuver	820	-	-	_	_	_
Stage 1	839	_	_	_	_	_
Stage 2	852	_		_	_	_
Stage 2	032	_	-		_	
Approach	EB		NB		SB	
HCM Control Delay, sa	v 9.42		0		0	
HCM LOS	Α					
NA: 1 /NA: NA		NDI	NDT	EDL 4	ODT	000
Minor Lane/Major Mvn	nt	NBL		EBLn1	SBT	SBR
Capacity (veh/h)		1600	-		-	-
HCM Lane V/C Ratio		-	-	0.009	-	-
HCM Control Delay (s.	/veh)	0	-	0	-	-
HCM Lane LOS		Α	-	Α	-	-
HCM 95th %tile Q(veh	)	0	-	0	-	-
	•					

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Intersection													
Int Delay, s/veh	45												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		1		K	*						4		
Traffic Vol, veh/h	0	90	18	294	116	0	0	0	0	212	0	73	
uture Vol, veh/h	0	90	18	294	116	0	0	0	0	212	0	73	
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	_	_	_	90	_	-	-	_	-	_	_	-	
/eh 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, %	0	1	0	23	1	0	0	0	0	21	0	0	
Nymt Flow	0	98	20	320	126	0	0	0	0	230	0	79	
Tivine 1 low				020	120					200	•	10	
Major/Minor N	1ajor1		N	Major2					N	/linor2			
		0		117	0	^					883	126	
Conflicting Flow All	-		0		0	0				863			
Stage 1	-	-	-	-	-	-				765 98	765	-	
Stage 2	-	-	-	4.00	-	-					117	-	
ritical Hdwy	-	-	-	4.33	-	-				6.61	6.5	6.2	
ritical Hdwy Stg 1	-	-	-	-	-	-				5.61	5.5	-	
Critical Hdwy Stg 2	-	-	-	-	-	-				5.61	5.5	-	
ollow-up Hdwy	-	-	-	2.407	-	-				3.689	4	3.3	
ot Cap-1 Maneuver	0	-	-	1350	-	0				301	287	930	
Stage 1	0	-	-	-	-	0				427	415	-	
Stage 2	0	-	-	-	-	0				881	802	-	
Platoon blocked, %		-	-		-								
Nov Cap-1 Maneuver	-	-	-	1350	-	-				~ 230	0	930	
Nov Cap-2 Maneuver	-	-	-	-	-	-				~ 230	0	-	
Stage 1	-	-	-	-	-	-				427	0	-	
Stage 2	-	-	-	-	-	-				672	0	-	
pproach	EB			WB						SB			
HCM Control Delay, s/v	0			6.09					1	18.17			
HCM LOS										F			
Minor Lane/Major Mvmt		EBT	EBR	WBL	WRT	SBLn1							
Capacity (veh/h)			LDIX	1350		285							
HCM Lane V/C Ratio		-	-	0.237	-	1.087							
	oh)	-	-	8.5		118.2							
HCM Control Delay (s/v HCM Lane LOS	en)	-	-	6.5 A		110.2 F							
HCM 95th %tile Q(veh)		-	-	0.9	-	12.4							
· · · ·				0.9	_	12.4							
Notes													
-: Volume exceeds capa	acity	\$: De	elay exc	eeds 30	00s	+: Com	outation	Not De	efined	*: All	major v	olume i	n platoon

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	-	*			1			4	7			
Traffic Vol, veh/h	69	232	0	0	310	237	103	2	282	0	0	0
Future Vol, veh/h	69	232	0	0	310	237	103	2	282	0	0	0
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	100	-	-	-	-	-	-	-	510	-	-	-
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, %	0	21	0	0	21	22	0	100	18	0	0	0
Mvmt Flow	75	252	0	0	337	258	112	2	307	0	0	0
Major/Minor N	Major1		ı	Major2			Minor1					
Conflicting Flow All	595	0	_	-	_	0	739	997	252			
Stage 1	-	-	_	_	_	-	402	402	-			
Stage 2	_	-	-	_	_	-	337	595	-			
Critical Hdwy	4.1	-	-	-	-	-	6.4	7.5	6.38			
Critical Hdwy Stg 1	-	_	-	_	_	-	5.4	6.5	-			
Critical Hdwy Stg 2	-	-	-	_	_	_	5.4	6.5	-			
Follow-up Hdwy	2.2	-	-	-	-	-	3.5		3.462			
Pot Cap-1 Maneuver	992	-	0	0	-	-	388	168	749			
Stage 1	-	-	0	0	-	-	680	462	-			
Stage 2	-	-	0	0	-	-	728	366	-			
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	992	-	-	-	-	-	358	0	749			
Mov Cap-2 Maneuver	-	-	-	-	-	-	358	0	-			
Stage 1	-	-	-	-	-	-	628	0	-			
Stage 2	-	-	-	-	-	-	728	0	-			
Approach	EB			WB			NB					
HCM Control Delay, s/v				0			14.88					
HCM LOS	2.00						В					
Minor Lane/Major Mvm	t	NBLn1	NRI n2	EBL	EBT	WBT	WBR					
Capacity (veh/h)		358	749	992	LDI	WDT	יוטוע					
HCM Lane V/C Ratio			0.409		-	-	-					
HCM Control Delay (s/\	ιeh\	19.7	13.1	8.9	_	-						
HCM Lane LOS	(GII)	19.7 C	13.1 B	0.9 A	_	_	<u>-</u>					
HCM 95th %tile Q(veh)		1.3	2	0.2		-	-					
TOW JOHN JUNE Q(VOII)		1.0		0.2								

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	<b>^</b>		Y	*	7		4		*	1,	
Traffic Vol, veh/h	190	327	4	3	341	17	4	4	3	9	6	182
Future Vol, veh/h	190	327	4	3	341	17	4	4	3	9	6	182
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	100	-	-	50	-	0	-	-	-	50	-	-
Veh in Median Storage	е,# -	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	23	0	0	29	6	25	33	50	22	0	6
Mvmt Flow	207	355	4	3	371	18	4	4	3	10	7	198
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	389	0	0	360	0	0	1151	1166	180	970	1150	371
Stage 1	-	-	-	-	-	-	771	771	-	377	377	-
Stage 2	-	-	-	-	-	-	380	396	-	593	773	-
Critical Hdwy	4.205	-	-	4.1	-	-	7.675	6.995	7.65	7.63	6.5	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.875	5.995	-	6.43	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.475	5.995	-	6.83	5.5	-
	2.2665	-	-	2.2	-	- ;	3.7375	4.3135	3.775	3.709	4	3.357
Pot Cap-1 Maneuver	1137	-	-	1210	-	-	142	161	714	196	200	664
Stage 1	-	-	-	-	-	-	321	354	-	597	619	-
Stage 2		-	-	-	-	-	588	542	-	421	412	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1137	-	-	1210	-	-	80	131	714	155	163	664
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	131	-	258	262	-
Stage 1	-	-	-	-	-	-	263	290	-	596	618	-
Stage 2	-	-	-	-	-	-	407	541	-	338	337	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/	v 3.23			0.07			35.61			13.66		
HCM LOS							Е			В		
Minor Lane/Major Mvm	nt N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)			1137	-		1210	-	-	258	633		
HCM Lane V/C Ratio		0.092		-		0.003	_	_	0.038			
HCM Control Delay (s/	/veh)	35.6	8.9	-	_	8	_	-	19.5	13.4		
HCM Lane LOS	,	E	A	-	-	A	-	-	С	В		
HCM 95th %tile Q(veh	1)	0.3	0.7	-	-	0	-	-	0.1	1.4		
	,											

	١	<b>→</b>	1	1	+	1	1	1	1	1	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	<b>*</b>		M	个		1	1	7	1	1	7
Traffic Volume (veh/h)	27	283	15	1	294	9	22	4	5	10	12	29
Future Volume (veh/h)	27	283	15	1	294	9	22	4	5	10	12	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1337	1470	1796	1900	1441	1530	1752	1900	1307	907	1781	1322
Adj Flow Rate, veh/h	29	308	16	1	320	10	24	4	5	11	13	32
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, %	38	29	7	0	31	25	10	0	40	67	8	39
Cap, veh/h	46	749	39	6	658	21	51	169	99	13	131	82
Arrive On Green	0.04	0.28	0.28	0.00	0.24	0.24	0.03	0.09	0.09	0.01	0.07	0.07
Sat Flow, veh/h	1273	2702	140	1810	2709	84	1668	1900	1108	864	1781	1120
Grp Volume(v), veh/h	29	159	165	1	161	169	24	4	5	11	13	32
Grp Sat Flow(s), veh/h/ln	1273	1397	1445	1810	1369	1425	1668	1900	1108	864	1781	1120
Q Serve(g_s), s	0.6	2.7	2.7	0.0	2.9	2.9	0.4	0.1	0.1	0.4	0.2	0.8
Cycle Q Clear(g_c), s	0.6	2.7	2.7	0.0	2.9	2.9	0.4	0.1	0.1	0.4	0.2	0.8
Prop In Lane	1.00	۲.۱	0.10	1.00	2.0	0.06	1.00	0.1	1.00	1.00	0.2	1.00
Lane Grp Cap(c), veh/h	46	387	401	6	332	346	51	169	99	13	131	82
V/C Ratio(X)	0.63	0.41	0.41	0.16	0.49	0.49	0.47	0.02	0.05	0.87	0.10	0.39
Avail Cap(c_a), veh/h	477	1323	1368	678	1296	1350	625	1799	1049	324	1687	1061
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	8.5	8.5	14.4	9.4	9.4	13.8	12.0	12.0	14.2	12.5	12.7
Incr Delay (d2), s/veh	5.3	0.3	0.3	4.3	0.4	0.4	2.5	0.0	0.2	43.8	0.2	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.0	0.2	0.0	0.2	0.0
	0.0	0.6	0.6	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.1	0.2
Unsig. Movement Delay, s/veh		0.7	0.0	10.7	0.0	0.0	10.0	10.0	40.0	E0.0	10.7	110
LnGrp Delay(d), s/veh	19.0	8.7	8.8	18.7	9.8	9.8	16.3	12.0	12.2	58.0 E	12.7	14.9
LnGrp LOS	В	A	Α	В	A 224	А	В	В	В	<u> </u>	B	В
Approach Vol, veh/h		353			331			33			56	
Approach Delay, s/veh		9.6			9.8			15.1			22.9	
Approach LOS		Α			Α			В			С	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.2	12.7	5.1	6.8	5.2	11.7	4.6	7.3				
Change Period (Y+Rc), s	4.2	4.7	4.2	4.7	4.2	4.7	4.2	4.7				
Max Green Setting (Gmax), s	10.8	27.3	10.8	27.3	10.8	27.3	10.8	27.3				
Max Q Clear Time (g_c+l1), s	2.0	4.7	2.4	2.8	2.6	4.9	2.4	2.1				
Green Ext Time (p_c), s	0.0	1.3	0.0	0.1	0.0	1.3	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			10.9									
HCM 7th LOS			В									

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	5	0	0	0	0	2	3	15	0	2	10	4
Future Vol, veh/h	5	0	0	0	0	2	3	15	0	2	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	<u>-</u>	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	75	0	0	0	0	0	100	20	0	0	30	100
Mvmt Flow	5	0	0	0	0	2	3	16	0	2	11	4
Major/Minor I	Minor2		ľ	Minor1			Major1		N	Major2		
Conflicting Flow All	40	40	13	38	42	16	15	0	0	16	0	0
Stage 1	17	17	-	23	23	-	-	-	-	-	-	-
Stage 2	23	23	-	15	20	-	-	-	-	-	-	-
Critical Hdwy	7.85	6.5	6.2	7.1	6.5	6.2	5.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.85	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.85	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.175	4	3.3	3.5	4	3.3	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	808	856	1073	972	853	1069	1144	-	-	1614	-	-
Stage 1	843	885	-	1001	880	-	-	-	-	-	-	-
Stage 2	837	880	-	1010	883	_	-	-	-		-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	803	852	1073	968	850	1069	1144	-	-	1614	-	-
Mov Cap-2 Maneuver	803	852	-	968	850	-	-	-	-	-	-	-
Stage 1	842	884	-	998	878	-	-	-	-	-	-	-
Stage 2	832	878	-	1008	882	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/	v 9.51			8.38			1.36			0.9		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		300	-	-		1069	213	-	-			
HCM Lane V/C Ratio		0.003	_			0.002		_	_			
HCM Control Delay (s/	veh)	8.2	0	-	9.5	8.4	7.2	0	-			
HCM Lane LOS	,	A	A	_	A	A	A	A	-			
HCM 95th %tile Q(veh)	)	0	-	-	0	0	0	-	-			
222 7000 21(100)												

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Intersection						
Int Delay, s/veh	2.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
	<b>1</b> 5		*	**	W	
Traffic Vol, veh/h	51	160	0	109	112	0
Future Vol. veh/h	51	160	0	109	112	0
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	50	-	0	-
Veh in Median Storage, #	# 0	_	-	0	1	
Grade, %	0	_	_	0	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	80	0	0	40	0	0
Mvmt Flow	55	174	0	118	122	0
Major/Minor Ma	ajor1	N	Major2	N	Minor1	
Conflicting Flow All	0	0	229	0	202	115
Stage 1	_	_		_	142	-
Stage 2	_	_	_	_	59	_
Critical Hdwy	_	_	4.1	_	6.8	6.9
Critical Hdwy Stg 1	_	_	7.1	_	5.8	0.5
	_	-			5.8	-
Critical Hdwy Stg 2		-	2.2			
Follow-up Hdwy	-	-		-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1351	-	774	922
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1351	-	774	922
Mov Cap-2 Maneuver	-	-	-	-	767	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	962	-
A mara a a b	EB		WD		ND	
Approach			WB		NB	
HCM Control Delay, s/v	0		0		10.58	
HCM LOS					В	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		767	-		1351	
HCM Lane V/C Ratio		0.159	_	<u> </u>	-	_
HCM Control Delay (s/ve	h)	10.6	-	<u>-</u>	0	_
HCM Lane LOS	11)	10.0 B	-	_	A	
			-	-	0	-
HCM 95th %tile Q(veh)		0.6				

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>1</b>		19	<b></b>	W	
Traffic Vol, veh/h	51	0	0	60	49	0
Future Vol, veh/h	51	0	0	60	49	0
Conflicting Peds, #/hr	0	0	0	0	0	0
•	Free	Free	Free	Free	Stop	Stop
RT Channelized	_	None	-	None	-	None
Storage Length	_	-	50	-	0	-
Veh in Median Storage,	# 0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	80	0	0	73	0	0
Mvmt Flow	55	0	0	65	53	0
	ajor1		//ajor2		/linor1	
Conflicting Flow All	0	0	55	0	88	28
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1562	-	909	1048
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1562	-	909	1048
Mov Cap-2 Maneuver	-	-	-	-	860	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	991	-
, and the second						
A I			MD		ND	
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		9.46	
HCM LOS					Α	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		860	-		1562	_
HCM Lane V/C Ratio		0.062	_	_	-	_
HCM Control Delay (s/ve	eh)	9.5	_	_	0	_
HCM Lane LOS		Α	_	_	A	_
HCM 95th %tile Q(veh)		0.2	_	_	0	_
2000						

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>1</b>	LDIX	YVDL 1		Y	NUIN
Traffic Vol, veh/h	10	41	0	<b>^</b>	0	0
Future Vol, veh/h	10	41	0	60	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	riee -	None	riee -	None	Stop -	None
Storage Length	-	None -	50	None -	0	None
Veh in Median Storage,		-	50	0	0	-
	# 0 0			0	0	
Grade, %		-	-			-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	0	73	0	0
Mvmt Flow	11	45	0	65	0	0
Major/Minor Major/Minor	ajor1	N	Major2	N	/linor1	
Conflicting Flow All	0	0	55	0	66	28
Stage 1	-	-	-	-	33	-
Stage 2	_	_	_	_	33	_
Critical Hdwy	_	_	4.1	_	6.8	6.9
Critical Hdwy Stg 1	_	_	- T. I	_	5.8	-
Critical Hdwy Stg 2	_		_	_	5.8	_
Follow-up Hdwy	_	_	2.2	_	3.5	3.3
Pot Cap-1 Maneuver		-	1562		938	1048
	-	-	1002	-		
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-	4500	-	000	1010
Mov Cap-1 Maneuver	-	-	1562	-	938	1048
Mov Cap-2 Maneuver	-	-	-	-	880	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	991	-
Approach	EB		WB		NB	
	0		0		0	
HCM Control Delay, s/v	U		U			
HCM LOS					Α	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		_	-		1562	_
HCM Lane V/C Ratio		_	_	_	-	_
HCM Control Delay (s/ve	eh)	0	_	_	0	_
HCM Lane LOS	,	A	_	_	A	_
HCM 95th %tile Q(veh)		-	_	_	0	_

Intersection Int Delay, s/veh	6.4					
		EDD	WDI	WDT	NDI	NDD
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>^</b>	^	^	ተተ	Y	^
Traffic Vol, veh/h	10	0	0	17	43	0
Future Vol, veh/h	10	0	0	17	43	0
Conflicting Peds, #/hr	0	_ 0	_ 0	_ 0	0	0
3	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	ŧ 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	100	0
Mvmt Flow	11	0	0	18	47	0
Maiau/Minau	.:4		4-:0		A: A	
	ajor1		Major2		/linor1	
Conflicting Flow All	0	-	-	-	20	5
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	-	-	8.8	6.9
Critical Hdwy Stg 1	-	-	-	-	7.8	-
Critical Hdwy Stg 2	-	-	-	-	7.8	-
Follow-up Hdwy	-	-	-	-	4.5	3.3
Pot Cap-1 Maneuver	-	0	0	-	771	1082
Stage 1	-	0	0	-	787	-
Stage 2	-	0	0	-	789	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	_	_	_	_	771	1082
Mov Cap-2 Maneuver	_	_	-	_	711	-
Stage 1	_	-	_	-	787	-
Stage 2	_	_	_	_	789	_
Olugo Z					, 03	
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		10.42	
HCM LOS					В	
Minor Lane/Major Mymt		NRI n1	EDT	\\/DT		
Minor Lane/Major Mvmt	ı	NBLn1	EBT	WBT		
Capacity (veh/h)		711	-	-		
Capacity (veh/h) HCM Lane V/C Ratio		711 0.066	EBT - -	WBT - -		
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s/vel		711 0.066 10.4	-	-		
Capacity (veh/h) HCM Lane V/C Ratio		711 0.066	-	-		

Intersection													
Int Delay, s/veh	84.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		1		K	*						4		
Traffic Vol, veh/h	0	93	109	294	121	0	0	0	0	257	3	72	
-uture Vol, veh/h	0	93	109	294	121	0	0	0	0	257	3	72	
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	-	-	-	90	-	-	-	-	-	-	-	-	
/eh 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, %	0	0	0	19	0	0	0	0	0	27	0	0	
Mymt Flow	0	101	118	320	132	0	0	0	0	279	3	78	
		101	110	020	102	· ·				210		10	
Major/Minor N	1ajor1		N	Major2					N	/linor2			
		0				^					000	120	
Conflicting Flow All	-	0	0	220	0	0				872	990	132	
Stage 1	-	-	-	-	-	-				771	771	-	
Stage 2	-	-	-	-	-	-				101	220	-	
Critical Hdwy	-	-	-	4.29	-	-				6.67	6.5	6.2	
Critical Hdwy Stg 1	-	-	-	-	-	-				5.67	5.5	-	
Critical Hdwy Stg 2	-	-	-	-	-	-				5.67	5.5	-	
Follow-up Hdwy	-	-	-	2.371	-	-				3.743	4	3.3	
Pot Cap-1 Maneuver	0	-	-	1255	-	0				291	248	923	
Stage 1	0	-	-	-	-	0				415	413	-	
Stage 2	0	-	-	-	-	0				864	725	-	
Platoon blocked, %		-	-		-								
Mov Cap-1 Maneuver	-	-	-	1255	-	-				~ 217	0	923	
Mov Cap-2 Maneuver	-	-	-	-	-	-				~ 217	0	-	
Stage 1	-	-	-	-	-	-				415	0	-	
Stage 2	-	-	-	-	-	-				644	0	-	
ŭ													
Approach	EB			WB						SB			
HCM Control Delay, s/v				6.27					2	232.68			
HCM LOS	- 0			U.LI						.52.00 F			
TOWN LOO										ı			
Minor Long/Mailer NA		EDT	EDD	WDI	MOT	CDL = 4							
Minor Lane/Major Mvmt		EBT	EBR	WBL	WBI	SBLn1							
Capacity (veh/h)		-	-	1255	-	260							
HCM Lane V/C Ratio		-	-	0.255		1.386							
HCM Control Delay (s/v	eh)	-	-	8.8	-	232.7							
HCM Lane LOS		-	-	Α	-	F							
HCM 95th %tile Q(veh)		-	-	1	-	19.5							
Notes													
~: Volume exceeds cap	acitv	\$: De	elay exc	eeds 30	00s	+: Com	outation	Not De	efined	*: All	major v	olume i	in platoon
The state of the s		Ţ. <b>_</b>	,				J. 13.1. 01				,		p.s

Intersection													
Int Delay, s/veh	6.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	×	1			1			र्न	7				
Traffic Vol, veh/h	72	279	0	0	316	251	100	3	355	0	0	0	
Future Vol, veh/h	72	279	0	0	316	251	100	3	355	0	0	0	
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	100	-	-	-	-	-	-	-	510	-	-	-	
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	0	25	0	0	18	30	0	0	27	0	0	0	
Mvmt Flow	76	294	0	0	333	264	105	3	374	0	0	0	
Major/Minor N	Major1			Major2		_	Minor1						
Conflicting Flow All	597	0	_	-	_	0	778	1042	294				
Stage 1	-	-	-	_	-	-	445	445	-				
Stage 2	-	-	-	_	_	_	333	597	_				
Critical Hdwy	4.1	-	-	-	-	-	6.4	6.5	6.47				
Critical Hdwy Stg 1	_	-	-	-	-	-	5.4	5.5	-				
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-				
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.543				
Pot Cap-1 Maneuver	990	-	0	0	-	-	368	231	690				
Stage 1	-	-	0	0	-	-	650	578	-				
Stage 2	-	-	0	0	-	-	731	495	-				
Platoon blocked, %		-			-	-							
Mov Cap-1 Maneuver	990	-	-	-	-	-	340	0	690				
Mov Cap-2 Maneuver	-	-	-	-	-	-	340	0	-				
Stage 1	-	-	-	-	-	-	600	0	-				
Stage 2	-	-	-	-	-	-	731	0	-				
Approach	EB			WB			NB						
HCM Control Delay, s/v	/ 1.83			0			17.17						
HCM LOS							С						
Minor Lane/Major Mvm	t	NBLn11	NBLn2	EBL	EBT	WBT	WBR						
Capacity (veh/h)		340	690	990			_						
HCM Lane V/C Ratio			0.541		_	_	_						
HCM Control Delay (s/\	veh)	20.5	16.2	8.9	_	_	_						
HCM Lane LOS	- /	С	С	A	-	-	-						
HCM 95th %tile Q(veh)		1.3	3.3	0.2	-	-	-						

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	<b>^</b>		Y	*	7		4		*	1	
Traffic Vol, veh/h	196	421	6	5	376	17	9	0	2	11	2	176
Future Vol, veh/h	196	421	6	5	376	17	9	0	2	11	2	176
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	100	-	-	50	-	0	-	-	-	50	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	12	32	50	0	31	18	33	0	0	0	0	8
Mvmt Flow	204	439	6	5	392	18	9	0	2	11	2	183
Major/Minor I	Major1		ı	Major2			Minor1			Minor2		
Conflicting Flow All	409	0	0	445	0	0	1253	1270	222	1030	1255	392
Stage 1	-	-	-	-	-	-	850	850	-	402	402	-
Stage 2	-	-	-	-	-	-	403	420	-	628	853	-
Critical Hdwy	4.28	-	-	4.1	-	-	7.795	6.5	6.9	7.3	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.995	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	0.000	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.314	-	-	2.2	-	- (	3.8135	4	3.3	3.5	4	3.376
Pot Cap-1 Maneuver	1088	-	-	1126	-	-	113	170	787	202	173	641
Stage 1	-	-	-	-	-	-	275	380	-	629	604	-
Stage 2	-	-	-	-	-	-	554	593	-	442	378	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1088	-	-	1126	-	-	65	137	787	163	140	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	65	137	-	272	237	-
Stage 1	-	-	-	-	-	-	223	308	-	626	601	-
Stage 2	-	-	-	-	-	-	392	590	-	358	307	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	v 2.85			0.1			59.12			13.44		
HCM LOS							F			В		
Minor Lane/Major Mvm	nt N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)		78	1088	-		1126	-	-		629		
HCM Lane V/C Ratio		0.147		-		0.005	-	-	0.042			
HCM Control Delay (s/	veh)	59.1	9.1	-	-	8.2	-	-	18.8	13.1		
HCM Lane LOS		F	Α	-	-	Α	-	-	С	В		
HCM 95th %tile Q(veh)	)	0.5	0.7	-	-	0	-	-	0.1	1.2		

	1	-	1	1	+	1	1	1	1	1	Ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	<b>*</b>		1	个节		N.	1	7	M	1	7
Traffic Volume (veh/h)	44	331	46	3	305	25	36	28	5	21	20	49
Future Volume (veh/h)	44	331	46	3	305	25	36	28	5	21	20	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1278	1396	1707	1411	1426	1781	1648	1796	1900	1604	1900	1515
Adj Flow Rate, veh/h	47	356	49	3	328	27	39	30	5	23	22	53
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	42	34	13	33	32	8	17	7	0	20	0	26
Cap, veh/h	65	641	88	6	568	46	72	223	200	44	204	138
Arrive On Green	0.05	0.27	0.27	0.00	0.22	0.22	0.05	0.12	0.12	0.03	0.11	0.11
Sat Flow, veh/h	1217	2345	320	1344	2535	208	1570	1796	1610	1527	1900	1284
Grp Volume(v), veh/h	47	200	205	3	174	181	39	30	5	23	22	53
Grp Sat Flow(s), veh/h/ln	1217	1326	1338	1344	1354	1388	1570	1796	1610	1527	1900	1284
Q Serve(g_s), s	1.2	4.0	4.1	0.1	3.6	3.6	0.8	0.5	0.1	0.5	0.3	1.2
Cycle Q Clear(g_c), s	1.2	4.0	4.1	0.1	3.6	3.6	0.8	0.5	0.1	0.5	0.3	1.2
Prop In Lane	1.00	7.0	0.24	1.00	0.0	0.15	1.00	0.0	1.00	1.00	0.0	1.00
Lane Grp Cap(c), veh/h	65	363	366	6	303	311	72	223	200	44	204	138
V/C Ratio(X)	0.72	0.55	0.56	0.54	0.57	0.58	0.54	0.13	0.03	0.52	0.11	0.39
Avail Cap(c_a), veh/h	420	1158	1169	464	1183	1212	542	1569	1406	528	1659	1121
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	9.7	9.7	15.5	10.8	10.8	14.6	12.2	12.0	15.0	12.6	13.0
Incr Delay (d2), s/veh	5.5	0.5	0.5	27.3	0.6	0.6	2.3	0.2	0.0	3.5	0.2	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.9	0.9	0.1	0.0	0.9	0.3	0.2	0.0	0.2	0.1	0.3
Unsig. Movement Delay, s/veh		10.0	10.0	40.0	11.1	44 E	10.0	10.4	10.1	10.4	10.0	11.2
LnGrp Delay(d), s/veh LnGrp LOS	20.0 C	10.2 B	10.2 B	42.8 D	11.4 B	11.5 B	16.9 B	12.4	12.1 B	18.4 B	12.8 B	14.3
	U		D	U		D	В	B 74	D	D		В
Approach Vol, veh/h		452			358			74			98	
Approach Delay, s/veh		11.2			11.7			14.8			14.9	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.3	13.2	5.6	8.1	5.9	11.7	5.1	8.6				
Change Period (Y+Rc), s	4.2	4.7	4.2	4.7	4.2	4.7	4.2	4.7				
Max Green Setting (Gmax), s	10.8	27.3	10.8	27.3	10.8	27.3	10.8	27.3				
Max Q Clear Time (g_c+l1), s	2.1	6.1	2.8	3.2	3.2	5.6	2.5	2.5				
Green Ext Time (p_c), s	0.0	1.7	0.0	0.2	0.0	1.4	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.1									
HCM 7th LOS			В									

Intersection												
Int Delay, s/veh	2.1											
III Delay, S/VeII												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	5	0	2	0	0	2	0	10	0	2	20	5
Future Vol, veh/h	5	0	2	0	0	2	0	10	0	2	20	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	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, %	75	0	100	0	0	0	0	0	0	0	11	100
Mvmt Flow	5	0	2	0	0	2	0	11	0	2	22	5
Major/Miner	Miner			Ainer1			Mais =1		,	Maisro		
	Minor2	40		Minor1	10		Major1			Major2		
Conflicting Flow All	40	40	24	37	42	11	27	0	0	11	0	0
Stage 1	29	29	-	11	11	-	-	-	-	-	-	-
Stage 2	11	11	- 7.0	26	32	-	-	-	-	-	-	-
Critical Hdwy	7.85	6.5	7.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.85	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.85	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.175	4	4.2	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	809	856	828	974	853	1076	1600	-	-	1622	-	-
Stage 1	830	875	-	1015	891	-	-	-	-	-	-	-
Stage 2	850	891	-	997	873	-	-	-	-	-	-	-
Platoon blocked, %		0	000	0=0	0-2	10-2	1000	-	-	1000	-	-
Mov Cap-1 Maneuver	806	855	828	970	852	1076	1600	-	-	1622	-	-
Mov Cap-2 Maneuver	806	855	-	970	852	-	-	-	-	-	-	-
Stage 1	829	874	-	1015	891	-	-	-	-	-	-	-
Stage 2	848	891	-	993	872	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s				8.35			0			0.54		
HCM LOS	A			A						J. <b>J</b> .		
	, ,			, ,								
Minor Lane/Major Mvn	nt	NBL	NBT	NRR F	EBLn1V	VRI n1	SBL	SBT	SBR			
Capacity (veh/h)		1600	1101	-		1076	128	051	אופט			
HCM Lane V/C Ratio		1000	-			0.002		-	<u>-</u>			
HCM Control Delay (s	(voh)	0		-	9.5	8.4	7.2	0				
HCM Lane LOS	(Veri)	A	-			0.4 A	7.2 A	A	-			
HCM 95th %tile Q(veh	, )	0 0	-	-	A 0	A 0	0 0		-			
HOW SOUT WHILE CALVEL	1)	U	-	-	U	U	U	-	-			

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Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>1</b>		*	<b>^</b>	*	
Traffic Vol., veh/h	73	135	0	96	94	0
Future Vol, veh/h	73	135	0	96	94	0
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	50	-	0	-
Veh in Median Storage, #		-	-	0	1	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	68	0	0	46	0	0
Mymt Flow	79	147	0	104	102	0
IVIVIIIL FIOW	19	147	U	104	102	U
Major/Minor Ma	ajor1	N	Major2	N	Minor1	
Conflicting Flow All	0	0	226	0	205	113
Stage 1	-	-	-	_	153	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	_	-	1354	_	770	925
Stage 1	_	_	-	_	865	-
Stage 2	_	_	_	_	970	_
Platoon blocked, %	_	_		_	010	
Mov Cap-1 Maneuver	_	_	1354	-	770	925
Mov Cap-2 Maneuver	-	_	-	_	762	-
Stage 1	_	_	_	_	865	_
Stage 2	_	_	_	_	970	_
Olage 2			_		310	
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		10.46	
HCM LOS					В	
Minor Long/Major Maret		JDI 51	EDT	EDD	WDI	WDT
Minor Lane/Major Mvmt	ľ	VBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		762	-	-	1354	-
HCM Lane V/C Ratio		0.134	-	-	-	-
HCM Control Delay (s/ve	en)	10.5	-	-	0	-
HCM Lane LOS		В	-	-	A	-
HCM 95th %tile Q(veh)		0.5	-	-	0	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
		EDI	VVDL		NDL W	NDI
Lane Configurations Traffic Vol, veh/h	<b>↑1</b> → 73	0	0	<b>^^</b>	41	0
Future Vol, veh/h	73	0	0	55	41	0
	0	0	0	0	0	0
Conflicting Peds, #/hr						
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length		-	50	-	0	-
Veh in Median Storage,		-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	68	0	0	80	0	0
Mvmt Flow	79	0	0	60	45	0
Major/Minor N	lajor1		Major2	_ \	/linor1	
Conflicting Flow All	0	0	79	0	109	40
Stage 1	-	U	-	-	79	40
Stage 2		-	-	-	30	_
	-	-	4.1			6.9
Critical Hdwy	-	-		-	6.8	
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1532	-	882	1030
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1532	-	882	1030
Mov Cap-2 Maneuver	-	-	-	-	840	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	995	-
Annroach	EB		WB		NB	
Approach						
HCM Control Delay, s/v	0		0		9.52	
HCM LOS					Α	
Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		840			1532	-
HCM Lane V/C Ratio		0.053	_	_	1002	<u>-</u>
HCM Control Delay (s/v	rah)	9.5	_	_	0	_
HCM Lane LOS	GH	9.5 A		_	A	<u>-</u>
HCM 95th %tile Q(veh)		0.2	-	_	0	<u>-</u>
HOW Jour Joure Q(Veri)		0.2			U	<u>-</u>

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>1</b>		*	<b>ተ</b>	W	
Traffic Vol, veh/h	24	49	0	55	0	0
Future Vol, veh/h	24	49	0	55	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage	, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	0	80	0	0
Mvmt Flow	26	53	0	60	0	0
Major/Minor	Asiar1		Majara		linar1	
	Major1		Major2		Minor1	40
Conflicting Flow All	0	0	79	0	83	40
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1532	-	916	1030
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1532	-	916	1030
Mov Cap-2 Maneuver	-	-	-	-	865	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	995	-
Approach	EB		WB		NB	
HCM Control Delay, s/v			0		0	
HCM LOS	0		U		A	
TIOW LOO						
Minor Lane/Major Mvm	t N	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		-	-	-	1532	-
HCM Lane V/C Ratio		-	-	-	-	-
HCM Control Delay (s/\	veh)	0	-	-	0	-
HCM Lane LOS		Α	-	-	Α	-
HCM 95th %tile Q(veh)		-	-	-	0	-

Intersection						
Int Delay, s/veh	5.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>^</b>	LDI	TVDL	<b>^</b>	W	וטו
Traffic Vol, veh/h	24	0	0	11	44	0
Future Vol, veh/h	24	0	0	11	44	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		- -	None
Storage Length	<u>-</u>	-	_	-	0	-
Veh in Median Storage,		_	_	0	0	_
Grade, %	0	<u>-</u>	_	0	0	<u>-</u>
Peak Hour Factor	92	92	92	92	92	92
	0	0	0		100	0
Heavy Vehicles, %				0		
Mvmt Flow	26	0	0	12	48	0
Major/Minor M	/lajor1	N	Major2	N	Minor1	
Conflicting Flow All	0	-	-	-	32	13
Stage 1	_	_	_	_	26	_
Stage 2	-	-	-	-	6	-
Critical Hdwy	_	_	-	_	8.8	6.9
Critical Hdwy Stg 1	_	_	_	-	7.8	_
Critical Hdwy Stg 2	-	_	-	_	7.8	_
Follow-up Hdwy	_	_	_	_	4.5	3.3
Pot Cap-1 Maneuver	_	0	0	_	755	1070
Stage 1	_	0	0	_	768	-
Stage 2	_	0	0	_	793	_
Platoon blocked, %	_	U	U	<u>-</u>	100	
Mov Cap-1 Maneuver	_		_	_	755	1070
Mov Cap-1 Maneuver	_	_	_	_	698	1070
Stage 1	-	-	-		768	
	-	_	_	_	793	
Stage 2	-	-	-	_	193	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		10.54	
HCM LOS					В	
N. 1 (0.4 1 N. 1		UDL 4		MAIDT		
Minor Lane/Major Mvmt		NBLn1	EBT	WBT		
Capacity (veh/h)		698	-	-		
HCM Lane V/C Ratio		0.069	-	-		
HCM Control Delay (s/v	eh)	10.5	-	-		
HCM Lane LOS		В	-	-		
HCM 95th %tile Q(veh)		0.2	-	-		
HCIVI 95(II %(IIIe Q(VeII)		0.2	-	-		

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	В

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1		M	*						4	
Traffic Vol, veh/h	0	87	17	288	112	0	0	0	0	209	0	71
Future Vol, veh/h	0	87	17	288	112	0	0	0	0	209	0	71
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	1	0	23	1	0	0	0	0	21	0	0
Mvmt Flow	0	98	19	324	126	0	0	0	0	235	0	80
Number of Lanes	0	1	0	1	1	0	0	0	0	0	1	0
Approach		EB		WB						SB		
Opposing Approach		WB		EB								
Opposing Lanes		2		1						0		
Conflicting Approach Left		SB								WB		
Conflicting Lanes Left		1		0						2		
Conflicting Approach Right				SB						EB		
Conflicting Lanes Right		0		1						1		
HCM Control Delay, s/veh		9.9		15.9						14.7		
HCM LOS		Α		С						В		

Lane	EBLn1	WBLn1	WBLn2	SBLn1	
Vol Left, %	0%	100%	0%	75%	
Vol Thru, %	84%	0%	100%	0%	
Vol Right, %	16%	0%	0%	25%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	104	288	112	280	
LT Vol	0	288	0	209	
Through Vol	87	0	112	0	
RT Vol	17	0	0	71	
Lane Flow Rate	117	324	126	315	
Geometry Grp	4a	5	5	2	
Degree of Util (X)	0.182	0.589	0.198	0.509	
Departure Headway (Hd)	5.596	6.549	5.664	5.825	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	642	553	634	623	
Service Time	3.632	4.277	3.392	3.825	
HCM Lane V/C Ratio	0.182	0.586	0.199	0.506	
HCM Control Delay, s/veh	9.9	18.3	9.8	14.7	
HCM Lane LOS	Α	С	Α	В	
HCM 95th-tile Q	0.7	3.8	0.7	2.9	

Intersection					
Intersection Delay, s/v	eh19.5				
Intersection LOS	С				

Movement	EBL	EBT	EBR	WBL	WBI	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	1	1		1	*	7		4		M	1		
Traffic Vol, veh/h	184	323	4	2	337	16	4	3	2	9	5	176	
Future Vol, veh/h	184	323	4	2	337	16	4	3	2	9	5	176	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Heavy Vehicles, %	7	23	0	0	29	6	25	33	50	22	0	6	
Mvmt Flow	207	363	4	2	379	18	4	3	2	10	6	198	
Number of Lanes	1	2	0	1	1	1	0	1	0	1	1	0	
Approach	EB			WB			NB			SB			
Opposing Approach	WB			EB			SB			NB			
Opposing Lanes	3			3			2			1			
Conflicting Approach Le	eft SB			NB			EB			WB			
Conflicting Lanes Left	2			1			3			3			
Conflicting Approach Ri	ghtNB			SB			WB			EB			
Conflicting Lanes Right	1			2			3			3			
HCM Control Delay, s/v	eħ4.6			29.8			11.7			14			
HCM LOS	R			D			R			R			

Lane	NBLn1	EBLn1	EBLn2	EBLn3V	VBLn1\	NBLn2V	VBLn3	SBLn1	SBLn2	
Vol Left, %	44%	100%	0%	0%	100%	0%	0%	100%	0%	
Vol Thru, %	33%	0%	100%	96%	0%	100%	0%	0%	3%	
Vol Right, %	22%	0%	0%	4%	0%	0%	100%	0%	97%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	9	184	215	112	2	337	16	9	181	
LT Vol	4	184	0	0	2	0	0	9	0	
Through Vol	3	0	215	108	0	337	0	0	5	
RT Vol	2	0	0	4	0	0	16	0	176	
Lane Flow Rate	10	207	242	125	2	379	18	10	203	
Geometry Grp	6	6	6	6	6	6	6	6	6	
Degree of Util (X)	0.025	0.418	0.473	0.231	0.005	0.773	0.031	0.024	0.391	
Departure Headway (Hd)	8.771	7.27	7.038	6.616	7.36	7.353	6.245	8.484	6.917	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Сар	408	496	513	545	488	492	575	422	521	
Service Time	6.522	4.986	4.755	4.332	5.079	5.072	3.964	6.224	4.657	
HCM Lane V/C Ratio	0.025	0.417	0.472	0.229	0.004	0.77	0.031	0.024	0.39	
HCM Control Delay, s/veh	11.7	15.1	15.9	11.3	10.1	30.9	9.2	11.4	14.1	
HCM Lane LOS	В	С	С	В	В	D	Α	В	В	
HCM 95th-tile Q	0.1	2	2.5	0.9	0	6.8	0.1	0.1	1.8	

Intersection		
Intersection Delay, s/veh	16	
Intersection LOS	С	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1		M	4						4	
Traffic Vol, veh/h	0	90	106	288	117	0	0	0	0	252	2	70
Future Vol, veh/h	0	90	106	288	117	0	0	0	0	252	2	70
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
Heavy Vehicles, %	0	0	0	19	0	0	0	0	0	27	0	0
Mvmt Flow	0	98	115	313	127	0	0	0	0	274	2	76
Number of Lanes	0	1	0	1	1	0	0	0	0	0	1	0
Approach		EB		WB						SB		
Opposing Approach		WB		EB								
Opposing Lanes		2		1						0		
Conflicting Approach Left		SB								WB		
Conflicting Lanes Left		1		0						2		
Conflicting Approach Right				SB						EB		
Conflicting Lanes Right		0		1						1		
HCM Control Delay, s/veh		11.3		16.5						18.1		
HCM LOS		В		С						С		

Lane	EBLn1	WBLn1	WBLn2	SBLn1	
Vol Left, %	0%	100%	0%	78%	
Vol Thru, %	46%	0%	100%	1%	
Vol Right, %	54%	0%	0%	22%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	196	288	117	324	
LT Vol	0	288	0	252	
Through Vol	90	0	117	2	
RT Vol	106	0	0	70	
Lane Flow Rate	213	313	127	352	
Geometry Grp	4a	5	5	2	
Degree of Util (X)	0.329	0.592	0.211	0.602	
Departure Headway (Hd)	5.555	6.807	5.971	6.151	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	646	529	600	588	
Service Time	3.604	4.551	3.715	4.193	
HCM Lane V/C Ratio	0.33	0.592	0.212	0.599	
HCM Control Delay, s/veh	11.3	19	10.3	18.1	
HCM Lane LOS	В	С	В	С	
HCM 95th-tile Q	1.4	3.8	0.8	4	

Intersection	
Intersection Delay, s/ve	h21.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	M	朴		M	*	7		4		M	1		
Traffic Vol, veh/h	190	414	6	4	370	17	9	0	1	11	1	171	
Future Vol, veh/h	190	414	6	4	370	17	9	0	1	11	1	171	
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	
Heavy Vehicles, %	12	32	50	0	31	18	33	0	0	0	0	8	
Mvmt Flow	198	431	6	4	385	18	9	0	1	11	1	178	
Number of Lanes	1	2	0	1	1	1	0	1	0	1	1	0	
Approach	EB			WB			NB			SB			
Opposing Approach	WB			EB			SB			NB			
Opposing Lanes	3			3			2			1			
Conflicting Approach Le	eft SB			NB			EB			WB			
Conflicting Lanes Left	2			1			3			3			
Conflicting Approach Ri	gh <b>t</b> NB			SB			WB			EB			
Conflicting Lanes Right	1			2			3			3			
HCM Control Delay, s/v	eħ6.5			32.8			12.4			13.6			
HCM LOS	С			D			В			В			

Lane	NBLn1	EBLn1	EBLn2	EBLn3V	VBLn1\	VBLn2V	VBLn3	SBLn1	SBLn2	
Vol Left, %	90%	100%	0%	0%	100%	0%	0%	100%	0%	
Vol Thru, %	0%	0%	100%	96%	0%	100%	0%	0%	1%	
Vol Right, %	10%	0%	0%	4%	0%	0%	100%	0%	99%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	10	190	276	144	4	370	17	11	172	
LT Vol	9	190	0	0	4	0	0	11	0	
Through Vol	0	0	276	138	0	370	0	0	1	
RT Vol	1	0	0	6	0	0	17	0	171	
Lane Flow Rate	10	198	288	150	4	385	18	11	179	
Geometry Grp	6	6	6	6	6	6	6	6	6	
Degree of Util (X)	0.027	0.403	0.573	0.31	0.009	0.801	0.032	0.027	0.355	
Departure Headway (Hd)	9.4	7.331	7.169	7.45	7.457	7.485	6.55	8.339	7.131	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	381	493	506	485	482	486	548	430	505	
Service Time	7.153	5.048	4.885	5.166	5.177	5.204	4.269	6.077	4.869	
HCM Lane V/C Ratio	0.026	0.402	0.569	0.309	0.008	0.792	0.033	0.026	0.354	
HCM Control Delay, s/veh	12.4	14.9	19.1	13.5	10.2	34.1	9.5	11.3	13.8	
HCM Lane LOS	В	В	С	В	В	D	Α	В	В	
HCM 95th-tile Q	0.1	1.9	3.6	1.3	0	7.4	0.1	0.1	1.6	

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	В

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1		M	*						4	
Traffic Vol, veh/h	0	90	18	294	116	0	0	0	0	212	0	73
Future Vol, veh/h	0	90	18	294	116	0	0	0	0	212	0	73
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
Heavy Vehicles, %	0	1	0	23	1	0	0	0	0	21	0	0
Mvmt Flow	0	98	20	320	126	0	0	0	0	230	0	79
Number of Lanes	0	1	0	1	1	0	0	0	0	0	1	0
Approach		EB		WB						SB		
Opposing Approach		WB		EB								
Opposing Lanes		2		1						0		
Conflicting Approach Left		SB								WB		
Conflicting Lanes Left		1		0						2		
Conflicting Approach Right				SB						EB		
Conflicting Lanes Right		0		1						1		
HCM Control Delay, s/veh		9.8		15.6						14.5		
HCM LOS		Α		С						В		

Lane	EBLn1	WBLn1	WBLn2	SBLn1	
Vol Left, %	0%	100%	0%	74%	
Vol Thru, %	83%	0%	100%	0%	
Vol Right, %	17%	0%	0%	26%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	108	294	116	285	
LT Vol	0	294	0	212	
Through Vol	90	0	116	0	
RT Vol	18	0	0	73	
Lane Flow Rate	117	320	126	310	
Geometry Grp	4a	5	5	2	
Degree of Util (X)	0.182	0.58	0.198	0.5	
Departure Headway (Hd)	5.566	6.529	5.645	5.809	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	644	553	637	626	
Service Time	3.602	4.257	3.373	3.809	
HCM Lane V/C Ratio	0.182	0.579	0.198	0.495	
HCM Control Delay, s/veh	9.8	17.9	9.8	14.5	
HCM Lane LOS	Α	С	Α	В	
HCM 95th-tile Q	0.7	3.7	0.7	2.8	

Intersection					
Intersection Delay, s/v	eh18.9				
Intersection LOS	С				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	1	朴		×	*	7		4		A	1		
Traffic Vol, veh/h	190	327	4	3	341	17	4	4	3	9	6	182	
Future Vol, veh/h	190	327	4	3	341	17	4	4	3	9	6	182	
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	
Heavy Vehicles, %	7	23	0	0	29	6	25	33	50	22	0	6	
Mvmt Flow	207	355	4	3	371	18	4	4	3	10	7	198	
Number of Lanes	1	2	0	1	1	1	0	1	0	1	1	0	
Approach	EB			WB			NB			SB			
Opposing Approach	WB			EB			SB			NB			
Opposing Lanes	3			3			2			1			
Conflicting Approach Le	eft SB			NB			EB			WB			
Conflicting Lanes Left	2			1			3			3			
Conflicting Approach Ri	gh <b>t</b> NB			SB			WB			EB			
Conflicting Lanes Right	1			2			3			3			
HCM Control Delay, s/v	eħ4.5			28.3			11.7			13.9			
HCM LOS	R			D			R			R			

Lane	NBLn1	EBLn1	EBLn2	EBLn3V	VBLn1\	VBLn <sub>2</sub> V	VBLn3	SBLn1	SBLn2	
Vol Left, %	36%	100%	0%	0%	100%	0%	0%	100%	0%	
Vol Thru, %	36%	0%	100%	96%	0%	100%	0%	0%	3%	
Vol Right, %	27%	0%	0%	4%	0%	0%	100%	0%	97%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	11	190	218	113	3	341	17	9	188	
LT Vol	4	190	0	0	3	0	0	9	0	
Through Vol	4	0	218	109	0	341	0	0	6	
RT Vol	3	0	0	4	0	0	17	0	182	
Lane Flow Rate	12	207	237	123	3	371	18	10	204	
Geometry Grp	6	6	6	6	6	6	6	6	6	
Degree of Util (X)	0.029	0.416	0.462	0.225	0.007	0.756	0.032	0.023	0.391	
Departure Headway (Hd)	8.644	7.253	7.022	6.6	7.349	7.342	6.234	8.446	6.883	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Сар	414	498	514	545	489	493	576	424	523	
Service Time	6.395	4.971	4.739	4.317	5.066	5.059	3.951	6.186	4.622	
HCM Lane V/C Ratio	0.029	0.416	0.461	0.226	0.006	0.753	0.031	0.024	0.39	
HCM Control Delay, s/veh	11.7	15.1	15.6	11.2	10.1	29.4	9.2	11.4	14	
HCM Lane LOS	В	С	С	В	В	D	Α	В	В	
HCM 95th-tile Q	0.1	2	2.4	0.9	0	6.5	0.1	0.1	1.8	

ntersection	
0.000.0	16.6
ersection Delay, s/veh	16.6
ntersection LOS	С

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1		M	4						4	
Traffic Vol, veh/h	0	93	109	294	121	0	0	0	0	257	3	72
Future Vol, veh/h	0	93	109	294	121	0	0	0	0	257	3	72
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
Heavy Vehicles, %	0	0	0	19	0	0	0	0	0	27	0	0
Mvmt Flow	0	101	118	320	132	0	0	0	0	279	3	78
Number of Lanes	0	1	0	1	1	0	0	0	0	0	1	0
Approach		EB		WB						SB		
Opposing Approach		WB		EB								
Opposing Lanes		2		1						0		
Conflicting Approach Left		SB								WB		
Conflicting Lanes Left		1		0						2		
Conflicting Approach Right				SB						EB		
Conflicting Lanes Right		0		1						1		
HCM Control Delay, s/veh		11.6		17.1						18.9		
HCM LOS		В		С						С		

Lane	EBLn1	WBLn1	WBLn2	SBLn1	
Vol Left, %	0%	100%	0%	77%	
Vol Thru, %	46%	0%	100%	1%	
Vol Right, %	54%	0%	0%	22%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	202	294	121	332	
LT Vol	0	294	0	257	
Through Vol	93	0	121	3	
RT Vol	109	0	0	72	
Lane Flow Rate	220	320	132	361	
Geometry Grp	4a	5	5	2	
Degree of Util (X)	0.343	0.609	0.22	0.621	
Departure Headway (Hd)	5.616	6.862	6.026	6.198	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Сар	639	527	594	581	
Service Time	3.667	4.608	3.772	4.241	
HCM Lane V/C Ratio	0.344	0.607	0.222	0.621	
HCM Control Delay, s/veh	11.6	19.8	10.5	18.9	
HCM Lane LOS	В	С	В	С	
HCM 95th-tile Q	1.5	4	0.8	4.3	

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Intersection						
Intersection Delay, s/v	/eh22.5					
Intersection LOS	С					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	M	朴		M	*	7		4		M	1		
Traffic Vol, veh/h	196	421	6	5	376	17	9	0	2	11	2	176	
Future Vol, veh/h	196	421	6	5	376	17	9	0	2	11	2	176	
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	
Heavy Vehicles, %	12	32	50	0	31	18	33	0	0	0	0	8	
Mvmt Flow	204	439	6	5	392	18	9	0	2	11	2	183	
Number of Lanes	1	2	0	1	1	1	0	1	0	1	1	0	
Approach	EB			WB			NB			SB			
Opposing Approach	WB			EB			SB			NB			
Opposing Lanes	3			3			2			1			
Conflicting Approach Le	eft SB			NB			EB			WB			
Conflicting Lanes Left	2			1			3			3			
Conflicting Approach R				SB			WB			EB			
Conflicting Lanes Right	1			2			3			3			
HCM Control Delay, s/v	eh 17			35.3			12.5			14			
HCM LOS	С			Е			В			В			

Lane	NBLn1	EBLn1	EBLn2	EBLn3V	VBLn1\	NBLn2V	VBLn3	SBLn1	SBLn2	
Vol Left, %	82%	100%	0%	0%	100%	0%	0%	100%	0%	
Vol Thru, %	0%	0%	100%	96%	0%	100%	0%	0%	1%	
Vol Right, %	18%	0%	0%	4%	0%	0%	100%	0%	99%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	11	196	281	146	5	376	17	11	178	
LT Vol	9	196	0	0	5	0	0	11	0	
Through Vol	0	0	281	140	0	376	0	0	2	
RT Vol	2	0	0	6	0	0	17	0	176	
Lane Flow Rate	11	204	292	152	5	392	18	11	185	
Geometry Grp	6	6	6	6	6	6	6	6	6	
Degree of Util (X)	0.03	0.42	0.589	0.319	0.011	0.823	0.033	0.027	0.372	
Departure Headway (Hd)	9.413	7.409	7.247	7.528	7.522	7.569	6.633	8.421	7.216	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Сар	380	488	500	479	476	482	541	425	499	
Service Time	7.173	5.128	4.965	5.247	5.262	5.289	4.354	6.165	4.96	
HCM Lane V/C Ratio	0.029	0.418	0.584	0.317	0.011	0.813	0.033	0.026	0.371	
HCM Control Delay, s/veh	12.5	15.4	19.8	13.7	10.3	36.8	9.6	11.4	14.2	
HCM Lane LOS	В	С	С	В	В	Е	Α	В	В	
HCM 95th-tile Q	0.1	2.1	3.7	1.4	0	7.9	0.1	0.1	1.7	

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### **APPENDIX E**

# **INTERSECTION QUEUING REPORTS**

### Intersection: 1: I-5 SB Ramps & Vista Dr

Movement	WB	SB
Directions Served	L	LTR
Maximum Queue (ft)	28	76
Average Queue (ft)	1	34
95th Queue (ft)	9	66
Link Distance (ft)		1854
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	90	
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 2: I-5 NB Ramps & Vista Dr

Movement	NB	NB
Directions Served	LT	R
Maximum Queue (ft)	45	114
Average Queue (ft)	9	44
95th Queue (ft)	31	79
Link Distance (ft)	1844	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		510
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 3: Shastina Dr & Vista Dr

Movement	EB	NB	SB	SB
Directions Served	L	LTR	L	TR
Maximum Queue (ft)	53	50	24	67
Average Queue (ft)	9	9	4	29
95th Queue (ft)	34	34	19	52
Link Distance (ft)		457		1154
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		50	
Storage Blk Time (%)				1
Queuing Penalty (veh)				0

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Weed 7-11 Existing AM

	1	-	+	1	1	1	1	Ţ	1	
Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	31	100	105	11	1	5	11	14	32	
v/c Ratio	0.12	0.05	0.06	0.04	0.00	0.01	0.05	0.03	0.08	
Control Delay (s/veh)	12.9	3.4	6.8	13.1	12.0	0.0	13.3	11.1	0.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	12.9	3.4	6.8	13.1	12.0	0.0	13.3	11.1	0.4	
Queue Length 50th (ft)	4	0	0	1	0	0	1	1	0	
Queue Length 95th (ft)	20	13	22	11	3	0	11	12	0	
Internal Link Dist (ft)		287	749		482			716		
Turn Bay Length (ft)	60			75		65	50		25	
Base Capacity (vph)	523	2133	2025	599	1747	1000	428	1588	1027	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.05	0.05	0.02	0.00	0.01	0.03	0.01	0.03	
Intersection Summary										

### Intersection: 1: I-5 SB Ramps & Vista Dr

Movement	WB	SB
Directions Served	L	LTR
Maximum Queue (ft)	65	128
Average Queue (ft)	9	51
95th Queue (ft)	41	91
Link Distance (ft)		1854
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	90	
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 2: I-5 NB Ramps & Vista Dr

Movement	NB	NB
Directions Served	LT	R
Maximum Queue (ft)	26	151
Average Queue (ft)	6	68
95th Queue (ft)	23	113
Link Distance (ft)	1844	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		510
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 3: Shastina Dr & Vista Dr

Movement	EB	WB	NB	SB	SB
Directions Served	L	L	LTR	L	TR
Maximum Queue (ft)	69	28	55	24	56
Average Queue (ft)	23	1	10	6	24
95th Queue (ft)	64	9	37	23	51
Link Distance (ft)			457		1154
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	50		50	
Storage Blk Time (%)					1
Queuing Penalty (veh)					0

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## 4: Black Butte Dr & Vista Dr

	*	-	1	<del>-</del>	1	1	1	1	Į.	1	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	43	157	2	142	27	27	4	20	17	47	
v/c Ratio	0.17	0.09	0.01	0.08	0.10	0.06	0.01	0.07	0.03	0.11	
Control Delay (s/veh)	15.1	6.5	16.5	9.3	15.2	13.4	0.0	15.4	13.7	1.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	15.1	6.5	16.5	9.3	15.2	13.4	0.0	15.4	13.7	1.0	
Queue Length 50th (ft)	2	0	0	0	1	1	0	1	1	0	
Queue Length 95th (ft)	32	34	5	34	24	23	0	20	17	3	
Internal Link Dist (ft)		287		749		482			716		
Turn Bay Length (ft)	60		50		75		65	50		25	
Base Capacity (vph)	494	2089	477	2168	577	1537	1426	592	1660	1126	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.08	0.00	0.07	0.05	0.02	0.00	0.03	0.01	0.04	
Intersection Summary											

### Intersection: 1: I-5 SB Ramps & Vista Dr

Movement	WB	WB	SB
Directions Served	L	T	LTR
Maximum Queue (ft)	88	20	163
Average Queue (ft)	21	1	66
95th Queue (ft)	59	7	116
Link Distance (ft)		534	1854
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	90		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

## Intersection: 2: I-5 NB Ramps & Vista Dr

Movement	EB	WB	NB	NB
Directions Served	L	TR	LT	R
Maximum Queue (ft)	53	15	70	90
Average Queue (ft)	19	1	36	53
95th Queue (ft)	48	5	59	81
Link Distance (ft)		213	1844	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			510
Storage Blk Time (%)				
Queuing Penalty (veh)				

#### Intersection: 3: Shastina Dr & Vista Dr

Movement	EB	WB	WB	NB	SB	SB
Directions Served	L	Т	R	LTR	L	TR
Maximum Queue (ft)	88	30	30	55	42	86
Average Queue (ft)	25	1	1	11	7	39
95th Queue (ft)	58	10	10	42	27	71
Link Distance (ft)		297	297	457		1154
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100				50	
Storage Blk Time (%)	0				0	2
Queuing Penalty (veh)	0				0	0

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## 4: Black Butte Dr & Vista Dr

	1	-	1	•	1	1	1	1	Į.	1	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	35	126	1	129	26	5	7	11	16	38	
v/c Ratio	0.13	0.07	0.00	0.08	0.08	0.01	0.02	0.06	0.04	0.10	
Control Delay (s/veh)	13.6	7.3	14.0	8.4	13.6	12.3	0.0	14.1	12.2	0.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.6	7.3	14.0	8.4	13.6	12.3	0.0	14.1	12.2	0.5	
Queue Length 50th (ft)	3	0	0	0	2	1	0	1	1	0	
Queue Length 95th (ft)	23	23	3	26	19	6	0	11	13	0	
Internal Link Dist (ft)		287		749		482			716		
Turn Bay Length (ft)	60		50		75		65	50		25	
Base Capacity (vph)	521	2266	719	2180	647	1743	1068	410	1613	1075	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.07	0.06	0.00	0.06	0.04	0.00	0.01	0.03	0.01	0.04	
Intersection Summary											

### Intersection: 1: I-5 SB Ramps & Vista Dr

Movement	EB	WB	WB	SB
Directions Served	TR	L	T	LTR
Maximum Queue (ft)	18	122	21	177
Average Queue (ft)	2	32	1	83
95th Queue (ft)	11	73	7	130
Link Distance (ft)	304		534	1854
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		90		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

## Intersection: 2: I-5 NB Ramps & Vista Dr

Movement	EB	EB	WB	NB	NB
Directions Served	L	T	TR	LT	R
Maximum Queue (ft)	55	22	52	89	148
Average Queue (ft)	26	1	3	30	76
95th Queue (ft)	55	7	20	58	118
Link Distance (ft)		534	213	1844	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				510
Storage Blk Time (%)					
Queuing Penalty (veh)					

#### Intersection: 3: Shastina Dr & Vista Dr

Movement	EB	NB	SB	SB
Directions Served	L	LTR	L	TR
Maximum Queue (ft)	97	68	46	104
Average Queue (ft)	29	16	10	40
95th Queue (ft)	67	50	33	68
Link Distance (ft)		457		1154
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100		50	
Storage Blk Time (%)	0		0	2
Queuing Penalty (veh)	0		0	0

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Existing + App/Pend PM

	1	-	1	-	1	1	1	1	Ţ	1	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	46	199	3	156	35	29	5	20	20	51	
v/c Ratio	0.19	0.13	0.01	0.11	0.13	0.07	0.01	0.08	0.05	0.13	
Control Delay (s/veh)	15.9	7.2	16.7	10.4	15.8	14.0	0.0	16.2	14.4	1.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	15.9	7.2	16.7	10.4	15.8	14.0	0.0	16.2	14.4	1.5	
Queue Length 50th (ft)	4	6	0	5	3	2	0	2	2	0	
Queue Length 95th (ft)	34	41	6	37	29	24	0	20	19	5	
Internal Link Dist (ft)		287		749		482			716		
Turn Bay Length (ft)	60		50		75		65	50		25	
Base Capacity (vph)	458	2217	489	2231	552	1545	1420	538	1653	1130	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.10	0.09	0.01	0.07	0.06	0.02	0.00	0.04	0.01	0.05	
Intersection Summary											

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Movement	EB	WB	SB
Directions Served	TR	L	LTR
Maximum Queue (ft)	18	77	248
Average Queue (ft)	1	32	115
95th Queue (ft)	9	75	193
Link Distance (ft)	304		1854
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		90	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

# Intersection: 2: I-5 NB Ramps & Vista Dr

Movement	EB	WB	NB	NB
Directions Served	L	TR	LT	R
Maximum Queue (ft)	54	34	96	131
Average Queue (ft)	23	3	39	71
95th Queue (ft)	47	16	66	115
Link Distance (ft)		213	1844	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			510
Storage Blk Time (%)				
Queuing Penalty (veh)				

## Intersection: 3: Shastina Dr & Vista Dr

Movement	EB	WB	WB	NB	SB	SB
Directions Served	L	Т	R	LTR	L	TR
Maximum Queue (ft)	115	68	22	79	24	105
Average Queue (ft)	44	2	1	12	5	44
95th Queue (ft)	80	23	7	50	21	82
Link Distance (ft)		297	297	457		1154
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100				50	
Storage Blk Time (%)	1	0				4
Queuing Penalty (veh)	1	0				0

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	35	398	1	404	28	5	7	12	16	38	
v/c Ratio	0.15	0.18	0.00	0.20	0.10	0.01	0.02	0.07	0.04	0.11	
Control Delay (s/veh)	18.2	5.9	19.0	8.5	18.2	17.0	0.2	19.0	16.9	0.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	18.2	5.9	19.0	8.5	18.2	17.0	0.2	19.0	16.9	0.6	
Queue Length 50th (ft)	3	0	0	0	3	1	0	1	1	0	
Queue Length 95th (ft)	26	65	3	73	23	8	0	13	15	0	
Internal Link Dist (ft)		287		749		482			716		
Turn Bay Length (ft)	60		50		75		65	50		25	
Base Capacity (vph)	452	2343	624	2299	567	1589	984	373	1471	991	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.17	0.00	0.18	0.05	0.00	0.01	0.03	0.01	0.04	
Intersection Summary											

Movement	EB	WB	SB
Directions Served	TR	L	LTR
Maximum Queue (ft)	18	118	395
Average Queue (ft)	1	40	157
95th Queue (ft)	6	81	318
Link Distance (ft)	304		1854
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		90	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		1	

# Intersection: 2: I-5 NB Ramps & Vista Dr

Movement	EB	WB	NB	NB
Directions Served	L	TR	LT	R
Maximum Queue (ft)	53	15	88	231
Average Queue (ft)	33	1	40	88
95th Queue (ft)	52	7	74	151
Link Distance (ft)		213	1844	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			510
Storage Blk Time (%)				
Queuing Penalty (veh)				

## Intersection: 3: Shastina Dr & Vista Dr

Movement	EB	WB	WB	NB	SB	SB
Directions Served	L	L	T	LTR	L	TR
Maximum Queue (ft)	110	28	20	67	119	173
Average Queue (ft)	40	2	1	18	11	54
95th Queue (ft)	78	14	10	55	50	118
Link Distance (ft)			297	457		1154
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	50			50	
Storage Blk Time (%)	0					5
Queuing Penalty (veh)	0					1

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	46	399	3	350	38	29	5	22	20	51	
v/c Ratio	0.21	0.23	0.01	0.22	0.15	0.06	0.01	0.09	0.05	0.14	
Control Delay (s/veh)	20.1	8.4	21.3	11.5	20.0	15.8	0.0	20.6	18.8	1.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	20.1	8.4	21.3	11.5	20.0	15.8	0.0	20.6	18.8	1.4	
Queue Length 50th (ft)	5	16	0	14	4	3	0	2	2	0	
Queue Length 95th (ft)	38	85	7	83	34	27	0	24	22	4	
Internal Link Dist (ft)		287		749		482			716		
Turn Bay Length (ft)	60		50		75		65	50		25	
Base Capacity (vph)	413	2183	441	2218	502	1436	1328	489	1536	1059	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.11	0.18	0.01	0.16	0.08	0.02	0.00	0.04	0.01	0.05	
Intersection Summary											

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Movement	WB	SB
Directions Served	L	LTR
Maximum Queue (ft)	65	145
Average Queue (ft)	19	58
95th Queue (ft)	55	102
Link Distance (ft)		1854
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	90	
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 2: I-5 NB Ramps & Vista Dr

Movement	EB	NB	NB
Directions Served	L	LT	R
Maximum Queue (ft)	56	91	97
Average Queue (ft)	19	34	52
95th Queue (ft)	44	65	81
Link Distance (ft)		1844	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		510
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Intersection: 3: Shastina Dr & Vista Dr

Movement	EB	WB	NB	SB	SB
Directions Served	L	R	LTR	L	TR
Maximum Queue (ft)	79	21	120	43	66
Average Queue (ft)	30	1	22	9	34
95th Queue (ft)	67	7	70	30	57
Link Distance (ft)		297	457		1154
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100			50	
Storage Blk Time (%)				0	1
Queuing Penalty (veh)				0	0

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	29	104	1	109	22	4	5	10	13	32	
v/c Ratio	0.12	0.06	0.00	0.07	0.07	0.01	0.01	0.05	0.03	0.08	
Control Delay (s/veh)	13.7	7.6	14.0	8.4	13.7	12.3	0.0	14.0	12.0	0.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.7	7.6	14.0	8.4	13.7	12.3	0.0	14.0	12.0	0.4	
Queue Length 50th (ft)	3	0	0	0	2	1	0	1	1	0	
Queue Length 95th (ft)	24	25	3	28	20	7	0	12	14	0	
Internal Link Dist (ft)		287		749		482			716		
Turn Bay Length (ft)	60		50		75		65	50		25	
Base Capacity (vph)	506	2272	699	2188	629	1749	1072	399	1620	1079	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.05	0.00	0.05	0.03	0.00	0.00	0.03	0.01	0.03	
Intersection Summary											

Movement	EB	WB	SB
Directions Served	TR	L	LTR
Maximum Queue (ft)	19	87	167
Average Queue (ft)	2	41	91
95th Queue (ft)	11	76	137
Link Distance (ft)	304		1854
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		90	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

# Intersection: 2: I-5 NB Ramps & Vista Dr

Movement	EB	WB	NB	NB
Directions Served	L	TR	LT	R
Maximum Queue (ft)	54	14	52	148
Average Queue (ft)	25	1	31	78
95th Queue (ft)	57	5	51	124
Link Distance (ft)		213	1844	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			510
Storage Blk Time (%)				
Queuing Penalty (veh)				

## Intersection: 3: Shastina Dr & Vista Dr

Movement	EB	WB	WB	NB	SB	SB
Directions Served	L	Т	R	LTR	L	TR
Maximum Queue (ft)	97	39	21	50	24	89
Average Queue (ft)	37	1	1	7	6	45
95th Queue (ft)	67	13	7	32	23	79
Link Distance (ft)		297	297	457		1154
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100				50	
Storage Blk Time (%)	0	0				3
Queuing Penalty (veh)	0	0				0

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	47	205	3	161	37	30	5	22	22	53	
v/c Ratio	0.20	0.13	0.01	0.12	0.14	0.06	0.01	0.09	0.05	0.14	
Control Delay (s/veh)	17.7	8.1	18.3	11.7	17.6	13.4	0.0	18.0	16.1	1.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	17.7	8.1	18.3	11.7	17.6	13.4	0.0	18.0	16.1	1.8	
Queue Length 50th (ft)	4	6	0	5	3	2	0	2	2	0	
Queue Length 95th (ft)	36	42	6	38	30	25	0	22	21	6	
Internal Link Dist (ft)		287		749		482			716		
Turn Bay Length (ft)	60		50		75		65	50		25	
Base Capacity (vph)	440	2126	469	2139	529	1480	1365	516	1583	1088	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.11	0.10	0.01	0.08	0.07	0.02	0.00	0.04	0.01	0.05	
Intersection Summary											

Movement	EB	WB	SB
Directions Served	TR	L	LTR
Maximum Queue (ft)	18	113	187
Average Queue (ft)	1	34	109
95th Queue (ft)	6	88	182
Link Distance (ft)	304		1854
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		90	
Storage Blk Time (%)		1	
Queuing Penalty (veh)		1	

# Intersection: 2: I-5 NB Ramps & Vista Dr

Movement	EB	WB	NB	NB
Directions Served	L	TR	LT	R
Maximum Queue (ft)	52	39	92	145
Average Queue (ft)	24	2	46	72
95th Queue (ft)	49	16	85	116
Link Distance (ft)		213	1844	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			510
Storage Blk Time (%)				
Queuing Penalty (veh)				

## Intersection: 3: Shastina Dr & Vista Dr

Movement	EB	WB	NB	SB	SB	
Directions Served	L	L	LTR	L	TR	
Maximum Queue (ft)	146	28	48	47	138	
Average Queue (ft)	49	2	3	5	53	
95th Queue (ft)	96	13	24	25	99	
Link Distance (ft)			457		1154	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	50		50		
Storage Blk Time (%)	1			1	7	
Queuing Penalty (veh)	1			1	1	

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	29	324	1	330	24	4	5	11	13	32	
v/c Ratio	0.12	0.16	0.00	0.16	0.08	0.01	0.01	0.06	0.03	0.09	
Control Delay (s/veh)	15.6	6.5	17.0	7.2	15.7	14.3	0.0	16.2	14.3	0.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	15.6	6.5	17.0	7.2	15.7	14.3	0.0	16.2	14.3	0.5	
Queue Length 50th (ft)	3	0	0	0	2	0	0	1	1	0	
Queue Length 95th (ft)	27	68	4	74	24	8	0	15	16	0	
Internal Link Dist (ft)		287		749		482			716		
Turn Bay Length (ft)	60		50		75		65	50		25	
Base Capacity (vph)	483	2535	666	2484	606	1719	1055	399	1591	1062	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.06	0.13	0.00	0.13	0.04	0.00	0.00	0.03	0.01	0.03	
Intersection Summary											

Movement	EB	WB	SB
Directions Served	TR	L	LTR
Maximum Queue (ft)	47	136	618
Average Queue (ft)	3	41	204
95th Queue (ft)	19	86	451
Link Distance (ft)	304		1854
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		90	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

# Intersection: 2: I-5 NB Ramps & Vista Dr

Movement	EB	WB	NB	NB
Directions Served	L	TR	LT	R
Maximum Queue (ft)	53	34	94	200
Average Queue (ft)	26	2	38	91
95th Queue (ft)	54	14	71	149
Link Distance (ft)		213	1844	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			510
Storage Blk Time (%)				
Queuing Penalty (veh)				

## Intersection: 3: Shastina Dr & Vista Dr

Movement	EB	WB	WB	NB	SB	SB
Directions Served	L	L	T	LTR	L	TR
Maximum Queue (ft)	119	28	18	50	24	140
Average Queue (ft)	44	3	1	16	5	55
95th Queue (ft)	86	17	6	40	20	106
Link Distance (ft)			297	457		1154
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	50			50	
Storage Blk Time (%)	1					9
Queuing Penalty (veh)	1					1

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Group Flow (vph)	47	405	3	355	39	30	5	23	22	53	
v/c Ratio	0.21	0.23	0.01	0.22	0.15	0.07	0.01	0.10	0.06	0.15	
Control Delay (s/veh)	20.2	8.4	21.3	11.5	20.1	15.9	0.0	20.7	19.0	1.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	20.2	8.4	21.3	11.5	20.1	15.9	0.0	20.7	19.0	1.7	
Queue Length 50th (ft)	5	17	0	15	4	3	0	3	2	0	
Queue Length 95th (ft)	39	86	7	85	35	28	0	25	24	5	
Internal Link Dist (ft)		287		749		482			716		
Turn Bay Length (ft)	60		50		75		65	50		25	
Base Capacity (vph)	412	2179	440	2215	501	1433	1326	488	1533	1057	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.11	0.19	0.01	0.16	0.08	0.02	0.00	0.05	0.01	0.05	
Intersection Summary											

Movement	EB	WB	WB	SB
Directions Served	TR	L	T	LTR
Maximum Queue (ft)	54	153	72	146
Average Queue (ft)	34	75	38	79
95th Queue (ft)	55	124	57	126
Link Distance (ft)	304		534	1854
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

# Intersection: 3: Shastina Dr & Vista Dr

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB	
Directions Served	L	T	TR	L	T	R	LTR	L	TR	
Maximum Queue (ft)	120	76	110	25	152	54	79	48	110	
Average Queue (ft)	52	44	55	1	91	17	13	6	43	
95th Queue (ft)	91	74	87	9	143	44	49	26	83	
Link Distance (ft)		213	213		297	297	457		1154	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	115			50				50		
Storage Blk Time (%)	0				20			0	4	
Queuing Penalty (veh)	0				0			0	0	

# Zone Summary

Zone wide Queuing Penalty: 1

Movement	EB	WB	WB	SB
Directions Served	TR	L	T	LTR
Maximum Queue (ft)	81	166	54	172
Average Queue (ft)	47	75	34	86
95th Queue (ft)	70	120	53	132
Link Distance (ft)	304		534	1854
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)		1		
Queuing Penalty (veh)		1		

# Intersection: 3: Shastina Dr & Vista Dr

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	LTR	L	TR
Maximum Queue (ft)	109	76	107	28	248	68	50	24	171
Average Queue (ft)	56	51	59	4	129	20	7	9	53
95th Queue (ft)	90	75	90	20	224	57	31	28	113
Link Distance (ft)		213	213		297	297	457		1154
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	115			50				50	
Storage Blk Time (%)	0				31				4
Queuing Penalty (veh)	0				1				0

# Zone Summary

Zone wide Queuing Penalty: 2

Movement	EB	WB	WB	SB
Directions Served	TR	L	T	LTR
Maximum Queue (ft)	53	122	70	154
Average Queue (ft)	34	75	38	80
95th Queue (ft)	50	110	58	130
Link Distance (ft)	304		534	1854
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

# Intersection: 3: Shastina Dr & Vista Dr

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB	
Directions Served	L	T	TR	L	Т	R	LTR	L	TR	
Maximum Queue (ft)	95	76	119	71	226	31	48	46	104	
Average Queue (ft)	52	43	52	5	113	17	7	2	42	
95th Queue (ft)	84	73	85	30	191	42	31	18	77	
Link Distance (ft)		213	213		297	297	457		1154	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	115			50				50		
Storage Blk Time (%)					24			0	6	
Queuing Penalty (veh)					1			0	1	

# Zone Summary

Zone wide Queuing Penalty: 1

Movement	EB	WB	WB	SB
Directions Served	TR	L	T	LTR
Maximum Queue (ft)	118	209	255	200
Average Queue (ft)	51	76	45	90
95th Queue (ft)	86	138	116	157
Link Distance (ft)	304		534	1854
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)		1		
Queuing Penalty (veh)		2		

# Intersection: 3: Shastina Dr & Vista Dr

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB	
Directions Served	L	T	TR	L	T	R	LTR	L	TR	
Maximum Queue (ft)	102	119	116	74	300	93	50	24	180	
Average Queue (ft)	56	59	65	9	138	17	13	8	47	
95th Queue (ft)	85	89	93	42	232	56	43	26	109	
Link Distance (ft)		213	213		297	297	457		1154	
Upstream Blk Time (%)					0					
Queuing Penalty (veh)					0					
Storage Bay Dist (ft)	115			50				50		
Storage Blk Time (%)	0	0			34				4	
Queuing Penalty (veh)	0	0			2				0	

# Zone Summary

Zone wide Queuing Penalty: 4

# **APPENDIX F**

# **COLLISION REPORTS**

## Memorandum

Making Conservation a California Way of Life

To: Kimberly Cervantes Date: October 13, 2024

kimberly.cervantes@lsa.net File: Sis5 PM R15.339/R19.07

CPRA: R035303-092024

From: Jeanetta Lopez

District 2, Traffic Safety jeanetta.lopez @dot.gov.ca

Subject: CRASH ANALYSIS FOR CPRA R035303-092024

Table 1A summarizes the crash rates on I-5 in Siskiyou County for the post miles limits of northbound R17.441/R19.07. The Table B report was generated on <u>09/27/24</u> and it depicts existing crash rates per million vehicles for the most recent 36-month period from <u>01/01/19</u> to <u>12/31/23</u> from the Traffic accident Surveillance and Analysis System (TASAS).

#### **TABLE 1A**

#### TASAS Table B Crash Rates

	TOTAL		ACTUAL RATES er million vehicl	<b>X</b>	AVERAGE RATES (per million vehicles)			
Segment	No. of Crashes	Fatal	Fatal + Injury	Total (1)	Fatal	Fatal + Injury	Total (1)	
I-5 PM R17.441/R19.07 Northbound	14	0.000	0.24	0.68	0.007	0.31	0.90	

There were no Fatal crashes reported within the requested limits.

The Actual Fatal & Injury rate is below the average for similar facilities statewide.

The Actual Total rate is below the average for similar facilities statewide.

There were 14 reported crashes within the requested limits and it is summarized as follows:

#### PM R17.550 Other (Deer) PDO Other than Driver

P-1 driving northbound on I-5 and a deer was walking west approximately 2 car lengths ahead of V-1.

P-1 applied brakes and swerved to the left but was unable to avoid collision with the deer.

#### PM R17.560 Other (Deer) PDO Other than Driver

P-1 driving northbound north of Vista Ln when three deer suddenly ran from the east shoulder area and directly in front of V-1. P-1 didn't apply brakes in time and collided with second deer with his front bumper.

#### PM R17.690 Hit Object (Tree) Injury Speeding

P-1 driving northbound and due to speeding, V-1 spun out of control, ran off the east roadway edge and hit a tree.

#### PM R18.360 Broadside PDO Speeding

P-1 driving northbound passed V-2, hit a puddle, spun in a clockwise direction, and right front collided with V-2's front. V-1 then ran into the center median area.

#### PM R18.610 Hit Object (Paddle Marker) Injury Other Violations

P-1 and P-2 drove northbound, south of Central Weed exit. P-2 was directly to the left of V-1's sleeper birth and collision occurred when P-1 changed lanes and P-2 avoided contact and drove into center divider and struck a paddle marker.

#### PM R18.690 Hit Object (Guardrail) PDO Improper Turn

P-1 driving north south of Shastina Drive under-crossing. P-1 was driving behind a big-rig and made an unsafe turn to the right and V-1 collided with metal guardrail and concrete bridge. V-1's trailer rear axles detached when it hit the bridge.

#### PM R18.918 Rear End PDO Speeding

P-1 was driving northbound to S. Weed Boulevard in a snowstorm. P-1 applied brakes and slid and struck the rear of parked V-2 east of east road edge of the offramp.

#### PM R18.918 Rear End PDO Speeding

P-1 and P-2 drove northbound to US-97 when P-2 stopped at the intersection with US-97. V-1 approached the rear of V-2 but did not stop before the front of V-1 struck rear of V-2. Trailer hitch on V-2 punctured the front bumper skin of V-1.

#### PM R18.918 Sideswipe PDO Improper Turn

P-1 driving northbound, exiting Central Weed and P-2 parked on right shoulder of Central Weed off-ramp. As P-1 approached the curve of the roadway, applied brakes, the wheels locked up, and skid off the roadway. V-1 crashed into left side of V-2.

#### PM R18.918 Hit Object (Wood Sign Post) PDO Improper Turn

P-1 driving with all-weather tires on winter weather conditions, south of C. Weed and exiting on the I-5 northbound to C. Weed off-ramp. P-1 traveled downhill and applied brakes due to P-2 stopped ahead at the bottom of the off-ramp at the stop sign. P-1 applied brakes and V-1 tire tread lost traction with ice and cinder covered roadway. V-1 avoided collision by traveling to the right, off the roadway, hitting the wooden post.

#### PM R18.990 Rear End PDO Alcohol

P-1 and P-2 drove northbound. P-1 changed lanes and was approximately 5 car lengths before V-2. P-1 was unable to stop before front of V-1 collided with rear of V-2.

#### PM R18.990 Hit Object (Deer) PDO Other than Driver

P-1 driving northbound when deer ran directly in front of V-1. P-1 front left crashed into the deer.

#### PM R19.02 Overturn Injury Improper Turn

P-1 driving northbound, south of S. Weed Blvd made improper turn, attempted to correct, was unsuccessful and overturned. V-1 blocked northbound lanes.

#### PM R19.04 Hit Object (Guardrail) Injury Improper Turn

P-1 driving northbound, south of S. Weed Boulevard, made an improper turning movement to the right. P-1 veered to the right and crashed into the guardrail, crossed over the freeway and into the center median wall.

Table 1B summarizes the crash rates on I-5 in Siskiyou County for the post miles limits of southbound R17.441/R19.07. The Table B report was generated on  $\underline{09/30/24}$  and it depicts existing crash rates per million vehicles for the most recent 36-month period from  $\underline{01/01/19}$  to  $\underline{12/31/23}$  from the Traffic accident Surveillance and Analysis System (TASAS).

# TABLE 1B

#### TASAS Table B Crash Rates **ACTUAL RATES** AVERAGE RATES **TOTAL** (per million vehicles) (per million vehicles) No. of Segment Total (1) Fatal + Injury Total (1) Fatal + Injury Fatal Fatal Crashes I-5 PM R17.441/R19.07 11 0.000 0.10 0.53 0.007 0.90 0.30 Southbound

There were no Fatal crashes reported within the requested limits.

The Actual Fatal & Injury rate is below the average for similar facilities statewide,

The Actual Total rate is below the average for similar facilities statewide.

There were 11 reported crashes within the requested limits and it is summarized as follows:

#### PM R17.52 Rear End (Paddle Marker) PDO Other

P-2 driving southbound on I-5 north of Vista Dr under-crossing, slowed for construction zone. P-1, driving southbound on I-5 North of Vista Dr under-crossing, slowed to construction, eventually coming to a stop. V-2/V-2a rolled back in northerly direction in stop and go traffic and back of V-2a struck front of V-1, while V-1 was at a complete stop.

#### PM R17.530 Sideswipe PDO Other than Driver

P-1 and P-2 drove southbound on I-5 and were in stop and go traffic within the construction zone. V-1 and V-2 were side by side and contact was possibly made between the two vehicles.

#### PM R17.630 Other (Wheel Detach) PDO Other than Driver

P-1 driving southbound, north of Vista Dr when the left rear tire/wheel came off the spindle intact and came to rest in center median amid brush/bushes. Tire/wheel detachment caused V-1 to travel out of control in south easterly direction and off the east road edge and into bushes in the median.

#### PM R17.830 Hit Object (Cal Trans Chain Sign) PDO Speeding

V-1operating 2WD driving southbound approximately 0.379 miles south of Vista Drive O/C and lost control due to speed. V-1's rear end rotated in counterclockwise motion to the east towards the center median, left the roadway and collided with Caltrans Chain Sign.

#### PM R17.900 Sideswipe PDO Unknown

P-1 was driving southbound north of Vista Drive in the #1 lane with a trailer through construction. P-2 was also driving at the same direction in the #2 lane. P-1 changed lanes and left rear tire and quarter panel crashed with V-2's front right bumper.

#### PM R18.130 Other (Animal) PDO Other than Driver

P-1 driving southbound south of Siskiyou Way U/C when a deer ran westbound across the roadway in front of V-1. Left front of V-1 collided with deer.

#### PM R18.550 Rear End Injury Speeding

P-2 and P-1 driving southbound, south of South Weed Blvd. V-1's front collided with rear of V-2 due to weather and speed.

#### PM R18.690 Sideswipe PDO Other Violations

P-1 and P-2 driving southbound, south of the Shastina Dr. under-crossing when P-1 attempted to change lanes in front of V-2. V-1 didn't have enough distance between V-2 and left side of V-1 hit the right side of V-2.

#### PM R18.70 Sideswipe PDO Other Violations

P-1 and P-2 driving southbound when P-1 changed into P-2's lane and V-1's right rear duals trailer struck left front of V-2.

#### PM R18.76 Sideswipe PDO Other Violations

P-1 entered onto I-5 southbound form the Central Weed on-ramp while P-2 was driving southbound on I-5. P-1 attempted to pass two slower vehicles ahead by merging when I vehicle in front of him also merged simultaneously. P-1 turned left into the opposing lane, directly into V-2's lane of travel and V-1 left rear side collided into the right front of V-2.

#### PM R19.00 Rear End Injury Speeding

P-1 driving southbound, south of South Weed Boulevard under-crossing behind P-2. P-2, driving behind a Cal fire engine with it's overhead emergency lights slowed when Cal fire engine turned left into center median. P-1, due to speed was not able to avoid collision with V-2's rear.

Table 1B summarizes the crash rates on I-5 in Siskiyou County for the post miles limits of northbound R15.339/R17.441. The Table B report was generated on <u>09/30/24</u> and it depicts existing crash rates per million vehicles for the most recent 36-month period from <u>01/01/19</u> to <u>12/31/23</u> from the Traffic accident Surveillance and Analysis System (TASAS).

# TABLE 1B TASAS Table B Crash Rates

	IATOI		ACTUAL RATES er million vehicl		AVERAGE RATES (per million vehicles)			
Segment	Fatal	Fatal + Injury	Total (1)	Fatal	Fatal + Injury	Total (1)		
I-5 PM R15.339/R17.441 Northbound	32	0.000	0.15	0.67	0.008	0.22	0.63	

There were no Fatal crashes reported within the requested limits.

The Actual Fatal & Injury rate is below the average for similar facilities statewide.

The Actual Total rate is above the average for similar facilities statewide.

There were 32 reported crashes within the requested limits and it is summarized as follows:

#### PM R15.410 Rear End Injury Speeding

P-1 driving north of Truck Village Dr undercrossing while V-2 was parked along the right shoulder north of the Truck Village Dr under-crossing with emergency lights on. V-1's tire lost traction and traveled into the right shoulder where front collided with rear of V-2.

#### PM R15.430 Overturn PDO Improper Turn

P-1 driving northbound, north of Truck Village Dr, made an improper turn and left the roadway into the dirt shoulder.

#### PM R15.580 Sideswipe PDO Improper Turn

P-1 driving northbound from Truck Village Dr, made an improper turn across lanes and collided with the side of V-2.

#### PM R15.890 Hit Object (Guardrail) PDO Improper Turn

P-1 driving northbound fell asleep and drifted across lanes, into the left shoulder, woke up, turned to the right, and lost traction with the road. P-1 then veered left and hit guardrail on the left shoulder.

#### PM R16.010 Hit Object (Tree) Injury Speeding

P-1 driving northbound, north of Truck Village Dr. undercrossing traveled over the Black Butte Railroad overhead, and over a patch of black ice. V-1 became airborne and traveled down dirt embankment, hitting a tree, and overturned on its right side.

#### PM R16.010 Hit Object (Fence) PDO Speeding

P-1 driving northbound sped under wet, slushy road conditions, veered to the left and right. V-1 traveled off the roadway and down a steep dirt embankment. V-1 struck a wire perimeter fence and then a large tree.

#### PM R16.020 Sideswipe Injury Speeding

P-2 driving northbound approaching Black Butte Railroad OH to the front and right of V-1. V-1's tires tread surface lost contact with the wet/icy roadway surface, traveled into the northerly direction and collided with the left side of V-2. V-1 went back across the lanes and entered the center median colliding with the large boulders and then in a counterclockwise motion, in the northeasterly direction continued on east of the boulders and collided with a metal sign post.

#### PM R16.020 Sideswipe PDO Other Violations

P-2 driving northbound passing a Truck Tractor Combination when P-1 came behind P-2. P-1 changed lanes and hit the right rear of V-2's trailer with the front of V-1. Trailer fishtailed and detached from V-2, running off the east shoulder, striking a pine tree.

#### PM R16.040 Hit Object Injury Speeding

P-1 driving northbound, approached Black Butte Railroad OH, traveled uphill on a sweeping right-hand curve over the Black Butte Railroad OH, and approached a previous collision. P-1 tire tread surface lost contact with wet/icy roadway and traveled across the northbound lanes into the east shoulder. V-1 slid down the east dirt embankment and it's rear collided with east freeway perimeter fence.

#### PM R16.090 Sideswipe PDO Unknown

P-1 and P-2 driving northbound, north of Black Butte Overhead when V-1 approached the rear of V-2. D-2 switched lanes to allow V-1 to pass and in the process V-1 attempted to go around V-2 and the left rear of V-1 crashed into the right front of V-2.

#### PM R16.100 Overturn Injury Improper Turn

D-1 driving northbound, north of Black Butte Railroad Overhead received a phone notification, looked down and when they looked up, V-1 left the roadway to the west. D-1's improper turn movement and overcorrection caused V-1 to travel across lanes and off the roadway to the east and overturned down the east embankment.

#### PM R16.270 Other (Deer) PDO Other than Driver

D-1 driving northbound, south of Vista Drive when a deer ran from the right shoulder towards the center median in front of V-1. V-1's right front collided into the deer.

#### PM R16.340 Other (Deer) PDO Other than Driver

P-1 driving northbound, south of Vista Dr when a deer ran from the right shoulder into V-1's path. V-1 unable to stop prior to colliding with deer and the left front hit the deer.

#### PM R16.510 Other (Deer) PDO Other than Driver

P-1 driving northbound, south of Vista Dr. when a deer crossed northbound east to west, traveling directly into V-1's path. The front end of V-1 collided with the deer.

#### PM R16.630 Other (Bear) PDO Other than Driver

P-1 driving northbound, south of Vista Dr, traveling straight when a large black bear ran downhill in a westerly direction from the east ascending dirt embankment and entered northbound traffic lane in front of V-1. P-1 applied brakes and steered to the right to avoid the bear but was unable to stop prior to the left front of V-1 colliding with the bear.

#### PM R16.840 Hit Object (Drainage Ditch) PDO Improper Turn

P-1 driving northbound, south of South Weed UC passed W-1 and W-2 when P-1's steered to the right across the lane and onto the right shoulder, into adjacent dirt, and into the rocky drainage ditch. P-1 turned the steering wheel to the right causing V-1 to veer back into #2 lane and overturned onto the driver side.

#### PM R16.940 Other PDO Unknown

P-1 driving northbound south of Vista Drive approached an unknown object when there was a loud band on the right side of the vehicle. After collision, P-1 exited at the Vista Drive exit.

#### PM R17.040 Other (Deer) PDO Other Than Driver

P-1 driving northbound when a deer ran from east to west, directly in V-1's path. V-1's left front collided with the deer.

#### PM R17.040 Hit Object (Large Rock) PDO Improper Turn

P-1 driving northbound south of Vista Drive when a deer entered the roadway, P-1 turned to the left and drifted off the west shoulder. V-1's left side collided with large rocks in the center divide, south of Vista Drive.

#### PM R17.140 Hit Object (Metal Post) PDO Improper Turn

P-1 driving south of S. Weed U/C, drove through a sweeping left-hand curve and drifted to the left of the roadway where left front collided with a metal post with a yellow reflective marker. V-1 continued over the metal post and collided with the west rover covered drainage ditch.

#### PM R17.160 Sideswipe PDO Other Violations

P-1 driving northbound approached V-2 and a semi, made a lane change, and the left rear of V-1 collided with the right font tire of V-2. V-1 continued off the roadway and overturned several times, coming to rest within the center divider.

#### PM R17.160 Sideswipe PDO Other Violations

P-1 driving northbound, south of Vista Drive U/C approached the left front of V-2. P-1 allowed the right rear side of V-1a to veer into opposing lane and crashed into left front side of V-2

#### PM R17.180 Other (Deer) PDO Other than Driver

P-1 driving northbound, south of MPM-5 SIS 17.195R, noticed a deer on the west shoulder, attempted to slow down when the deer leaped into the air and landed into V-1's path of travel. V-1's middle front bumper and hood collided into the deer.

#### PM R17.195 Broadside PDO Speeding

P-1 exited the freeway at S. Weed and P-1 was parked along the west edge of the base of exit/off-ramp loading a vehicle. Due to P-1's speed and the icy/ snow covered road traveled in westerly direction and struck left driver side of V-2.

#### PM R17.195 Rear End PDO Speeding

P-1 driving northbound on Vista Drive offramp, and P-2 was stopped at the stop sign at the Vista Drive offramp. P-1 braked as they approached V-2 but hit the rear of V-2.

#### PM R17.195 Rear End PDO Speeding

P-1 driving northbound at Vista Dr. off ramp, approached the intersection of Vista Dr. P-2 was at a complete stop in the right turn lane at the bottom of the offramp and P-3 was also at a complete stop behind a large motorhome in the process of making a right-hand turn onto Vista Dr. V-1's front struck the rear of V-2 and V-2 was pushed forward into the rear of V-3.

#### PM R17.195 Other PDO Other Violations

P-2 driving northbound on Vista Drive (South Weed offramp) and V-1 was ahead of V-2. V-1 was stopped at the stop sign and began backing up and the rear of V-1's trailer collided with V-2.

#### PM R17.195 Rear End PDO Speeding

P-2 stopped at S. Weed Boulevard when they began to pull forward. V-1 was driving northbound taking the exit to S. Weed Boulevard and due to speed, failed to stop behind V-2. Right front of V-1 struck rear of V-2.

#### PM R17.195 Broadside Injury Other than Driver

P-1 driving northbound on the Central Weed off ramp while P-2 drove northbound on the South Weed Boulevard. P-1 applied brakes and lost air pressure and friction on brakes. P-1 was unable to stop at stop sign at South Weed Boulevard and the northbound I-5 Central Weed off ramp. V-1 continued through the stop sign and collided with the right front of V-2. V-2 spun, and right rear struck left rear of V-1.

#### PM R17.195 Broadside PDO Unknown

P-3 stopped on Vista Dr. driving south of V-3. Due to unknown events V-1 collided with left rear of V-3's trailer.

#### PM R17.195 Rear End PDO Speeding

P-1 pulling a lance travel trailer northbound to South Weed Boulevard approached the stop sign behind V-2. V-1 was stopped at the stop sign waiting for approaching traffic, looked left and begun to move forward and the front of V-1 crashed into the rear of V-2.

#### PM R17.400 Rear End Injury Speeding

P-2 driving northbound behind V-3 while V-1 was 5-7 car lengths behind V-2. As traffic slowed, V-3 applied brakes followed by V-2. V-1 applied brakes but was unable to stop and collided with rear of V-2 and front of V-2 collided with rear of V-3.

Table 1B summarizes the crash rates on I-5 in Siskiyou County for the post miles limits of southbound R15.339/R17.441. The Table B report was generated on <u>10/08/24</u> and it depicts existing crash rates per million vehicles for the most recent 36-month period from <u>01/01/19</u> to <u>12/31/23</u> from the Traffic accident Surveillance and Analysis System (TASAS).

# TABLE 1B TASAS Table B Crash Rates

#### **ACTUAL RATES AVERAGE RATES** TOTAL (per million vehicles) (per million vehicles) No. of Segment Total (1) Fatal + Injury Total (1) Fatal + Injury Fatal Fatal Crashes I-5 PM R15.339/R17.441 31 0.000 0.13 0.65 0.008 0.22 0.63 Southbound

There were no Fatal crashes reported within the requested limits.

The Actual Fatal & Injury rate is below the average for similar facilities statewide.

The Actual Total rate is above the average for similar facilities statewide.

There were 31 reported crashes within the requested limits and it is summarized as follows:

#### PM R15.360 Sideswipe PDO Other Violations

P-1 driving a three-axle tractor towing V-1a (two-acle flatbed trailer) driving southbound north of Truck Village Drive and V-2 driving in the same direction, passed V-1. P-1 began to switch lanes as V-2 was passing and left side collided with right side of V-2.

#### PM R15.380 Hit Object (Guardrail) PDO Improper Turn

P-1 driving southbound ran off the east shoulder and hit the guardrail and came to rest in the center median of I-5.

#### PM R15.550 Rear End PDO Speeding

P-1 driving north of Truck Village Dr behind V-2. Due to P-1's speed they were unable to avoid collision with the rear of V-2.

#### PM R15.510 Hit Object (Snow/Dirt Embankment) PDO Speeding

P-1 driving north of Truck Village Dr, on snowy/icy roads, went across the Truck Village Dr undercrossing when his vehicle broke rolling friction/traction and slid/jackknifed. V-1 traveled in the southeasterly direction where its right front struck a snow/dirt embankment, east of S/B lanes.

#### PM R15.590 Hit Object (Metal Paddle Marker) PDO Improper turn

PET driving southbound took a drink from his coke and got a gas/air bubble pain in his chest and started to feel dizzy. P-1 lost consciousness and ran off the east shoulder of southbound and struck a paddle marker. V-1 crossed through the center median, crossed the northbound lanes, and hit the brush between the northbound lanes and northbound Truck Village on ramp. V-1 then ran up the embankment and struck a tree.

#### PM R15.560 Overturn Injury Speeding

P-1 driving southbound to Truck Village Drive and due to speed, rotated clockwise and rolled onto their roof, coming to rest in a southwesterly direction.

#### PM R15.860 Other PDO Speeding

P-1 driving southbound and crossing the Black Butte O/H (south), when front-end of V-1 lost traction on the icy roadway. V-1's front end slid, and it's trailer swung clockwise towards V-1 and collided into the left rear of quarter panel and bumper. V-1 changed direction and slid in westerly direction and rotated in a clockwise motion and onto the right shoulder area, into the dirt/grass. V-1's trailer tipped on its left side.

#### PM R15.910 Other (Deer) PDO Other than Driver

P-1 driving southbound, north of Truck Village Dr overcrossing when a deer ran from the east shoulder area. P-1 applied brakes to avoid deer, but the deer ran directly into V-1's path and left front hit the deer.

#### PM R16.020 Hit Object (Guidepost) PDO Other than Driver

P-1 was stopped with a motorist that had been involved in a collision in an unsafe location in the center median. Motorists trailer was detached and east of the east shoulder. P-1 tried to escort motorist to a safer location and closer to his detached trailer. P-1 backed V-1 in a southerly direction into Northbound direction, north of Black Butte Overhead in the center median. When P-1 began to drive forward, entering I-5 northbound, V-1s' rear bumper cover caught on metal guidepost. V-1's rear bumper was pulled and detached.

#### PM R16.180 Sideswipe PDO Speeding

P-1 driving southbound, applied brakes to allow tractor/trailer combo to merge into their lane of travel. Due to snow/icy road conditions, the rear end of V-1 rotated clockwise in an easterly direction towards the center median area. V-1's right front tire and quarter panel crashed into the V-2's trailer. V-1 rotated counterclockwise back into V-2's trailer and broke out V-1 rear window. V-1 sild into the center media. V-2 continued southbound.

#### PM R16.280 Other (Deer) PDO Other than Driver

P-1 driving southbound, north of Truck Village Drive under-crossing, approached deer running across roadway on right shoulder. P-1 did not see deer, due to deer darting out in front of V-1. P-1 was unable to avoid collision.

#### PM R16.370 Hit Object Injury Improper turn

P-1 driving northbound north of Black Butte Dr made an improper turn and traveled off the roadway, striking a tree and came to rest down an embankment, facing southerly direction against a tree.

#### PM R16.410 Hit Object (Tree) PDO Improper Turn

P-1 driving south found, south of Vista Dr. slowed when approached a paved turn-through in the center media. P-1 attempted to turn onto the turn-through and due to speed was unable to make the turn. V-1 drove past the turn-through and onto the dirt and brush covered median and collided with a tree. V-1 came to rest in center median, south of Vista Dr. with left front fender against tree.

#### PM R16.500 Rear End PDO Speeding

P-1 driving in a southerly direction, south of Vista Dr. with V-2 directly in front of V-1. Due to V-1's speed, the front of V-1 crashed into the rear of V-2.

#### PM R16.520 Broadside Injury Improper Turn

P-2 driving southbound, north of Black Butte Railroad Overhead, merged into another lane while V-1 drifted into the center median and overcorrected to the right. V-1's right front collided with the left front tire of V-2.

#### PM R16.560 Overturn PDO Speeding

P-1 driving southbound when slush from vehicle ahead impaired P-1's view and applied brakes. Due to P-1's speed the brake application caused V-1 to rotate counterclockwise and overturned onto passenger side, coming to rest in the center median facing northeasterly direction.

#### PM R16.640 Sideswipe PDO Other Violations

P-1 and P-2 driving southbound, south of Vista Drive when V-1 changed lanes and forced P-2 into the center median. P-2 rotated clockwise and struck the rear of V-1's trailer and left rear wheel/tire where V-2 then rotated counterclockwise and came to rest in center median facing southerly direction.

#### PM R16.650 Other (Bear) PDO Other Than Driver

P-1 driving southbound, south of Vista Dr. when bear came across west-easterly direction and V-1 hit the animal.

#### PM R16.650 Sideswipe PDO Other Violations

P-1 driving while towing a trailer, south of Vista Drive directly to the left of V-2. P-2 also towing a trailer when V-1 changed lanes while P-2 was to the left of V-1 and V-1's right rear trailer collided with left side mirror of V-2.

#### PM R16.700 Other (Deer) PDO Other Than Driver

P-1 driving southbound, south of Vista Drive, attempted to avoid crash with deer ahead by changing lanes. When P-1 switched lanes, the deer ran into the other lane and crashed into front left corner on V-1.

#### PM R16.830 Hit Object (Sign) PDO Improper Turn

P-1 driving southbound, south of Vista Drive, left the roadway and collided with roadway sign on the west shoulder of I-5 southbound.

#### PM R16.940 Hit Object (Snow Embankment) PDO Improper Turn

P-1 driving south of Vista Dr. on icy roads, made an improper turn and steered to the left. V-1 traveled in a southeasterly direction and struck a snow/dirt embankment, east of S/B lanes.

#### PM R16.940 Sideswipe RDO Other Violations

P-1 driving south of Vista Drive under-crossing slightly ahead and to the left of V-2. P-2 approached the right front of V-1 when P-1 changed lanes and crashed into the left front side of V-2.

#### PM R16.950 Hit Object (Tree) Injury Other Than Driver

P-1, due to medical episode, lost consciousness, steered into center median, followed by the left front of V-1 striking a tree. V-1 came to rest facing easterly direction in the center median.

#### PM R17.090 Hit Object (Roadway Marker) Injury Improper turn

P1 driving south of Vista Dr claims red Chevy pickup drifted into their lane, causing P-1 to make an improper turn and collide into roadway marker. V-1 continued in a south westerly direction and the right front collided with a light pole. V-1 came to rest against light pole south of Vista Drive, facing south westerly direction.

#### **PM R17.130** Sideswipe PDO Other Violations

P-1 driving from Vista Dr. on-ramp to the right of V-2 when P-2 attempted to merge from the Vista Dr. on-ramp. As V-2 was passing V-1, P-1 steered left into V-2's lane and right side of V-2 collided with left side of V-1.

#### PM R17.228 Overturn PDO Speeding

P-1 driving westbound on Vista Dr. approached I-5 southbound onramp by slowing and steering to the left towards onramp. As P-1 steered to the left, due to speed and heavy load of asphalt debris inside dump bed and trailer, rear of the trailer tipped to the right. V-1's right side of trailer collided with asphalt roadway, spilling its' load.

#### PM R17.228 Hit Object (Delineator) PDO Other Violations

P-1 driving on the C. Weed Blvd on ramp to I-5 southbound when trailer detached. P-1 stopped, then backed V-1's trailer and it's rear collided with road delineator at the top of the on ramp.

#### PM R17.228 Hit Object PDO Speeding

P-1 driving tractor/trailer combination W/B on Vista Dr, preparing to turn onto the on-ramp to S/B I-5. V-2 (tractor/trailer combination) was parked on the right shoulder of Vista Dr. Onramp, approximately 100 yards down/from Vista Dr. P-1 executed a left turn onto the onramp and accelerated, due to icy roadway and speed, V-1's trailer failed to properly track with its tractor. Due to speed, icy roadway, lightweight of trailer, V-1's trailer swung om a counter-clockwise direction and struck a CalTrans sign/pole located on western edge of right shoulder of the onramp. Before the trailer could properly track/align itself directly behind the tractor portion of 23 V-1, V-1's trailer then struck the left rear of V-2, as V-1 continued up the on-ramp.

#### PM R17.230 Overturn Injury Improper Turn

P-1 driving southbound when the left front tire deflated and caused V-1 to fishtail. P-1 overcorrected and ran off into the center median, olling over, and coming to rest on its wheels facing easterly direction.

## PM R17.370 Other (Deer) PDO Other Than Driver

P-1 driving southbound when a deer ran from the center median from east to west directly in front of V-1. P-1 applied brakes but was unable to avoid hitting the deer.

You can reach me at (530) 262-7900 you have any questions or need any additional information.

Jeanetta Lopez, Traffic Safety, District 2

Jeanetta Lypez

The data provided is protected by 23 U.S.C. § 407, and the data shall not be subject to discovery, nor admitted as evidence in any applicable legal proceeding against the State of California. The State of California, Department of Transportation does not, by allowing the release of this information waive any rights it has under 23 U.S.C. § 407.

# Appendix L Native American Heritage Commission List of Tribal Contacts



CHAIRPERSON Reginald Pagaling Chumash

VICE-CHAIRPERSON Buffy McQuillen Yokayo Pomo, Yuki, Nomlaki

Secretary Sara Dutschke Miwok

PARLIAMENTARIAN Wayne Nelson Luiseño

COMMISSIONER Isaac Bojorquez Ohlone-Costanoan

COMMISSIONER Stanley Rodriguez Kumeyaay

COMMISSIONER Laurena Bolden Serrano

COMMISSIONER Reid Milanovich Cahuilla

COMMISSIONER Bennae Calac Pauma-Yuima Band of Luiseño Indians

EXECUTIVE SECRETARY Raymond C. Hitchcock Miwok, Nisenan

NAHC HEADQUARTERS 1550 Harbor Boulevard Suite 100 West Sacramento, California 95691 (916) 373-3710

#### NATIVE AMERICAN HERITAGE COMMISSION

April 26, 2024

Kevin Dalton AnthropologyRx

Via Email to: anthropologyrx@gmail.com

Re: Cultural Resource Inventory for East Vista Dr. and Black Butte Dr., Weed, CA Project, Siskiyou County

Dear Mr. Dalton:

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 <u>negative</u>. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. 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: <u>Cameron.vela@nahc.ca.gov</u>.

Sincerely.



Cameron Vela Cultural Resources Analyst

Attachment

#### Native American Heritage Commission Native American Contact List Siskiyou County 4/26/2024

County	Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Siskiyou	Alturas Rancheria of Pit River Indians	F	Vi Riley, Cultural Resources Coordinator	P.O. Box 340 Alturas, CA, 96101		(530) 233-4165		Pit River	Lassen,Modoc,Shasta,Siskiyou	
	Alturas Rancheria of Pit River Indians	F	Alturas Rancheria, Tribal Administrator/Environmental Coord	P.O. Box 340 Alturas, CA, 96101	(530) 233-5571	(530) 233-4165		Pit River	Lassen,Modoc,Shasta,Siskiyou	
	Karuk Tribe	F	Russell Attebery, Chairperson	P.O. Box 1016 Happy Camp, CA, 96039	(530) 493-1600	(530) 493-5322	battebery@karuk.us	Karuk	Del Norte,Humboldt,Siskiyou	12/13/2023
	Karuk Tribe	F	Alex Watts-Tobin, Tribal Historic Preservation Officer	PO Box 282 Orleans, CA, 95556	(530) 627-3446	(530) 627-3448	atobin@karuk.us	Karuk	Del Norte,Humboldt,Siskiyou	12/13/2023
	Karuk Tribe	F	Bill Tripp, Dept of Natural Resources	P.O. Box 282 Orleans, CA, 95556	(530) 627-3446	(530) 627-3448	btripp@karuk.us	Karuk	Del Norte,Humboldt,Siskiyou	12/13/2023
	Klamath Tribe	F	Gary Frost,	P.O. Box 436 Chiloquin, OR, 97624	(541) 783-2029			Klamath Modoc	Modoc,Siskiyou	
	Modoc Nation	F	Ken Sandusky, Resource and Development Director	29718 State Hwy 299 E Canby, CA, 96015	(541) 891-7321		kenneth.sandusky@modocnatior com	Modoc	Modoc,Siskiyou	3/27/2023
	Pit River Tribe of California	F	Natalie Forrest-Perez, THPO Coordinator	36970 Park Ave Burney, CA, 96013	(530) 335-5421		THPO@pitrivertribe.org	Pit River Wintun	Lassen,Modoc,Shasta,Siskiyou	2/16/2024
	Pit River Tribe of California	F	Agnes Gonzalez, Tribal Administrator	36970 Park Ave Burney, CA, 96013	(916) 335-5421	(530) 335-3140	ta@pitrivertribe.gov	Pit River Wintun	Lassen,Modoc,Shasta,Siskiyou	2/16/2024
	Redding Rancheria	F	Lillie Lucero, Tribal Historic Preservation Agent	2000 Redding Rancheria Road Redding, CA, 96001			Lillie.lucero@reddingrancheria- nsn.gov	Pit River Wintu Yana	Butte,Lassen,Modoc,Plumas,Shasta,Siskiyou, Tehama,Trinity	12/13/2023
	Redding Rancheria	F	Jack Potter, Chairperson	2000 Redding Rancheria Road Redding, CA, 96001	(530) 225-8979	(530) 241-1879	Jack.Potter@reddingrancheria- nsn.gov	Pit River Wintu Yana	Butte,Lassen,Modoc,Plumas,Shasta,Siskiyou, Tehama,Trinity	12/13/2023
	Redding Rancheria	F	Tracy Edwards, Chief Executive Officer	2000 Redding Rancheria Road Redding, CA, 96001	(530) 225-8979	(530) 241-1879	Tracy.Edwards@reddingrancheri a-nsn.gov		Butte,Lassen,Modoc,Plumas,Shasta,Siskiyou, Tehama,Trinity	12/13/2023
	Round Valley Reservation/ Covelo Indial Community	n F	James Russ, President	77826 Covelo Road Covelo, CA, 95428	(707) 983-6126	(707) 983-6128	tribalcouncil@rvit.org	ConCow Nomlaki Pit River Pomo Wailaki Wintun	Butte, Colusa, Glenn, Humboldt, Lake, Lassen, M endocino, Modoc, Plumas, Shasta, Siskiyou, Son oma, Sutter, Tehama, Trinity, Yuba	
	Shasta Indian Nation	N	Sami Jo Difuntorum, Culture Preservation Officer	P.O. Box 634 Newport, OR, 97365	(530) 643-2463		culture@shastaindiannation.org		Humboldt,Shasta,Siskiyou,Trinity	3/28/2023

#### Native American Heritage Commission Native American Contact List Siskiyou County 4/26/2024

Shasta Nation	N	Roy Hall, Chairperson	10808 Quartz Valley Road	(530) 468-2314			Shasta	Del
			Fort Jones, CA, 96032					Norte, Humboldt, Modoc, Shasta, Siskiyou, Teha
								ma.Trinity
Susanville Indian Rancheria	F	Deana Bovee, Chairperson	745 Joaquin Street	(530) 257-6264	(530) 257-7986	dovee@sir-nsn.gov	Maidu	Alpine,Amador,Butte,Calaveras,El
			Susanville, CA, 96130				Paiute	Dorado, Lassen, Mariposa, Modoc, Mono, Nevad
		Arian Hart			_ A	\Hart@sir-nsn.gov	Pit River	a,Placer,Plumas,Shasta,Sierra,Siskiyou,Teha
		, urair riait				a ipa tegon monigo i	Washoe	ma Tuolumne Yuha

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 Resource Section 5097.99 of the Public Resource Section 5097

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Cultural Resource Inventory for East Vista Dr. and Black Butte Dr., Weed, CA Project, Siskiyou County.

Record: PROJ-2024-002243 Report Type: List of Tribes Counties: Siskiyou NAHC Group: All